FINAL
ENVIRONMENTAL IMPACT REPORT

for the proposed

SAN YSIDRO REDEVELOPMENT PROJECT

(SCH No. 95-101015)

Prepared by

Redevelopment Agency of the City of San Diego
1200 Third Avenue, Suite 1620
San Diego, California 92101

Environmental Consultant

Butler Roach Group, Inc.
1550 North Hotel Circle, Suite 320
San Diego, California 92108

March 1996

PUBLIC REVIEW

The following individuals, organizations, and agencies received a copy of the Notice of Preparation and a copy or notice of the draft EIR for the proposed San Ysidro Redevelopment Project and were invited to comment on its accuracy and sufficiency.

Federal Agencies

- Army Corp of Engineers
- Department of Housing and Urban Development
- Department of Interior, U.S. Fish & Wildlife Service
- Environmental Protection Agency, Region IX
- International Boundary and Water Commission
- U.S. Border Patrol
- U.S. Immigration and Naturalization Service

State Agencies

- State Clearinghouse
- Calif. Department of Fish & Game
- Calif. Department of Conservation, Division of Mines & Geology
- Cailf. Department of Health and Welfare
- Calif. Department of Parks and Recreation
- Caltrans, District 11
- Caltrans, Planning
- Office of Historic Preservation
- Office of Planning & Research
- Regional Water Quality Control Board, San Diego Region 9
- State Coastal Commission

County of San Diego

- Air Pollution Control District
- Auditor-Controller
- Dept. of Env. Health Services, Hazardous Materials Mgmt. Div.
- Dept. of Planning & Land Use
- Dept. of Public Works
- Office of Special Projects
- Tax Assessor

City of San Diego

- Building Inspection Dept.
- City Attorney
- City Manager
- Councilman Vargas, Council District 8
- Development & Environmental Planning
- Engineering & Development Dept.
  - Facilities Financing
  - Transportation Planning Division
- Fire Department
- Historic Site Board
- Mayor's Office
- Noise Abatement
- Park and Recreation Dept.
- Park and Recreation Board
- Park Development and Open Space Division
- Planning Department
- Police Department
- Property Department
- Water Utilities Department

Other Agencies, Organizations and Individuals

- Ahora Now
- Casa Familiar/Amanecer
- Chula Vista City School District
- City of Chula Vista
- City of Imperial Beach
- Community Planners Committee (Council)
- County of San Diego Office of Education
- Economic Development Corporation
- Metropolitan Transit Development Board (MTDB)
- Otay Mesa Development Council
- Otay Mesa/Nestor Community Planning Group

Other Agencies, Organizations and Individuals (Continued)

San Diego Audubon Society
San Diego Association of Governments
San Diego Community College District
San Diego County Archaeological Society
San Diego County Office of Education
San Diego County Water Authority
San Diego Daily Transcript, Bill Burris
San Diego Gas & Electric
San Diego Housing Commission
San Diego Hoy
San Diego Transit Corporation
San Diego Unified School District
San Ysidro Chamber of Commerce
San Ysidro Community Center
San Ysidro Health Center
San Ysidro Park & Recreation
San Ysidro Planning and Development Group
San Ysidro Rotary Club
San Ysidro School District
San Ysidro Senior Citizen's Center
San Ysidro Service Center-MAAC Project
San Ysidro Visitors Information Center
Sierra Club
South Bay Union School District
Southwestern Community College
Sweetwater Union District
Tijuana River National Estaurine Sanctuary
United Border Communities Town Council

Copies of the draft EIR and any technical appendices may be reviewed in the office of the Redevelopment Agency Program, 1200 Third Avenue, Suite 1600, San Diego, CA 92101, or purchased for the cost of production.

RESULTS OF PUBLIC REVIEW

No comments were received during the Public Hearing on the Draft EIR held on March 5, 1996. Written comments addressing the accuracy or completeness of the EIR were received during the public comment period. The letters and responses follow:

Responses to Comments

RESPONSE TO COMMENT INDEX
SAN YSIDRO REDEVELOPMENT PROJECT

Letter from	Comment Numbers
Sweetwater Union High School District Administration Center Thomas Silva,Director of Planning February 26, 1996	1 - 3
San Diego County Archaelogical Society Environmental Review Committee James W. Royle, Jr., Chairperson March 11, 1996	4 - 7
County of San Diego Chief Administrative Office Chantal Saipe, CAO Staff Officer March 13, 1996	8 - 15

Sweetwater Union High School District
Administration Center
1130 Fifth Avenue
Chula Vista, California 91911-2896
(619) 691-5553

Division of Planning and Facilities

February 26, 1996

Mr. Jose Campos
City of San Diego
1200 Third Avenue, Suite 1620
San Diego, CA 92111

Dear Mr. Campos:

Re: San Ysidro Redevelopment Project Draft EIR

The Sweetwater Union High School District is in receipt of the Draft Environmental Impact Report for the San Ysidro Redevelopment project and wishes to provide the following comments. The analysis of educational facilities and services on Page 4.7-11 does not accurately reflect the district's student generation rate. The district has a student generation rate of 0.20 students per household for grades 9-12. This is based on a district wide average of total students per total dwellings.

The project description on Page 4.7-9 was analyzed to determine the potential impact to the district. It can be estimated that approximately three students will enter district classrooms annually from new residential development and 14 students per year from commercial development. At project build out (30 years) this equates to a cumulative impact of 510 students. It is anticipated that these students will be absorbed by existing facilities. Such an impact will not significantly impact district facilities. The funding pass through set forth in existing redevelopment law and the collection of developer fees from individual projects should mitigate these impacts. Of course, the district reserves the right to evaluate each proposed project to determine impact to schools.

RESPONSE TO COMMENT LETTER RECEIVED FROM SWEETWATER UNION HIGH SCHOOL DISTRICT, ADMINISTRATION CENTER, SIGNED BY THOMAS SILVA, DIRECTOR OF PLANNING, DATED FEBRUARY 26, 1996.

Response to Comment 1:

In order to determine project-related student generation, the Draft EIR used a student generation rate of 0.568 students per dwelling unit per single-family dwelling unit (DU) and a rate of 0.318 students per multi-family DU. This information is based on 1990 Census information for the San Diego region. The EIR used "regional" student generation rates because it was assumed that new persons moving to the Project Area would be from the San Diego region. Thus, a regional generation rate was found to be more representative for new residents.

Response to Comment 2:

The Draft EIR and the Sweetwater Union High School District (District) used the same project description (i.e., the same development scenario) but different methodologies to determine the number of students expected to be generated by the proposed San Ysidro Redevelopment Project.

The Draft EIR calculated the number of students generated from residential development only. This methodology used specific student generation rates for single- and multi-family DUs, and assumed a 5.7 percent and a 2.08 structural vacancy rate for single- and multi-family DUs, respectively. Using this methodology, it was estimated that the proposed Redevelopment Project would add 211 school aged children to the Project Area over the life of the Redevelopment Plan. Assuming an even distribution in the age of students, it was anticipated that 69 percent of all students would be elementary/middle school age (grades K trough 8) and 31 percent would be of high school age (grades 9 through 12). Thus, the Draft EIR anticipated that the proposed Redevelopment Project would generate an estimated 146 elementary school aged students and 65 high-school aged students over the life of the Project.

Enclosed as a part of this correspondence, is a summary of the anticipated enrollment impact and the analysis of the impact non-residential development will have. The non-residential impact analysis was proposed using an analysis prepared by SourcePoint in March 1990.

If you require additional information, please feel free to call me at 691-5553.

Sincerely,

Thomas Silva
Director of Planning

TS/mf
enclosure

c: Jack Goad, San Ysidro School District
Bob Nicholson, San Diego County Office of Education

RESPONSE TO COMMENT LETTER RECEIVED FROM SWEETWATER UNION HIGH SCHOOL DISTRICT (CONTINUED)

Response to Comment 2 (Continued):

The student generation methodology used by the District assumed that new students would be generated from residential as well as non-residential development. Specifically, the District has estimated that over the 30 year life of the Redevelopment Plan, the residential development would generate 90 students, and the non-residential development would generate 420 students, for a total of 510 students.

The Agency does not anticipate that the non-residential development (i.e., commercial, office, industrial, and hotel) proposed for the San Ysidro Redevelopment Project would generate 420 students, over four (4) times the student generation of the residential development, for the following reasons:

1. The Redevelopment Project Area has a higher unemployment rate than both the City of San Diego and The County of San Diego. The *Preliminary Report indicates that* in 1994, the unemployment rate within the San Ysidro Community was 18.5 percent, compared to 9.6 percent for the City of San Diego and 7.2 percent for the County. Because the Project Area has a larger available labor pool (in terms of the percentage of total population) than the City or the County, the project-related demands for labor could be filled by Project Area residents.

2. The development scenario for the proposed San Ysidro Redevelopment Project projected the amount of commercial, office, industrial, and hotel development (i.e., the non-residential component of the Project) anticipated to occur over the 30-year life of the Redevelopment Plan. The residential projections included in the development scenario were derived, in part, by assessing *the increase in demand for residential units that would* occur as a result of the non-residential component of the Project. Therefore, the District's assumption that non-residential

RESPONSE TO COMMENT LETTER RECEIVED FROM SWEETWATER UNION HIGH SCHOOL DISTRICT (CONTINUED)

Response to Comment 2 (Continued):

development included in the Project would result in additional residential units, over and above those identified in the EIR, over estimates, and in essence, double-counts the project-related increases in the demand for housing.

3. One objective of the Redevelopment Plan is to address the employment needs of the community, and to provide employment opportunities for Project Area residents.

4. It should also be noted that the District assumes that 52 to 69.7 percent of new jobs created by the proposed Redevelopment Project would be filled by persons that do not currently reside within the Project Area, that is by persons that move to the area as a result of the Redevelopment Plan). Given the Project Area's unemployment rate and the objectives of the proposed Redevelopment Plan, these assumptions are not reasonable.

Because the new jobs created by the Redevelopment Project are expected to be filled by Project Area residents, student generation over and above that identified in the Draft EIR is not anticipated.

Response to Comment 3:

Comment noted. The Agency agrees that project-related impacts to the Sweetwater Union High School District would not be significant given the statutory pass-through of tax increment financing and the collection of developer fees.

Sweetwater Union High School District

Summary of Enrollment Impacts

Proposed San Ysidro Redevelopment Project

Proposed Residential Development

No. of Units	Description	Annual Est. Enrollment	Project Buildout	Annual Est. Cost / Student (1992 Dollars)
15	Dwelling Units / Year	3	90	$39,363

Proposed Non - Residential Development

Proposed Area	Classification	Annual Est. Enrollment	Project Buildout	Annual Est. Cost / Student (1992 Dollars)
43,167 sq. ft.	Retail / Entertainment	9	270	118,089
5,000 sq. ft.	Office	3	90	39,363
1,000 sq. ft.	Industrial Use	0	0	0
1,835 sq. ft.	Hotel (367 / rm)	2	60	26,242
Subtotal		14	420	183,694
Total		17	510	

Note: 1. The District's student generation rate is 0.20 students per dwelling unit.

2. Facilities cost per student equals $13,121 as established in the Special Tax Report prepared for Community Facilities District No. 8 - Coral Gate established in August 1992.

WORKSHEET 1

Proposed Development Type:	**Retail Commercial**
Classification	**Other Retail**
Name:	**San Ysidro Redevelopment Project Area**
Location:	**San Ysidro**
Size:	**43,167 Sq. Ft.**

1. Estimate number of new jobs created by development

43167 sq. ft. x 0.001807 empl/sq.ft. = 78 new jobs

2. Estimate new workers living in District by development type

78 new jobs x 0.697 ELF * = 54 new resident employees

3. Estimate new households (hh).

54 employees x 0.873 hh/empl. = 47 households

4. Estimate new student enrollment

47 hh 0.2 stu./hh = 9 new students enrolled

* The employment location factor (ELF) for the development type other retail was calculated using the trip length cut-off of .647 minutes defined by the District Geographic Location Factor (GLF).

WORKSHEET 2

roposed Development Type:	Professional Office
lassification	Office
ame:	San Ysidro Redevelopment Project Area
cation:	San Ysidro
ze:	5,000 Sq. Ft.

Estimate number of new jobs created by development

5000 sq. ft. x 0.004797 empl/sq.ft. = 24 new jobs

Estimate new workers living in District by development type

24 new jobs x 0.626 ELF * = 15 new resident employees

Estimate new households (hh).

15 employees x 0.873 hh/empl. = 13 households

Estimate new student enrollment

13 hh 0.2 stu./hh = 3 new students enrolled

The employment location factor (ELF) for the development type office was calculated using the trip length cut-off of .647 minutes defined by the District Geographic Location Factor (GLF).

WORKSHEET 3

Proposed Development Type:	Light Industry
Classification	Industry
Name:	San Ysidro Redevelopment Project Area
Location:	San Ysidro
Size:	1,000 Sq. Ft.

1. Estimate number of new jobs created by development

1000 sq. ft. x 0.003095 empl/sq.ft. = 3 new jobs

2. Estimate new workers living in District by development type

3 new jobs x 0.638 ELF * = 2 new resident employees

3. Estimate new households (hh).

2 employees x 0.873 hh/empl. = 2 households

4. Estimate new student enrollment

2 hh 0.2 stu./hh = 0 new students enrolled

* The employment location factor (ELF) for the development type light industry was calculated using the trip length cut-off of .647 minutes defined by the District Geographic Location Factor (GLF).

SWEETWATER UNION HIGH SCHOOL DISTRICT

FACILITIES COSTS PER STUDENT AND PER DWELLING UNIT

	HIGH SCHOOL
FACILITIES COSTS PER STUDENT	$13,121
GENERATION RATES (STUDENTS PER D/U)	0.2000
COST PER RESIDENTIAL EDU	$2,624
BOND ISSUANCE COSTS	22.00%
TOTAL COSTS PER D/U	$3,201
CAPITAL RECOVERY FACTOR (8% AT 25 YEARS)	0.09368
ANNUAL TAX PER DWELLING UNIT	$299.91
ANNUAL TAX PER SQUARE FOOT	$0.1704

WORKSHEET 4

Proposed Development Type: Hotel
Classification Hotel / Motel
Name: San Ysidro Redevelopment Project Area
Location: San Ysidro
Size: 1,835 Sq. Ft.

1. Estimate number of new jobs created by development

1835 sq. ft. x 0.00902 empl/sq.ft. = 17 new jobs

2. Estimate new workers living in District by development type

17 new jobs x 0.52 ELF * = 9 new resident employees

3. Estimate new households (hh).

9 employees x 0.873 hh/empl. = 8 households

4. Estimate new student enrollment

8 hh 0.2 stu./hh = 2 new students enrolled

* The employment location factor (ELF) for the development type hotel / motel was calculated using the trip length cut-off of .647 minutes defined by the District Geographic Location Factor (GLF).

San Diego County Archaeological Society
Environmental Review Committee

March 11, 1996

To: Ms. Christina J. Anderson
City of San Diego Redevelopment Agency
1200 Third Avenue, Suite 1620
San Diego, California 92101

Subject: Draft Environmental Impact Report
San Ysidro Redevelopment Project

Dear Ms. Anderson:

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

Based on the information contained in the DEIR and its Appendix G, we have the following comments:

(1) Both the DEIR (p. 4.12-3) and Appendix G imply that the threshold for historic significance occurs with construction "by or before 1960". The normal criteria is 50 years old for eligibility for the National Register, with 45 years the threshold point for consideration as significant. Hence, evaluation should have been done based on construction in 1951-52 or earlier.

(2) For any project like this one, where implementation will occur over an extended period of time, consideration needs to be given to the possibility that structures not presently significant due to any of the criteria listed may become significant with the passage of time.

(3) Both the impact analysis and mitigation measures address prehistoric resources and historic structures, but fail to address potential historical archaeological resources. In some cases, there may be historical archaeological material associated with historic structures, but these resources may also exist where structures have since been demolished, or where none ever stood. The project archaeologist needs to expand Appendix G to address areas where testing and/or monitoring for historical archaeological resources should be required. Based on the changes to Appendix G, section 4.12 of the DEIR will also need to be revised.

P.O. Box 81106 . San Diego, CA 92138-1106 . (619) 538-0935

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY ENVIRONMENTAL REVIEW COMMITTEE, SIGNED BY JAMES W. ROYLE, JR., CHAIRPERSON, DATED MARCH 11, 1996.

Response to Comment 4:

While the windshield survey conducted for the Cultural Resources Assessment for the San Ysidro Redevelopment Project (Appendix G) generally identified potentially significant historic structures within the Project Area that pre-date 1940, it also considered more recent structures (i.e., structures that were 50 years of age at the time the survey was conducted). An example of this is the school located at 3825 Sunset Lane. As shown on Table 2-1 of the Cultural Resource Assessment (Appendix G), the school was reportedly constructed in 1948. This construction date indicates that this building was less than 50 years old at the time the report was prepared; yet it was still identified as a potentially significant historic structure. The potential significance of this structure was also noted on page 4.12-10 of the Draft EIR. No other buildings constructed within the 45 to 50 year threshold, which appeared to have potential architectural significance, were observed during the assessment.

Response to Comment 5:

The Draft EIR indicates that the proposed San Ysidro Redevelopment Project would be implemented over the 30-year life of the Redevelopment Plan. . One of the criteria used to determine the potential historic significance of structures within the Project Area was whether the structure was over 50 years old at the time the survey was conducted. It is reasonable to assume that buildings that were not found to be historically significant at the time the survey was conducted, by reason of their age, could meet this criteria by the time a site-specific redevelopment is proposed.

Based on the above concerns, the DEIR cannot presently be considered adequate in its treatment of cultural resources. Project approval must await the necessary revisions.

Thank you for including SDCAS in the public review of this document.

Sincerely,

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

cc: Gallegos & Associates
SDCAS President
file

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY (CONTINUED).

Response to Comment 5 (Continued):

Chapter 1.0 of the Draft EIR indicates that this EIR was prepared as a "program EIR" that will serve as a base information document from which supplemental studies may be derived for future specific implementation activities. All future implementing activities of the San Ysidro Redevelopment Project will be subject to subsequent environmental review when the specific development proposals are brought to the Redevelopment Agency. Therefore, if an implementation activity proposes to disturb a structure that is more than 50 years old at the time redevelopment is proposed, the eligibility of the structure will be determined as part of the subsequent environmental review required for all redevelopment activities. If the structure is found to be significant or potentially significant, impacts will be assessed and mitigation measures will be identified.

Response to Comment 6:

The Redevelopment Agency concurs that there may be a potential for historic and prehistoric archaeological deposits to exist within the Project Area. However, it should be noted that although the Cultural Resources Assessment sought documentation of specific locations with a potential for historical archaeological resources, none was found. Specifically, no maps or sketches have been found to indicate the identifiable location of historic archaeological features such as privies or trash deposits.

Nonetheless, the Draft EIR's discussion of potential impacts to archaeological resources has been revised to note the potential to encounter "historic" as well as "prehistoric" resources. In addition, the Draft EIR's archaeological monitoring program for all redevelopment activities has been revised to note that a qualified archaeologist, familiar with prehistoric and historic resources, shall be retained to monitor initial ground disturbance activities to avoid significant archaeological resource impacts.

RESPONSE TO COMMENT LETTER RECEIVED FROM SAN DIEGO COUNTY ARCHAEOLOGICAL SOCIETY (CONTINUED)

Response to Comment 7:

Please see Responses to Comment Nos. 4, 5, and 6.

County of San Diego

CHIEF ADMINISTRATIVE OFFICE
1600 PACIFIC HIGHWAY, SAN DIEGO, CALIFORNIA 92101-2472

ADMINISTRATIVE OFFICER
(619) 531-5230
FAX (619) 557-4060

March 13, 1996

Christina J. Anderson
City of San Diego Redevelopment Agency
1200 Third Avenue, Suite 1620
San Diego, CA 92101

RE. COMMENTS REGARDING SAN YSIDRO REDEVELOPMENT PROJECT DRAFT ENVIRONMENTAL IMPACT REPORT

Dear Ms. Anderson:

Thank you for the opportunity to review the Draft Environmental Impact Report (DEIR) for the proposed San Ysidro Redevelopment Project. The Office of Special Projects has reviewed the DEIR, the Draft Redevelopment Plan, and the Technical Appendices for the DEIR with respect to the conditions of blight and the County's services and facilities.

The County supports efforts by the City of San Diego to improve properties in San Ysidro. However, the County is concerned about parts of the DEIR and would like the following concerns to be addressed in the Final EIR and, pursuant to Section 33352 (n) (1) of the Community Redevelopment Law, in the Report to the City Council:

Section 2.3 Physical Characteristics

8 a. It is impossible to evaluate the prevalence of blight from the statistics furnished in the DEIR and Preliminary Report, without having a total of parcels. Please provide the total number of parcels in the Project Area, and calculate the percentage of problem structures in Subsections 2.3.1. - 2.3.4.

Section 4.1 Land Use

9 a. Please explain why redevelopment rather than standard zoning and building code enforcement efforts is deemed to be the only program to be adequate to improve properties in violation of building or zoning regulations.

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE, SIGNED BY CHANTAL SAIPE, CAO STAFF OFFICER, DATED MARCH 13, 1996.

Response to Comment 8:

During the parcel-by-parcel survey of the Project Area, the Redevelopment Agency noted a total of 844 parcels and 1,552 structures within the San Ysidro Redevelopment Project Area.

Of the total number of structures, 72 percent were found to be deficient, deteriorated or dilapidated as shown on the table below.

Physical Condition of Structures	Number	Percentage
Sound	440	28
Deficient	612	39
Deteriorated	398	26
Dilapidated	102	7
Total Structures	1,552	100

This information has been added to Section 2.3.1 of the Final EIR.

Please note, the Draft EIR indicated a total of 338 deteriorated structures within the Project Area. This number has been corrected in the Final EIR to note that there were 398 deteriorated structures within the Project Area.

Response to Comment 9:

Standard zoning/building code enforcement and redevelopment are not mutually exclusive activities, and could be combined to eliminate blight. Adopting the proposed San Ysidro Redevelopment Plan would enable the Redevelopment Agency to eliminate and prevent the spread of blight and blighting influences via the following actions:

- Acquisition of property.
- Rehabilitation and moving of certain structures.

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 9 (Continued):

- Participation by property owners, tenants, and business owners consistent with the Redevelopment Plan.
- Demolition, clearance, site preparation and construction of buildings, and public improvements.
- Relocation assistance to displaced residential and non-residential occupants of publicly-acquired property within the proposed Project Area.
- Disposition of property for uses in accordance with the proposed San Ysidro Redevelopment Plan, utilizing disposition and development agreements.
- Provision for low- and moderate-income housing.
- Development of transportation concepts and related facilities, including shared parking facilities.
- Retention of existing housing wherever possible.

Zoning and building code enforcement could not accomplish these actions by themselves. While, standard zoning and building code enforcement efforts could reduce the incident of building code violations and incompatible land uses, these measures would do little to eliminate the remaining blighting influences within the Project Area as described in Section III of the Preliminary Report.

The proposed Redevelopment Plan would also enable the Redevelopment Agency to "pro-actively" induce development within the Project Area, which would also eliminate blight.

b. Please explain how the vacant (unblighted) parcels south of Willow School and parcels north of Vista Lane are integral to the redevelopment area? In
10 other words, please expand the project description to substantiate the connection between the inclusion of these parcels and the effective removal of blight?

c. The fact that street improvements are inadequate south of Camino de la Plaza seems related to the state of vacancy of the parcels along these
11 streets. Why is Redevelopment necessary to cause improvements that will normally take place when these parcels develop?

Section 4.7 Public Services

a. Regarding County facilities and services, the DEIR, on pages 4.7-14 through 4.7-17, basically contends that:

1. The beneficial social and economic influences of the Project are "...would be expected to result in reductions in crime, unemployment and various social problems" and thus "...would be expected to reduce demands on County-provided facilities and services."

2. "...when spread out over the life of the Redevelopment Plan, the ... development and population increases would be nominal in a regional sense."

3. "The pass-through of tax increment payments required under AB 1290 would mitigate impacts to public services/facilities provided by ...the County of San Diego...to below a level of significance."

The County hopes that redevelopment in San Ysidro will result in reductions "in crime, unemployment and various social problems", and the County agrees that the proposed increase in population is "nominal in a regional sense". However, the following concerns need to be addressed in the analysis of impacts of the Project on County facilities and services:

4. County facilities and services are paid for out of the General Fund
12 which is collected from property taxes and not from those that cause "crime, unemployment and various social problems", however "nominal in a regional sense". Any redevelopment project that uses tax increment financing, as this one proposes, causes an adverse impact on the County's ability to provide regional facilities and services.

5. Please provide documentation to substantiate the expectation that
13 the Project will result in reductions in crime, unemployment, and various social problems. What are the impacts of the Project on the

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 10:

With respect to parcels located south of Willow School, the commentor indicates that these parcels, because they are vacant are "unblighted." The California Community Redevelopment Law (Health and Safety Code, Sec. 33000 et seq.), describes two categories of blight. The first, is "physical" blight as described in Section 33031(a). The second category of blight, "economic" blight, is described in Section 33031(b). Economic blight includes depreciated or stagnant property values; impacted investments; properties that contain hazardous wastes that require the use of agency authority; abnormally high business vacancies; abnormally low lease rates, high turnover rates; abandoned buildings; excessive vacant lots; a lack of necessary commercial facilities that are normally found in neighborhoods, including grocery storms, dug stores, banks and other lending institutions; residential overcrowding; excessive bars, liquor stores and other adult entertainment; and, high crime rates.

It should be noted that the Preliminary Report noted both physical and economic conditions of blight within this area, including parcels of inadequate size and multiple ownership (Figure III-B-17), as well as unpaved streets, and streets with no curbs, gutters, or sidewalks in this area (Figure III-B-13). The Preliminary Report noted that these parcels have become centers for illegal truck storage, dumping, and smuggling.

These parcels were included within the Project Area because they are integral and necessary for effective redevelopment of the area. Although this large tract of land is currently designated and zoned for commercial use, private development has not been successful in this area possibly because of the blighting conditions of described above. Redevelopment tools would enable the assemblage of parcels of land in

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 10 (Continued):

order to provide for a viable commercial development. The redevelopment program could provide for the general physical improvement and reuse of this area, as well as the installation of street improvements, utilities, and other infrastructure necessary to support commercial development, and could assist in the consolidation and restructuring of San Ysidro's commercial base.

With respect to the two vacant parcels north of Vista Lane, the commentor is suggesting that because no specific blighting conditions - with the exception of their vacancy - were identified for these specific parcels, they should not be included within the Project Area. California Community Redevelopment Law does not require that each specific parcel within the boundaries of a Redevelopment Project contain a blighting influence. Community Redevelopment Law requires a "prevalence" of blight within the Project Area (Section 33030) that is so substantial that they cause a reduction of, or lack of, proper utilization of the area. The Preliminary Report found that both of the vacant parcels north of Vista Lane are surrounded by properties found to have at least one physical condition of blight. The vacancy of the parcels is evidence of their under utilization, which is related to blight on adjacent parcels.

Response to Comment 11:

As discussed in Response to Comment No. 10, blighting influences, other than the lack of street improvements, were noted in the area south of Camino de la Plaza. The combination of physical and economic conditions of blight is such that only a comprehensive, coordinated approach will prove effective in the long-term.

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 12:

The Agency acknowledges that County facilities and services are paid for out of the General Fund, which is collected from property taxes. The Draft EIR does not, however, indicate that County facilities and services are funded by those persons that cause crime, unemployment, and various social problems.

The fifth paragraph on page 4.7-7 of the Final EIR as been revised, as shown below, to note the funding source for facilities and services provided by the County of San Diego. New text is shown in an underline format.

"The County of San Diego provides a number of facilities and services to the regional population, which includes residents and employees in the Project Area. The services and facilities are funded from the County's General Fund, which is collected from property taxes. County facilities and services include animal control, courts and jails, health and social services, and senior services."

Page 4.7-15 of the Draft EIR acknowledges that after the adoption of a redevelopment plan, the tax revenues associated with an increase in the assessed value of land/ improvements within the boundary of the Project Area no longer go to the taxing entities, but become a source of revenue for the Agency. This use of tax increment financing would reduce the amount of tax revenues going to the County, which could result in a potentially adverse impact to the County's ability to provide services. However, Assembly Bill 1290 includes statutory pass through payments to taxing entities. These pass through payments coupled with the expected reductions in crime, unemployment, and social problems would maintain impacts to County services below a level of significance.

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 12:

The Agency acknowledges that County facilities and services are paid for out of the General Fund, which is collected from property taxes. The Draft EIR does not, however, indicate that County facilities and services are funded by those persons that cause crime, unemployment, and various social problems.

The fifth paragraph on page 4.7-7 of the Final EIR as been revised, as shown below, to note the funding source for facilities and services provided by the County of San Diego. New text is shown in an underline format.

"The County of San Diego provides a number of facilities and services to the regional population, which includes residents and employees in the Project Area. The services and facilities are funded from the County's General Fund, which is collected from property taxes. County facilities and services include animal control, courts and jails, health and social services, and senior services."

Page 4.7-15 of the Draft EIR acknowledges that after the adoption of a redevelopment plan, the tax revenues associated with an increase in the assessed value of land/improvements within the boundary of the Project Area no longer go wholly to the taxing entities, but become a source of revenue for the Agency. This use of tax increment financing would reduce the amount of tax revenues going to the County, which could result in a potentially adverse impact to the County's ability to provide services. However, Assembly Bill 1290 includes statutory pass through payments to taxing entities. These pass through payments coupled with the expected reductions in crime, unemployment, and social problems would maintain impacts to County services below a level of significance.

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 13:

Redevelopment is the tool the California State Legislature has approved as a method to eliminate and prevent the spread of blighting influences, such as those noted within the Project Area. In Section 33071 of the *California Community Redevelopment Law*, the California State Legislature has found that a fundamental purpose of redevelopment is to expand employment opportunities, for jobless, under employed, and low-income persons, and to provide an environment for the social, economic, and psychological growth and well being of all citizens (Section 33071). The Legislature also found, in Section 33071(b), that a lack of employment opportunity creates despair and frustration which may precipitate violence.

Page 4.5-4 of the Draft EIR indicates that the commercial, office, industrial, and hotel development associated with the proposed Redevelopment Project is projected to create approximately 5,510 employment positions over the 30-year life of the Redevelopment Plan, thereby reducing unemployment. This job creation, combined with improving the physical environment within the Project Area, would achieve the fundamental purpose of redevelopment.

Section VII of the Preliminary Report provides a description of how projects now proposed by the Agency will improve or alleviate the conditions of blight. In other words, this section of the Preliminary Report discusses the way in which the redevelopment plan would be "successful" in eliminating blight.

In addition, Section 33490 to the Health & Safety Code, requires agencies to produce implementation plans for the redevelopment plan every five years. The purpose of the implementation plan is to ensure the success of redevelopment plan. The implementation plans must *contain specific goals and objectives for the next five (5) years*, specific projects and expenditures planned for the next five (5) years,

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 13 (Continued):

as well as an explanation of how the goals, objectives, projects and expenditures will eliminate blight.

The Agency foresees all the necessary elements for a successful project in the San Ysidro Community. Therefore, the Agency expects that implementation of the Redevelopment Project would be successful in eliminating blight.

County's ability to provide regional facilities and services if the Project is not successful?

6. Please correct the third paragraph on page 4.7.17 to reflect the fact that the statutory pass-through payments mandated by AB 1290 are designed to "alleviate", not "mitigate" as stated in the DEIR, the financial burden and detriment caused by any redevelopment plan [Section 33607.5 (f) (1) (A)]. 14

In conclusion, neither the facts or the analysis contained in Section 4.7 substantiate the finding that: 15

> "The pass-through of tax-increment payments required under AB 1290 would mitigate impacts to public services/facilities provided by ...the County of San Diego...to below a level of significance".

Please note that on April 23, 1996, pursuant to Section 33676 of the Community Redevelopment Law, the Board of Supervisors will consider adopting a resolution to allow the County to receive allocation of taxes pursuant to Subsections (a) (1) and (2). Should the Board adopt said resolution, staff will transmit the adopted resolution to the City Council and Redevelopment Agency of the City of San Diego prior to the second reading of the ordinance for adoption of the San Ysidro Redevelopment Plan.

I will be happy to answer any questions you may have. I can be reached at (619) 685-2542.

Respectfully,

C. Saipe

CHANTAL SAIPE
CAO Staff officer

CS:me

cc: Gary R. Stephany, Chief Administrative Officer (Acting)
Marco Cortes, District 1
William Smith, County Counsel
Robert Booker, Chief Financial Officer/Auditor & Controller
Sally Hazzard-Diaz, Director, General Services
Jim Griego, Manager, Property Tax Services
Jose Campos, Project Manager

RESPONSE TO COMMENT LETTER RECEIVED FROM THE COUNTY OF SAN DIEGO CHIEF ADMINISTRATIVE OFFICE (CONTINUED).

Response to Comment 14:

The fifth paragraph of page 4.7.17 of the Final EIR has been revised to reflect that the statutory pass-through payments mandated by AB 1290 are designed to "alleviate" public service impacts. Pass-through payments mandated by AB 1290, coupled with the improvement of the conditions of crime, unemployment, and other social problems, would alleviate public service impacts.

Response to Comment 15:

As shown in Responses to Comment Nos. 13 and 14, the public record provides substantial evidence that impacts to public services/facilities would be below a level of significance.

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SUMMARY

INTRODUCTION

This Environmental Impact Report (EIR) addresses the proposed adoption of the San Ysidro Redevelopment Plan (Redevelopment Plan) and the proposed implementation activities of the San Ysidro Redevelopment Project. This EIR focuses on the issues identified as having the potential to significantly impact the environment. This EIR has been prepared in accordance with the California Environmental Quality Act of 1970 (CEQA) as amended, the State CEQA Guidelines for Implementation of the California Environmental Quality Act of 1970 and the San Diego Redevelopment Agency's Procedures for Implementation of the California Environmental Quality Act and the State CEQA Guidelines. The Redevelopment Agency of the City of San Diego is the Lead Agency for preparation of this EIR, as defined by Section 15051 of the State CEQA Guidelines.

The proposed San Ysidro Redevelopment Project Area (Project Area) encompasses approximately 766 acres in the San Ysidro Community Planning Area. The proposed Project Area is generally bound by Del Sur Boulevard and Caithness Drive on the north; East Beyer Boulevard on the east; the Tijuana River Valley on the west; and Mexico on the south. It is bisected by Interstate 5, Interstate 805, and the San Diego Trolley tracks.

The San Ysidro Redevelopment Project has been proposed to specifically eliminate blighting conditions in the Project Area through new construction, rehabilitation, and revitalization of the commercial, residential, and public facilities within the Project Area. Improvements could include removal or rehabilitation of structures, enhanced commercial land uses, improvements to streets and other public facilities. A total net increase of approximately 150 single-family dwelling units (DUs), 300 multi-family DU, approximately 1,295,000 square feet (SF) of commercial space, 150,000 SF of office space, 30,000 SF of industrial space, and 55,000 SF of hotel space (150 rooms) is projected to occur over the 30-year life of the Redevelopment Plan. All of the proposed redevelopment and public infrastructure improvements are intended to remove any impediments to private sector development and redevelopment in the Project Area.

PROJECT DESCRIPTION

The objective of the proposed San Ysidro Redevelopment Plan is to eliminate and prevent the spread of blight and deterioration in the proposed San Ysidro Redevelopment Project Area (Project Area). The proposed Redevelopment Plan also intends to promote and enhance varied housing opportunities by improving housing stock and expanding affordable housing opportunities; and, promote and preserve the positive neighborhood characteristics of the area. In addition, the proposed Redevelopment Plan intends to enhance infrastructure facilities, expand and improve park and recreational options, increase parking, and improve transportation facilities to support the vitality, safety and viability of the Project Area. In order to accomplish these goals, the Redevelopment Agency is authorized to construct the necessary public improvements, provide site assemblage assistance, and may also provide technical and, when available, financial assistance.

The EIR for the proposed San Ysidro Redevelopment Project is based on an ultimate development scenario that would be implemented over a 30-year period. The "ultimate development scenario," developed by the City of San Diego Redevelopment Agency Program Staff, was used to assess potential impacts of the proposed San Ysidro Redevelopment Plan. In addition to the development activities, a number of public infrastructure improvements are included in the Project. These include improvements to area streets, sidewalks, curbs, gutters, water and sewer lines, and recreational facilities, as well as the provision of parking facilities in the Project Area.

Implementation of the Redevelopment Plan would be accomplished by a variety of actions and activities. The schedule for implementation activities in the proposed San Ysidro Redevelopment Project would primarily be driven by prevailing market forces, property owners' interest and abilities to renovate or redevelop their property, and the Redevelopment Agency's ability to assist property owners and attract and negotiate with responsible developers.

ENVIRONMENTAL ANALYSIS

Land Use

Impacts

The proposed Project would result in a net increase of commercial retail/entertainment use, office space, industrial space, hotel space. The number of residential dwelling units (DUs) in the area would also increase with

implementation of the proposed project. The proposed redevelopment activities would reduce incompatible land uses; be compatible with surrounding development; and, would be consistent with the adopted land use designations and zone classifications for the area. In addition, these uses would achieve the commercial, residential and industrial objectives of the Community Plan. Therefore, no significant land use impacts would occur.

Mitigation Measures

No mitigation would be required.

Transportation/Circulation

Impacts

Project-related traffic generated by a concentration of commercial uses in the commercial areas south of I-5 would significantly impact Willow Road north of Camino de la Plaza and Camino de la Plaza east of Virginia Avenue. The presence of the trolley would be a net benefit to transportation and circulation.

Mitigation Measures

The capacity of Camino de la Plaza between Camiones Way and Virginia Avenue will be exceeded if this street is constructed to Four-Lane Collector standards, assuming a potentially large concentration of commercial uses. A wider cross section should be planned. Willow Road between Camino de la Plaza and Via de San Ysidro is calculated at the LOS D/E threshold. This indicates that a wider cross section may be necessary. However, due to right-of-way constraints and the fact that Dairy Mart Road and Camino de la Plaza between Dairy Mart Road and Willow Road are calculated to have excess capacity, it is recommended that signing be installed to direct traffic to/from the Dairy Mart Road interchange as opposed to the Via de San Ysidro interchange.

The following mitigation measures shall be implemented:

1) Provide signing which directs traffic to/from commercial areas via the Dairy Mart Road interchange as opposed to the Via de San Ysidro interchange. Conduct a project specific traffic study for major commercial projects to determine the proper width of Willow Road. Additionally, the Via de San Ysidro/Calle Primera/Southbound I-5 off-ramp intersection should be studied to develop a better geometric plan, allowing a straight movement from the off-ramp to Calle Primera, which leads to Willow Road.

2) Reserve right-of-way on Camino de la Plaza between Camiones Way and Virginia Avenue (Four-Lane Major standards). Also, plan on providing multiple turn lanes at the Virginia Avenue and Camiones Way intersections on Camino de la Plaza. The specific geometrics which will be required in this immediate area should be determined based on a site specific traffic study which shall be conducted for large commercial projects.

The actual construction of these improvements should be delayed until specific development projects are proposed.

Noise

Impacts

The proposed Redevelopment Project would increase construction- and traffic-related noise in the Project Area. These impacts would be within accepted parameters, would not be noticeable, or would be masked by existing and future (year 2015 without Project) noise sources. Therefore, the direct impacts of the project would not be significant. Cumulatively significant noise impacts would occur on the following street segments:

- Dairy Mart Road, South of I-5,
- Willow Road, North of Camino de la Plaza,
- Beyer Boulevard, East of Smythe Avenue,
- Interstate 5,
- Interstate 805, and
- State Route 905.

Mitigation Measures

Direct impacts would not be significant, therefore mitigation is not required. In the event that construction activities cannot be completed within the parameters of the City's Noise Control Ordinance, the construction Contractor shall obtain a variance from the City and fully comply with all conditions imposed.

Cumulatively significant impacts can be reduced by incorporating noise reduction strategies into any future redevelopment of residential or other noise sensitive uses along Dairy Mart Road south of I-5, Willow Road north of Camino de la Plaza, Beyer Boulevard east of Smythe Avenue, I-5, I-805, and SR-905.

Air Quality

Impacts

Implementation of the proposed San Ysidro Redevelopment Project would not generate more than 150 pounds of construction activity-related dust per day and therefore would not result in significant construction dust impacts. The potential construction impacts associated with dust emissions over the long-term redevelopment period can be reduced by implementation of standard construction dust control practices.

Because the San Ysidro Redevelopment Project would be consistent with the San Ysidro Community Plan, the "ultimate buildout" would be consistent with the regional air quality plan. Therefore, any regional air quality impacts resulting from the implementation of the Redevelopment Plan would not be significant. However, because project generated traffic volumes contribute significantly to the sub-regional and regional air pollution burden, project-related traffic would cause a significant cumulative air quality impact.

With traffic mitigation described in Section 4.2 of this EIR, the project-related traffic volumes would not create carbon monoxide (CO) "hot spots" and would not result in a significant localized air quality impact.

Mitigation Measures

Project-related air quality impacts were shown to be less than significant. Because the proposed Redevelopment Project would increase emissions in a non attainment air basin, air quality impacts are cumulatively significant. The APCD and SANDAG have developed a series of transportation tactics (T-tactics) for inclusion into the current air quality plan that will help to reduce cumulative air quality emissions on a regional basis. Current T-tactics are an expansion of the tactics in the 1982 SIP which is the currently approved federal implementation plan. The mitigation measures described in Section 4.4 of this EIR will be used to reduce vehicular and construction dust emissions.

Population/Housing/Employment

Impacts

The proposed San Ysidro Redevelopment Project would result in a net increase of 150 single-family and 300 multi-family residential DUs, adding an estimated 1,745 new residents to the Project Area. The proposed Project would create approximately 5,510 new employment positions. Because the Redevelopment Plan

is consistent with the adopted San Ysidro Community Plan, and includes requirements for the provision of affordable housing units, it would not result in significant adverse housing or population impacts. The increased employment opportunities created by the Project would be a beneficial impact to the community.

The residential and commercial relocation assistance included in the Redevelopment Plan would ensure that displacement impacts would not be significant.

Mitigation Measures

The proposed project would not result in significant adverse housing, population, or employment impacts; no mitigation would be required. The relocation provisions included in the proposed Redevelopment Plan would maintain displacement impacts below a level of significance. Prior to the demolition of occupied dwelling units and/or commercial structures, the Agency shall develop and implement a relocation program in compliance with the California Relocation Assistance Law.

Recreational Resources

Impacts

The adoption of the San Ysidro Redevelopment Plan would increase the demand for recreational resources in the Project Area over existing levels. The Redevelopment Plan authorizes the Agency to install and construct parks and recreational facilities in and near the Project Area. Specifically, the proposed project includes the provision of over 17 acres of new park land, as well as the expansion and/or improvement of existing parks. This would decrease the community's existing deficiency of developed parkland, which would be beneficial to the Community.

Mitigation Measures

Implementation of the San Ysidro Redevelopment Project would have a beneficial impact on recreational resources. Mitigation would not be required.

Public Services

Impacts

The redevelopment activities included in the San Ysidro Redevelopment Project would increase the amount of development within the Project area over existing levels. The added development could increase the demand for public services.

Police, Fire and Library Services

The City of San Diego Police Department and the City of San Diego Fire Department have indicated that the proposed project would not result in significant police or fire protection service impacts. Expansion of the San Ysidro Branch Library would improve library services in the community. This would result in a beneficial public services impact.

Road Maintenance

The proposed project would increase traffic volumes along several streets within the Project Area. The street reconstruction activities would serve to improve the existing poor roadway surfaces noted in the Preliminary Report, and would also meet the additional maintenance demands associated with the proposed redevelopment activities.

Educational Facilities/Services and County of San Diego Facilities/ Services

The pass-through of tax increment payments required under AB 1290 would mitigate impacts to public services/facilities provided by the San Ysidro Elementary School District, the Sweetwater Union High School District, Southwestern Community College District, the County of San Diego, and the County Office of Education, to below a level of significance.

Mitigation Measures

No significant public service impacts were identified and no mitigation would be required. However, the Agency shall be required to make pass-through payments to affected taxing entities, in compliance with AB 1290.

Utilities

Impacts

Potable Water and Sewer Systems

The proposed project would result in a net increase in development within the Project Area and would also increase the demand for water and sewer facilities. However, existing water and sewer systems are adequate throughout the community and project-related development would not exceed development currently planned for the area. The proposed Redevelopment Plan would authorize the Redevelopment Agency to install or improve water distribution and sewer systems. Therefore, impacts to water and sewer facilities would not be signifi-

cant. In addition, the City's water and sewer replacement program would also allow for the future replacement and upgrading of water and sewer lines within the Project Area.

Curbs/Gutters

Implementation of the Redevelopment Plan would improve curbs and gutters in the Project Area. This would result in a beneficial impact on the Project Area.

Solid Waste

The residential component of the Project would not result in significant impacts to landfill capacity. However, based on the average annual development increases of approximately 43,167 SF of retail/commercial space that would occur with the Project, the retail/commercial component of the Project would generate approximately 285 tons of waste per year, which far exceeds the ESD significance threshold of 52 tons per year for commercial uses. Therefore, the retail/commercial component would result in significant landfill capacity impacts. In addition, the deposition of construction/ demolition debris could also have a significant impact on landfill capacity. Project-related impacts to Waste Management Services, City Collection Crews, and the Miramar Landfill Entrance would not be significant.

Mitigation Measures

Potable Water and Sewer Systems, Curbs and Gutters

The proposed project would not result in significant impacts to potable water and sewer systems. Improvement of curbs and gutters in the Project Area would result in beneficial impacts. No mitigation would be required.

Solid Waste

The City's Environmental Services Department (ESD) shall review all concept plans for the specific redevelopment activities to ensure that impacts to solid waste facilities are mitigated to below a level of significance. Prior to approval of specific redevelopment activities, project applicants shall submit evidence to the Agency that ESD has reviewed the project and that the appropriate solid waste mitigation measures have been incorporated into the project if required. With respect to impacts on landfill capacity, for specific redevelopment activities that include more than 10,000 SF of construction, demolition, or remodeling, the project applicant shall prepare a waste management plan. ESD shall assist in the

preparation of the waste management plan. Typical elements of a waste management plan are described in Section 4.8 of this EIR.

With respect to construction/demolition debris, the amount of this material being deposited in the landfill could be reduced by the implementation of any or all of the following mitigation techniques:

- On-site re-use of demolition material in the construction of the redevelopment activities.
- Separating construction debris for recycling/re-use by others.
- Using recycled materials in the construction of the redevelopment activities.

Implementation of these mitigation measures will reduce impacts to solid waste facilities to below a level of significance.

Geology/Soils

Impacts

Redevelopment activities in the Project Area would be subject to potentially significant impacts including seismic shaking, expansive soils, landslides, liquefaction, and erosion.

Mitigation Measures

Site specific geotechnical investigations shall be performed prior to construction of redevelopment activities, as required by the City of San Diego. The investigations shall determine soil characteristics, thickness, distribution, and seismic design criteria for new and/or rehabilitated structures. Seismic design according to the Uniform Building Code, California Amendments to the Uniform Building Code, and the City of San Diego Building Code will mitigate seismic hazards to below a level of significance. Where appropriate, the geotechnical investigation shall include subsurface exploration by drilling, logging, sampling, and laboratory testing. Potentially expansive soil conditions shall be evaluated. When required, recommendations for mitigation shall be developed on a site-specific basis and shall be used to develop appropriate soil engineering parameters and structural design. The investigations shall be documented for any required project-specific environmental documents prepared by the Agency. Structural plans for redevelopment activities shall be submitted to the City of San Diego Development Services Department and a copy of the approved plans shall be provided to the Agency prior to the issuance of any required building permit.

Geotechnical recommendations shall also include site preparation, soil corrosion potential, settlement, bearing capacity and foundation support.

Implementation of erosion control measures would reduce potentially significant erosion impacts to below a level of significance. The erosional control measures shall be documented on the grading plan(s) submitted for a building permit. The grading plan(s) shall be approved by the City of San Diego Development Services Department and a copy of the approved plan shall be provided to the Agency prior to issuance of a building permit.

Water Resources

Impacts

Increases in urban runoff and construction-related storm water pollution would potentially impact surface and ground water resources in the Tijuana River Valley.

Mitigation Measures

Redevelopment activities shall comply with all applicable existing and future non-point source urban runoff and storm water regulations. Appropriate Best Management Practices shall be incorporated into all construction plans and specifications reviewed by the Redevelopment Agency. Public drainage improvement, shall incorporate Municipal Best Management Practices as set forth by the State Water Resources Control Board (SWRCB). Storm water discharges from activities, industrial uses, and construction shall only occur according to the requirements of SWRCB Order Nos. 91-13-DWQ, 92-08-DWQ, and 92-12-DWQ as set forth in General Industrial Activities Storm Water NPDES Permit No. CAS000001 and General Construction Activities Storm Water NPDES Permit No. CAS000002.

Human Health and Public Safety

Impacts

Contaminated Soils

Implementation of the San Ysidro Redevelopment Project would not likely result in significant contaminated soils impacts if properties with a low impact potential designation are redeveloped. Nevertheless, impacts would be potentially significant. Development activities on those properties with a medium or high

impact potential designation would result in potentially significant contaminated soils impacts.

The potential presence of asbestos and lead-based paint in existing structures that would be demolished or remodeled under the propose Redevelopment Plan could result in potentially significant human health impacts.

Mosquito-related impacts to residents of single-family homes that may be developed on that portion of Site T that lies within the Project Area could result in potentially-significant, redevelopment-related, human health impacts.

Mitigation Measures

The following mitigation measures were developed for those contaminated sites with a low, medium, or high impact potential as identified on Table 4.11-2. The following mitigation measures shall be completed prior to, or in conjunction with, implementation of future redevelopment activities.

Low Potential. Review available environmental records, complete a thorough historical land use assessment, and perform a detailed site inspection. Visual inspection shall look for evidence of spills or discharge of hazardous substances (stains, corroded drains, floors or pavement) and insure any hazardous substances, including asbestos and lead-based paint, are removed prior to site work or demolition. Sampling and testing of potentially contaminated soil or building materials may be required to complete the mitigation. Results of the site inspection or sampling may lead to further site investigation and assessment.

Medium Potential. A detailed site inspection should be performed to verify current conditions and perform additional sampling judged necessary by the record review. Former leaking underground storage tank sites where new basements, subterranean parking or deep (greater than 5 feet) foundation excavations are planned should consider drilling tests holes and collecting samples as confirmation of remediation. Discoveries of residual contamination may require additional remediation of a risk assessment that considers the future use.

Redevelopment of sites with non-leaking underground storage tanks shall include tank removal according to local regulations. Inspections during tank removal and piping removal and soil sampling shall verify tank and piping integrity. Discovery of unknown contamination shall require the preparation and implementation of remedial plans.

High Potential. All available records shall be researched, a site inspection shall be performed, and the responsible party shall be contacted to determine if the remediation in progress is compatible with redevelopment plans and schedule. Where practical, remediation may continue during planning or be included or enhanced by the redevelopment plans. Abandoned sites or sites judged to be not fully characterized may require further investigation and preparation of remedial plans.

Asbestos and Lead-Based Paint

Asbestos and lead-based paint sampling shall be conducted for any pre-1979 building that would be demolished or remodeled as a result of the proposed project. The sampling, analysis, and removal of such materials shall comply with all applicable laws and regulations. A report documenting the results of the testing and the implementation of any required remediation shall be presented to and approved by the Agency prior to the issuance of a demolition or building permit.

Vectors

Prior to the approval of a tentative map for Site T, evidence that the developer of the property will participate in the County of San Diego Environmental Health Services' Vector Surveillance and Control Program would be required. The evidence required shall be either, a letter from the County of San Diego Environmental Health Services (EHS) indicating that the developer has entered into a binding agreement for participation in the Vector Surveillance and Control Program, including a mechanism to pay any and all required fees; or a letter from EHS indicating that the County is otherwise satisfied that mosquitoes would not pose a significant health threat to residents of a residential development on Site T.

Cultural Resources

Impacts

The proposed San Ysidro Redevelopment Project could result in significant adverse impacts to historical resources by the disturbance of structures that are either listed with, or eligible for nomination to, the San Diego Historical Site Board Register, or the U.S. National Register. Because there is a potential for prehistoric and historic archaeological resources to occur within the Project Area, implementation of the proposed San Ysidro Redevelopment Project would result in potentially significant archaeological resource impacts.

Mitigation Measures

ArchaeologicalResources

A qualified archaeologist familiar with historic and prehistoric resources shall be retained to monitor initial ground disturbance activities to avoid significant prehistoric resource impacts. The archaeologist shall monitor initial ground disturbing activities, inspect any resources that may be encountered, and determine the extent of any archaeological resources present. In the event that archaeological resources are discovered, the archaeologist shall temporarily direct, divert or halt grading activities in the area of the discovery to allow recordation or recovery of potentially significant cultural resources. Prior to the commencement of ground disturbing activities, the applicant shall retain a qualified archaeologist to carry out the resource mitigation identified in Section 4.12.

Historic Structures

Full mitigation of the significant historic structure impacts is possible only with avoidance of any impact through the preservation and restoration of the structures either listed with, or eligible for nomination to, the San Diego Historical Site Board Register, or the U.S. National Register. Ideally, these structures will remain at their present locations. The Previous Survey recommended the creation of a historic district in San Ysidro to preserve historic resources and mitigate significant impacts to historic structures (Roth and Berryman, 1989). The Cultural Resources Assessment for the San Ysidro Redevelopment Project also recommends the preservation of historic or architecturally important resources.

If preservation of these buildings is not possible, the significant impacts could be lessened by relocating buildings in the vicinity of the Project Area, obtaining photographic documentation of the building's exterior prior to relocation, or documenting the structure through drawings and photographs to standards similar to those of the Historical American Buildings Survey (HABS) guidelines.

Aesthetics

Impacts

Most redevelopment impacts are beneficial over the long-term. However, there are short-term impacts associated with demolition and construction. These impacts include the generation of dust, smoke and noise by demolition, and construction. These short-term impacts are largely mitigable by the enforcement of

standard construction practices such as storm water pollution prevention and noise ordinances, and are not considered significant. Long-term impacts associated with the elimination of blighting influences would improve the neighborhood character and aesthetic quality of the Project Area. This would be a beneficial impact.

Mitigation Measures

Mitigation of the short-term localized aesthetic effects related to construction may be achieved through careful planning and conformance with existing City and State regulations. Noise and dust emissions from construction activities would be largely mitigated by contractor compliance with equipment standards and standard construction procedures, including the designation of truck routes, and contractor clean-up of any construction debris in the public right-of way. The hours of construction would be regulated by the City of San Diego's Noise Ordinance.

Adherence to the design standards and guidelines contained in the *Urban Design Element of the San Ysidro Community Plan, and* the *San Ysidro Implementing Ordinance* will specifically mitigate potential adverse aesthetic and urban design impacts. In addition, the Redevelopment Agency shall review all discretionary development permits and make recommendations of design review for discretionary development permits within its area of responsibility.

Energy

Impacts

According to SDG&E, the proposed San Ysidro Redevelopment Project would not result in significant impacts to available energy resources. In addition, the existing electrical and gas distribution facilities are adequate to accommodate present and anticipated development within the San Ysidro redevelopment area. Therefore, the proposed project would not result in significant energy impacts.

Mitigation Measures

No mitigation would be required.

Paleontological Resources

Impacts

Based on the known fossiliferous nature of segments of the San Diego Formation and Otay Formation, and the potential fossiliferous nature of the Bay Point

Formation and Lindavista Formation, impacts to these geologic formations would be potentially significant.

Mitigation Measures

Approval of the proposed project would contain conditions for a monitoring program in areas of fossil-bearing geologic formations, or potential fossil-bearing geologic formations, to mitigate potentially significant impacts to paleontological resources. Prior to the issuance of a grading permit, the project applicant would present a letter to the Redevelopment Agency indicating that a qualified paleontologist would be retained to carry out the paleontological monitoring described in Section 4.15.

CUMULATIVE IMPACTS

The cumulative analysis found that a number of new developments are planned or are currently under consideration in the communities surrounding the proposed Project (i.e., Otay Nestor, Otay Mesa West, and San Ysidro). However, only a limited number of these are located within the San Ysidro Community. The proposed Redevelopment Project may encourage the rehabilitation/ redevelopment of other parcels outside the Project Area over the life of the Project, but the extent and nature of individual reuse applications cannot be known at this time.

Positive economic effects of the proposed Plan are the continued growth in investment, increased employment, appreciating property values and commercial revitalization. The Project's social impacts are related to the creation of new jobs, improvement in the physical condition of the community; as well as the reduction in crime, unemployment and various social problems.

Implementation of the San Ysidro Redevelopment Plan would result in a cumulative change in the existing character of the Project Area as a whole. The land use mix would change and the amount of single-family, multi-family, commercial/ office, industrial and hotel use within the Project would be increased. The long term effects of redevelopment would be a more efficient use of land and the reduction in incompatible land uses. Redevelopment of deteriorated and dilapidated structures would result in new development in accordance with city codes and local and state requirements. This is considered a positive cumulative effect on the health, safety and welfare of the inhabitants of these buildings.

Positive economic effects of the proposed Plan are the continued growth in investment, increased employment, appreciating property values and commercial revitalization. The Project's social impacts are related to the creation of new jobs,

improvement in the physical condition of the community; as well as the reduction in crime, unemployment and various social problems.

Pollutant emissions from construction activities and motor vehicle trips associated with various land uses in the Project Area are predicted to contribute additional pollution to the local air pollution background. This project-related increase would be in addition to existing vehicular and stationary source emissions in the area, as well as emissions from any other local projects that would be completed before the completion of regional air quality management plans. Therefore, implementation of the Redevelopment Plan would cause significant cumulative air quality impacts.

The proposed Redevelopment Plan would result in a cumulative increase in the demand for solid waste facilities. Implementation of the mitigation measures identified in Section 4.8 will reduce impacts.

The public improvement provisions included in the Redevelopment Plan would replace existing and install new storm drains; improve roadway surfaces; improve traffic circulation; install curbs and gutters; and, improve the neighborhood character and aesthetics of the Project Area. These impacts would be beneficial.

ALTERNATIVES

No Project Alternative

The No Project Alternative is defined as not adopting the proposed San Ysidro Redevelopment Plan, thereby maintaining the status quo conditions in the Project Area. Under the No Project Alternative, no further action would be taken by the Redevelopment Agency Program, or any city agency to initiate the policies or programs necessary to encourage private or public investment in the area. This alternative would result in a continuation of the physical, social, and economic characteristics found in the area.

The No Project Alternative would avoid the significant utilities, geology/soils, human health, paleontological and cultural resource impacts identified for the proposed project. However, the social and economic characteristics noted in the Project Area would continue under the No Project Alternative. Particularly, the No Project Alternative would not correct the blighting influences noted in the area and would not accomplish the goals of the San Ysidro Redevelopment Plan. In addition, under the No Project Alternative, the Project Area would not experience any of the beneficial impacts associated with the proposed Project.

Reduced Density Alternative

Under the Reduced Density Alternative, the proposed San Ysidro Redevelopment Plan would not be adopted as proposed. The Plan would be modified to provide for a reduced intensity of development within Project Area. The Reduced Density Alternative assumes that only the amount of development within the Project Area would be changed. The remaining characteristics of the Redevelopment Project (i.e., Project Area boundary, public infrastructure improvements, etc.) are assumed to be similar to those identified for the proposed project.

The Reduced Density Alternative assumes that the Redevelopment Project would result in a net increase of 125 to 150 single-family DUs, a net increase of 250 to 300 multi-family DUs, a net increase of 600,000 to 750,000 SF of commercial use, a net increase of 90,000 to 120,000 SF of office space, a net increase of 15,000 to 30,000 SF of industrial use, and a net increase of 100 to 150 hotel rooms. The development densities associated with this alternative represent a 17 percent decrease in residential uses, up to a 58 percent decrease in commercial use, up to a 40 percent decrease of office space, up to a 50 percent decrease in industrial space, and up to a 33 percent decrease in hotel use.

Redevelopment Agency activities such as land acquisition, demolition, disposition, and implementation of the proposed redevelopment program would occur as proposed. However, revenues to the Redevelopment Agency, particularly tax increments, would be less than that projected to be generated through implementation of the proposed project. As a result, the ability of the Redevelopment Agency to carry out all aspects of the proposed redevelopment program would be reduced.

<u>Transportation and Circulation, Noise, Air Quality</u>

Implementation of the Reduced Density Alternative would increase traffic volumes and traffic noise levels compared to existing conditions. However, these increases would be less than those identified for the proposed project. Most key street segments in the Project Area were found to operate a LOS C and above in the future. While the Reduced Density Alternative would reduce traffic volumes, it would not reduce impacts to below a level of significance. Therefore, the Reduced Density Alternative would avoid the significant traffic impact associated with the proposed project.

The noise analysis found that land uses in the Project Area would be subjected to traffic noise levels that exceed City standards with or without the Redevelop-

ment Project. Therefore, the Reduced Density Alternative would not avoid significant traffic noise impact. Because new construction would occur, the Reduced Density Alternative would not avoid construction noise impacts.

Increased traffic volumes would contribute to the sub-regional and regional air pollution burden. Therefore, the Reduced Density Alternative would not avoid the significant cumulative air quality impact identified for the proposed Project.

Geology/Soils, Human Health, Paleontological and Cultural Resources

For those impacts associated with ground disturbance, construction and demolition, the Reduced Density Alternative would result in impacts similar to the proposed project. Therefore, the Reduced Density Alternative would not avoid the significant geology/soils, human health, paleontological and cultural resource impacts identified for the proposed project.

CHAPTER 1.0

INTRODUCTION

1.1 PURPOSE AND NEED

This Environmental Impact Report (EIR) addresses the proposed adoption of the San Ysidro Redevelopment Plan and the proposed implementation activities of the San Ysidro Redevelopment Project. This EIR has been prepared by the Redevelopment Agency of the City of San Diego, California, (Agency), Redevelopment Agency Program, and Butler Roach Group, Inc. The Redevelopment Program Staff has been designated by the Agency to plan and implement redevelopment activities in seven (7) redevelopment project areas throughout the City of San Diego, including Barrio Logan, College Community, North Park, San Ysidro, Linda Vista, Market Street, and College Grove.

The objective of the proposed San Ysidro Redevelopment Plan is to eliminate and prevent the spread of blight and deterioration in the San Ysidro Redevelopment Project Area (Project Area). According to Section 33030 of the California Health and Safety Code, a "blighted area" is an area in which the combination of physical and economic conditions is so prevalent and so substantial that it causes a reduction of, or lack of, proper utilization of the area, to such an extent that it constitutes a serious physical and economic burden on the community which cannot reasonably be expected to be reversed or alleviated by private enterprise or government action, or both, without redevelopment.

1.2 ENVIRONMENTAL PROCEDURES

This EIR has been prepared in accordance with the California Environmental Quality Act of 1970 (Public Resources Code, Section 21000, et. seq., herein, "CEQA"), the State CEQA Guidelines for Implementation of the California Environmental Quality Act of 1970 (California Administrative Code, Section 15000, et. seq., herein, "State CEQA Guidelines") and the San Diego Redevelopment Agency's Procedures for Implementation of the California Environmental Quality Act and the State CEQA Guidelines (as amended May 1990, and hereinafter referred to as the "Agency's Environmental Procedures").

As the public agency responsible for the implementation of all redevelopment plans and related activities in the City of San Diego, the Redevelopment Agency is the Lead Agency for the preparation of this EIR, as defined by Section 15051 of the State CEQA Guidelines.

Section 15180(a) of the State CEQA Guidelines states "All public and private activities or undertakings pursuant to or in furtherance of a redevelopment plan constitute a single project, which shall be deemed approved at the time of adoption of the redevelopment plan by the legislative body." Pursuant to Section 15180(b), the EIR for the proposed San Ysidro Redevelopment Project has been prepared as a "program EIR." As such, it characterizes the overall redevelopment program and examines potential impacts associated with the Agency's adoption of the San Ysidro Redevelopment Plan. Impacts associated with the implementation of specific redevelopment activities (i.e., implementing activities) are also addressed in this EIR, to the extent that the activities have been defined at this time.

All future implementing activities of the San Ysidro Redevelopment Project will be subject to subsequent environmental review in accordance with Section 502 of the Agency's Environmental Procedures. The Agency's adopted Procedures provide for continuous monitoring of the potential environmental effects of proposed implementation activities, including those activities which would require an amendment to an adopted Redevelopment Plan (Redevelopment Agency, 1990). The provisions within the Agency's Procedures which effectuate such monitoring are summarized as follows:

1. Preparation of a Secondary Study

   If the Agency proposes to amend a Plan, execute or approve any contracts for site improvements, disposition and development agreements, participation agreements or any other documents, or undertake other implementation activities, the Agency shall conduct a Secondary Study to determine if the proposed action will result in substantial changes in environmental impacts anticipated and addressed in the previous EIR for the Project.

2. Preparation of a Negative Declaration

   A Negative Declaration will be prepared by Agency staff for a proposed amendment to the Redevelopment Plan or Plan implementation

activities where the amendment or implementation activity could potentially have a significant effect on the environment, but which the Agency finds on the basis of a Secondary Study will not have a significant effect on the environment.

3. Preparation of a Subsequent EIR

Where an EIR has been prepared and certified or a Negative Declaration adopted on the Redevelopment Project, the Agency shall prepare a Subsequent EIR if the Agency finds, on the basis of a Secondary Study that:

(a) Substantial changes are proposed to be made to the Plan which require major revisions of the EIR due to the involvement of new significant environmental impacts not considered in the previous EIR; or

(b) There are substantial changes with respect to the circumstances under which the Plan is to be implemented which will require major revisions in the EIR due to the involvement of new significant environmental impacts not covered in the previous EIR; or

(c) New information of substantial importance to the Project becomes available, and the new information shows any of the following:

(1) The Project will have one or more significant effects not previously discussed in the EIR;

(2) Significant effects previously examined will be more severe than shown in the EIR;

(3) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the Project; or

(4) Mitigation measures or alternatives which were not previously considered in the EIR would substantially lessen one or more significant effects on the environment.

4. Preparation of Supplemental EIR

If the Agency proposes to amend the Redevelopment Plan, to execute or approve any contracts for site improvement, disposition and development agreements, participation agreements or any other documents, or to undertake other activities in implementing the Redevelopment Plan, which proposed action the Agency finds on the basis of a Secondary Study would result in essentially the same environmental impacts identified in the previous EIR, but that there is available additional information or data regarding such impacts, mitigation measures or reasonable alternatives

not previously considered, a Supplement to the EIR will be prepared setting forth such additional information or data.

This EIR provides information and data on the probable environmental effects associated with the redevelopment activities proposed for the San Ysidro Redevelopment Project. Site-specific implementation activities have not been identified at this plan adoption stage of the project. Therefore, this EIR serves as a base information document from which supplemental studies may be derived for future specific implementation activities (i.e., site-specific development proposals) in the San Ysidro Redevelopment Project.

This EIR is comprehensive in scope, to the extent that it evaluates the overall and cumulative environmental effects of the San Ysidro Redevelopment Project under the proposed San Ysidro Redevelopment Plan. It is however, necessarily general in those areas of analysis for which development plans, schedules and commitments have not yet been developed.

1.2.1 Notice of Preparation

The City of San Diego Redevelopment Agency published a Notice of Preparation (NOP) on October 5, 1995, describing its intent to prepare an Environmental Impact Report (EIR) for the proposed San Ysidro Redevelopment Project. A copy of the NOP and the responses to the NOP are contained in Appendix A.

The NOP was mailed to over 70 agencies, organizations, and individuals, soliciting their comments on the scope of the environmental analysis to be presented in the EIR. The NOP distribution list is continued in Appendix A. The NOP was also published in the San Diego Daily Transcript on October 5, 1995. The Agency also distributed/published a spanish language version of the NOP.

The following is a list of those who responded to the NOP within the 30-day comment period:

- South Bay Union School District
- Sweetwater Union High School District
- San Diego County Office of Education
- County of San Diego Department of Public Works

The South Bay Union School District is located outside the proposed Redevelopment Project Area. Nonetheless, both the South Bay Union School District and the Sweetwater Union High School District (Districts) raised concern regarding sufficient mitigation for project-related impacts to schools in their respective districts. Specifically, the Districts feel that the current state mandated school fees, collected for new developments, do not adequately mitigate impacts. For this reason, both districts oppose general plan amendments, rezones, and specific plan approvals unless full mitigation is achieved. The Districts requested that the EIR note this and offer acceptable mitigation. Both Districts offered lists of suggested mitigations. In addition, the Sweetwater Union School District requested that the EIR address the potential loss of revenue to the District.

The County Office of Education requested that the EIR:

1. Quantify the scope and buildout of anticipated commercial and residential development (at all densities).
2. Quantify the project's direct and indirect effects on population; on student generation; and, on the costs of facilities to hold these new students.
3. Include a discussion of the possibility for joint use facilities by schools and public and private agencies.

The County of San Diego Department of Public Works commented that the Redevelopment Project would not affect County public works facilities.

The San Diego County Archaeological Society submitted a comment letter after the close of the public comment period. They requested that a copy of the cultural resource technical report be forwarded to them for their review.

1.2.2 Public Scoping Meeting

A public scoping meeting was conducted on October 5, 1995. The purpose of this scoping meeting was to solicit additional public input regarding the range of actions, alternatives, mitigation measures, and environmental concerns that should be addressed in the San Ysidro Redevelopment Project EIR.

1.3 INTENDED USES OF THIS EIR

This Environmental Impact Report (EIR) will be used by the Redevelopment Agency of the City of San Diego, the City Planning Commission, and the City

Council in their respective consideration and decisions, as applicable, regarding approval of the proposed San Ysidro Redevelopment Plan, and approval of future implementation activities within the San Ysidro Redevelopment Project. The Redevelopment Program staff will use this document as the basis of analysis for future redevelopment planning and in consideration of their recommendations to the Redevelopment Agency, City Planning Commission, and City Council.

This document may be used by the Planning Director for the City of San Diego in consideration of the Resource Protection Ordinance Permits required for any project-related disturbance to significant historic structures in the area. The Planning Director may also use this document in the consideration of San Ysidro Development Permits that may be required for future redevelopment activities; however, the City of San Diego may require additional site specific environmental review to meet the standards and policies of the City of San Diego.

1.4 BACKGROUND

The San Diego Planning Commission established the boundaries of the San Ysidro Redevelopment Project and adopted the Preliminary Plan for the San Ysidro Redevelopment Project on September 9, 1993 by Resolution No. 2026-PC. The Planning Commission subsequently approved an Amended Preliminary Plan on March 9, 1995 (Resolution No. 2167-PC) (City of San Diego Redevelopment Agency, 1995a).

1.5 SCOPE OF THIS EIR

The analysis presented in this EIR is comprehensive in scope, to the extent that it evaluates the overall and cumulative environmental effects of implementation of the proposed San Ysidro Redevelopment Project. All future implementation activities (i.e., redevelopment) would be subject to subsequent environmental review by the Redevelopment Agency, as appropriate, at the time of specific development proposals.

The initial identification of general areas of environmental impact to be addressed in this EIR is documented by a secondary study (i.e., an Initial Study) prepared by the Redevelopment Agency Program according to the Agency's

Environmental Procedures. The Environmental Secondary Study for the proposed San Ysidro Redevelopment Project is included in Appendix A of this EIR and is also available for review at the City of San Diego Redevelopment Agency, Economic Development Services offices located at 1200 Third Avenue, Suite 1620, San Diego, California 92101 during normal business hours. The comments received in response to the Notice of Preparation (Section 1.2.1) and at the public scoping meeting (Section 1.2.2) were also used to determine the scope of this EIR. As provided by the State CEQA Guidelines, the impact analysis documented in this EIR focuses on potential significant effects, which have been identified for the following areas:

- Land Use
- Transportation/Circulation
- Noise
- Air Quality
- Population, Housing and Employment
- Public Services
- Utilities
- Recreational Resources
- Geology/Soils
- Water Resources
- Biological Resources
- Cultural Resources
- Human Health
- Aesthetics
- Light & Glare
- Natural Resources
- Energy

These issues are addressed in Chapter 4.0 in this EIR, including an evaluation of existing conditions, potential significant impacts, and mitigation measures that would be required for each area of significant environmental effect, should the proposed project be implemented.

The Environmental Secondary Study and subsequent analysis for this EIR identified a number of areas of potential environmental concern where no significant adverse impacts would be anticipated as a result of implementing the proposed project. Issues for which effects were found not to be significant are described in Section 5.4 of this EIR, and are not further discussed in detail in this EIR (State CEQA Guidelines, Section 15128).

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CHAPTER 2.0

ENVIRONMENTAL SETTING

2.1 REGIONAL SETTING

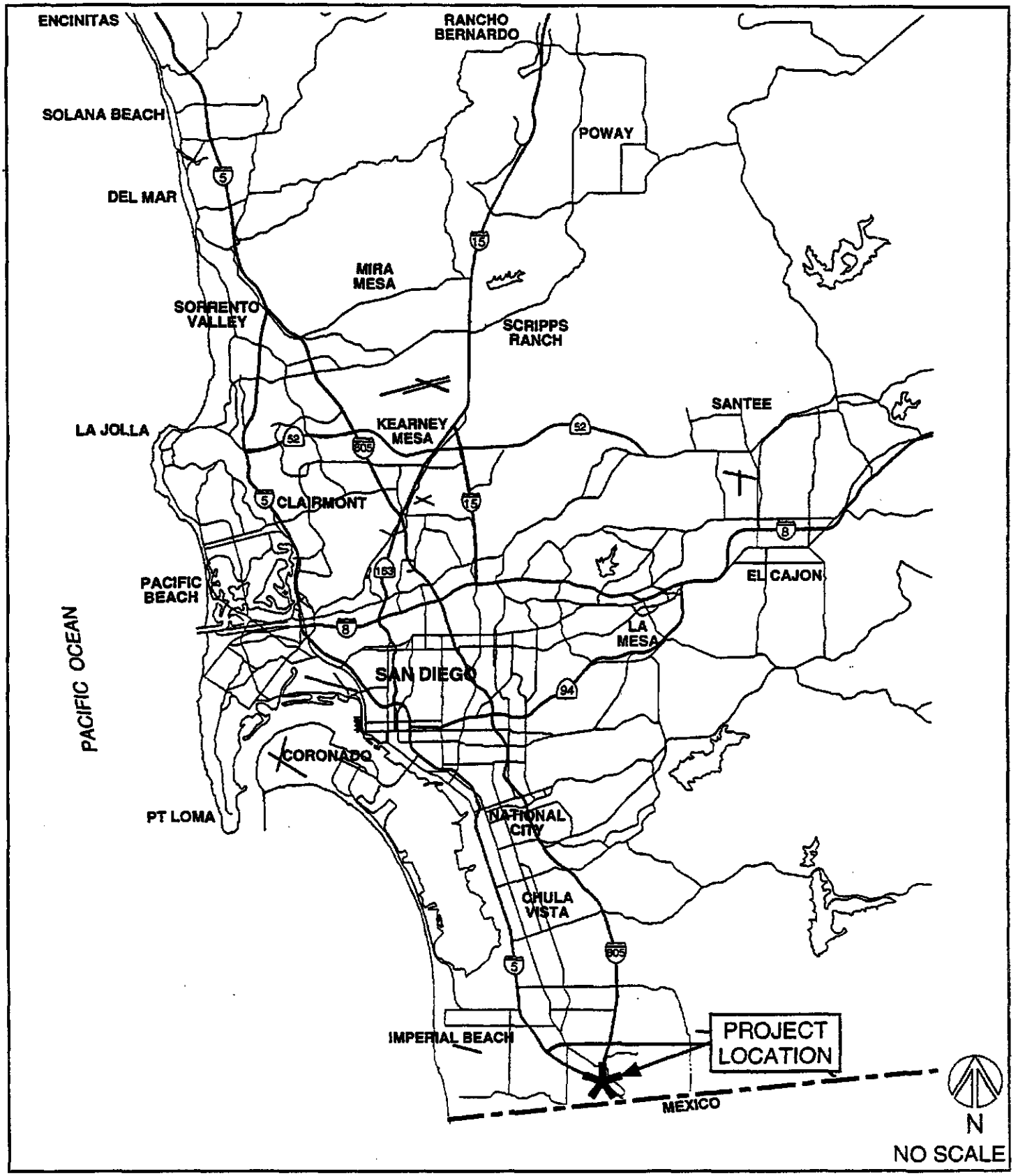
The proposed San Ysidro Redevelopment Project Area (Project Area) is located in the City of San Diego in the San Ysidro Community. The City of San Diego is located immediately north of the United States of America and the Federal Republic of Mexico International Border. The San Ysidro Community is directly north of, and adjacent to the International Border. Major north-south access routes to the San Diego metropolitan area are Interstate (I-5), Interstate 805 (I-805), State Route 163 (SR 163), and Interstate 15 (I-15). Major east-west access routes to San Diego are Interstate 8 and State Route 94 (Figure 2-1).

2.2 PROJECT LOCATION

2.2.1 San Ysidro Community

The San Ysidro Community Planning Area comprises approximately 1,800 acres and is situated in the southern portion of the City of San Diego, southeast of downtown San Diego. It is bounded by the communities of Otay Mesa-Nestor to the north, the International Border and Mexico to the south, Otay Mesa to the east, and the Tijuana River Valley to the west. The community's proximity to Mexico and its strong Hispanic heritage are among the community's major assets. The San Ysidro Community is home to the busiest international border crossing in the world. The community lies at the crossroads between two cities - San Diego and Tijuana - and has important relationships with both. The following discussion presents the community's most prominent characteristics, as described in the *San Ysidro Community Plan* (1993).

The San Ysidro Community is identified in the *City of San Diego Progress Guide and General Plan* as an urbanized community (City of San Diego, 1990). It is one of the older communities in the region, developing initially as an agricultural community. The community, with its rich multi-cultural history, has developed into an urbanized community within the last 40 years. The first residential settlement was the Little Landers colony constructed in the early part of the 20th



SOURCE: The Butler Roach Group, Inc., 1995.

San Ysidro Redevelopment Project

Regional Location Map

FIGURE 2-1

century. Due to the age of the community, a number of historic and potentially historic structures have been identified in the community.

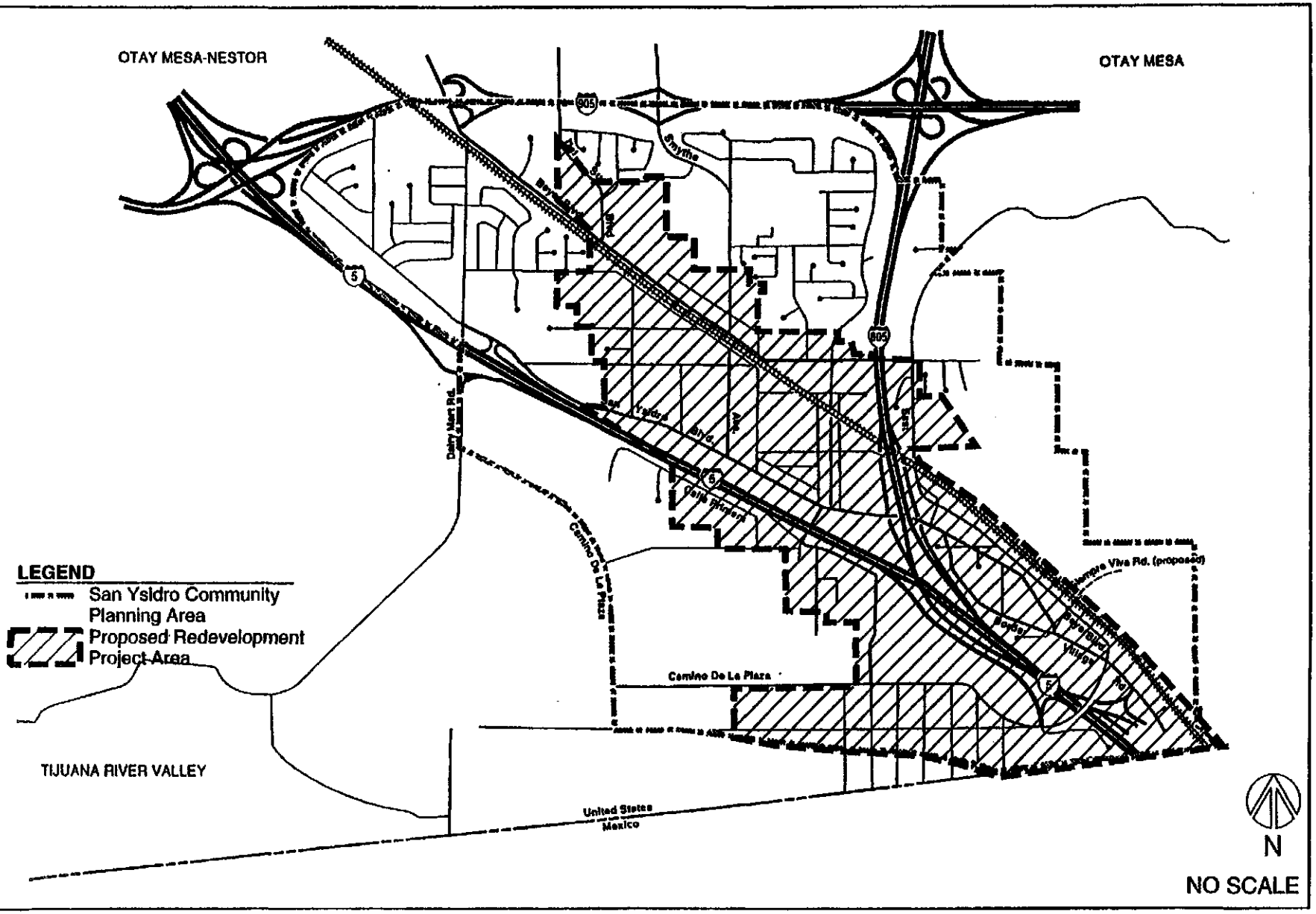
The community was originally laid out in a grid pattern. Most streets were aligned in a north/south direction and were organized around a central linear park. This pattern has become undermined by Interstates 5 and 805, the San Diego Trolley line, and indiscriminate development, which has served to isolate San Ysidro neighborhoods from each other.

The majority of the San Ysidro Community is moderately level; however hilly terrain dominates its northern portion. A sharp rise in topography occurs immediately east of I-5 in the area of the international border crossing. The Tijuana River floodplain comprises much of the planning area south and west of I-5.

Most of the developable land in the community is devoted to residential use. Approximately 37 percent of the community (606 acres) is residential, with about 345 acres devoted to single-family and 261 acres devoted to multi-family neighborhoods. Approximately 212 acres are zoned for commercial use. Of this total, 98 acres are development with either community or tourist serving commercial uses. It should be noted, however, that because commercial zones in San Ysidro also allow the development of residential uses, 47 acres of the commercially zoned land have been developed with residential uses. Industrial uses occupy 9 percent of the developed land; 22 percent is devoted to agricultural uses, and 18 percent is vacant.

2.2.2 Proposed San Ysidro Redevelopment Project Area

The proposed San Ysidro Redevelopment Project Area (Project Area) encompasses approximately 766 acres in the San Ysidro Community Planning Area. The location of the proposed Project Area, relative to the San Ysidro Community Planning Area is shown on Figure 2-2. The proposed Project Area is generally bound by Del Sur Boulevard and Caithness Drive on the north; East Beyer Boulevard on the east; the Tijuana River Valley on the west; and Mexico on the south. It is bisected by Interstate 5, Interstate 805, and the San Diego Trolley tracks.



SOURCE: The Butler Roach Group, Inc., 1996.

BASE MAP: San Ysidro Community Plan, 1993.

San Ysidro Redevelopment Project

Proposed San Ysidro Redevelopment Project Area

FIGURE

2-2

The proposed Project Area is predominantly residential in nature. Residential uses are located throughout the Project Area and consist of a mixture of new infill apartment projects and single-family homes. The proposed Project Area contains four neighborhoods including El Pueblito Viejo; Sunset; East Beyer and Hill Street; and, Southern.

The commercial district along San Ysidro Boulevard is a mixture of older deteriorating buildings, houses converted to shops, and new buildings, some of which are vacant. San Ysidro Boulevard has numerous currency exchange shops, Mexican insurance companies, curio shops, motels, fast-food franchises, and discount clothing and shoe stores. Only a few restaurants exist in the area.

Community facilities in the proposed Project Area include the San Ysidro Recreation Center, a linear park located between San Ysidro Boulevard, Seaward Avenue, and East and West Park Avenues. The community park provides tennis, basketball, and shuffleboard courts; landscaping and parking facilities; a recreation center; and, a community center. A library, senior center and a gymnasium are also located in the park. Schools in the Project Area include Sunset, Beyer, and Willow Elementary Schools and the Southwestern College Education Center. Mount Carmel Parochial School is also located within the Project Area.

2.3 PHYSICAL CHARACTERISTICS

The physical characteristics of the proposed Project Area, as discussed within this section, are based upon information contained in the *Preliminary Report for the San Ysidro Redevelopment Project*, prepared by the City of San Diego Redevelopment Agency Program (1995a). Section III of the Preliminary Report describes the physical conditions that cause blight in the Project Area. Specifically, the Preliminary Report presents information on the existing condition of structures; factors that prevent or substantially hinder the economically viable use or capacity of buildings/lots; the occurrence of incompatible land uses that prevent the economic development of nearby parcels, lots of irregular form and shape, and inadequate size for proper usefulness and development; and, public infrastructure deficiencies in the Project Area.

2.3.1 Structures

A parcel-by-parcel survey of the proposed Project Area was completed by the Redevelopment Agency in December 1995, to assess the conditions of structures and document existing land uses. The survey identified buildings that were considered potentially unsafe or unhealthy for individuals to occupy as homes or workplaces. These structures were singled out because of their serious deterioration or dilapidation, defective design and physical construction, faulty or inadequate utilities, code violations, or other factors that could make these structures potentially unsafe or unhealthy. The Preliminary Report noted a total of 844 parcels and 1,552 structures within the Project Area.

The exterior of structures was evaluated and assigned one of four ratings: sound, deficient, deteriorated, or dilapidated. A structure was rated "sound" if it appeared well-maintained and had no visible evident physical blighting characteristics. A structure was rated "deficient" if there were no major structural defects, yet the exterior showed signs of deferred maintenance (i.e., peeling paint, dirty exterior walls/surfaces), weathered/worn wood facades, and/or cracked plaster or foundations. A "deteriorated" structure displayed obvious signs of infrequent maintenance; signs of structural deterioration (i.e., sagging roof or walls, crumbling foundation); patchwork repairs; faded or peeling paint; very dirty exterior walls or other surfaces; and, showed signs of neglect. A structure was rated "dilapidated" if it appeared structurally unsound; maintenance was non-existent; its fitness for human habitation was highly questionable; or, a state of deterioration and neglect was prevalent such that the structure may be a candidate for demolition. Of the total 1,552 structures in the Project Area, 72 percent were found to be deficient, deteriorated or dilapidated as shown on the table below.

Physical Condition of Structures	Number	Percentage
Sound	440	28
Deficient	612	39
Deteriorated	398	26
Dilapidated	102	7
Total Structures	1,552	100

As shown above, the field survey of the Project Area noted 612 deficient, 398 deteriorated, and 102 dilapidated structures. A number of these front on the commercial corridor along San Ysidro Boulevard.

Defective Design and Physical Condition

Defective design was evident where poorly built structures were noted; garage conversions; and, buildings that have been converted to other uses. The survey of the proposed Project Area revealed 54 properties with buildings characterized by defective design and 25 properties that have been converted from their original use. This includes apartments and homes that have become commercial uses, offices and churches; and, single family homes that have had apartment buildings added to the property. Such conversions provide inadequate parking and access and increase population density.

In the residential neighborhoods, 75 properties have garages that have been converted to living or working space. Seventy-four properties are residential conversions which appear originally to have been single family dwellings which now contain two or more dwellings. The proposed Project Area's commercial district has 42 properties with structures that are obsolete or of substandard design.

Building Code Violations

Information on building code violations in the Project Area was obtained from the City's Building Inspection Department. Building code violations include structural defects, illegal additions, construction without permits, encroachment on the public right-of-way, plumbing and electrical defects, and illegal conversions. Approximately 38 building code violations were reported in the Project Area.

Lots of Irregular Form, Shape, and Inadequate Size

A parcel map of the Project Area denotes that there are a large number of parcels of irregular form and shape and inadequate size in the Project Area. The majority of these are either residential parcels that are owner occupied, or are commercial properties not under multiple ownership. Small, residential parcels that are owner-occupied were not identified as being problematic in this analysis.

San Ysidro Boulevard between West Park Avenue and Cottonwood, and Hill Street and Bolton Hall Road, contains some of the older commercial storefronts on small or oddly-shaped parcels with multiple owners. Residential parcels identified for this section have no street access or have narrow or triangular shapes. In the vacant area near the Border small parcels on a block have alternate owners or all parcels on a block except one have the same owner. On East Beyer Boulevard, two parcels are unevenly divided by the street with approximately 95% of each parcel on the north side and the remaining 5% on the south side.

2.3.2 Factors That Hinder Economically Viable Use Or Capacity

Factors which prevent or substantially hinder the economic viability of buildings or lots in the Project Area include buildings with substandard design by current development standards, prevalence of security measures, poorly maintained properties, and a lack of adequate parking.

Substandard Design

Substandard design refers to the appearance and visibility of the building and its surrounding uses, the size of the building in relation to its uses and current standards, and accessibility. Examples of substandard design in the Project Area include connected storefronts on San Ysidro Boulevard with no off-street parking and no space for expansion; houses converted to shops, warehouses, and offices; unpaved auto sales lots with trailers for offices; old commercial buildings that cover the entire parcel leaving no space for loading or parking areas; varied uses in ramshackle structures on one property; obsolete office buildings sharing a property with warehouses, storefronts, and dwelling; an old hotel converted to apartments and offices; money exchange and key kiosks scattered among the different commercial uses; and, too many structures and businesses crowded onto one property. On Calle Primera, industrial space has been converted to retail uses and a tire "store", is an unpaved, open-air establishment with buildings consisting of an old trailer and shacks.

Prevalence of Security Measures

Over 247 parcels were found to contain buildings that have bars on the windows. When this prevalence of security measures is considered along with those

structures that were found in need of maintenance, the Project Area becomes even less attractive to viable new development or as a destination for residents and tourists.

Limited Maintenance

In addition to buildings exhibiting substandard design, a prevalence of buildings with limited maintenance presents a further impression of neglect and decay which detracts from the appearance of the surrounding properties. Such buildings were classified as "deficient" in the survey of the Project Area, which indicates that the structures have been adequately maintained to eliminate major structural defects, but there are indications of deferred maintenance such as peeling paint, dirty walls and other surfaces, weathered and worn wood facades, and/or cracked plaster or foundations. The Project Area survey found 612 deficient structures on 256 parcels.

The Preliminary Report found that the commercial district in the Project Area has a mixture of old and new commercial structures. Many houses are also located in areas designated for commercial use, some of which have been converted to commercial uses. Lots are small with minor or no front setbacks and parking; houses have been converted to businesses; most of these structures are one or two story buildings with clapboard siding or stucco facades; peeling paint, dirty walls and other surfaces, weathered and worn wood facades, and/or cracked foundations exist; many structures are generally unattractive or are in need of rehabilitation. The majority of these structures also lack adequate parking access, or loading facilities. All of these factors have worked against the economic success of businesses in the Project Area's commercial district.

2.3.3 Incompatible Land Uses

One of the most prevalent physical blighting conditions found throughout the commercial corridors of the Project Area is the incompatibility of uses. "Incompatible land uses" can be thought of as differing types of land uses, that, when located in close proximity to one another, create problems, hardships, and/or disharmony. A common example of incompatible uses in the proposed Project Area is a co-mingling of commercial and residential uses, without adequate buffering or amenities, such as an auto repair facility adjacent to

residential or food service uses. Such incompatibility was noted in the East Beyer and Hill neighborhoods and along San Ysidro Boulevard.

The Preliminary Report also states that incompatible uses in the proposed Project Area are associated with the San Diego Trolley, which runs through the older neighborhoods of the community with no landscaping or other sound-muffling buffer.

Another form of incompatibility is the scattered use of residential structures for commercial purposes. Such mixing of uses often results in problems related to the unique requirements of each type of use. While the San Ysidro Community Plan allows for the construction of mixed-use (i.e., combined commercial and residential) developments, the instances of incompatibility cited here are not the results of such pre-planned mixed use development. Instead, they are haphazard occurrences, which lack the necessary amenities, such as adequate separation and parking facilities required to ensure compatibility of the two adjacent uses.

2.3.4 Public Infrastructure

Infrastructure deficiencies were found throughout the proposed Project Area.

Streets

The existing network of streets in San Ysidro is old and inadequate. Streets, including a section of San Ysidro Boulevard, are without sidewalks, curbs, and gutters. The substantial increase in commercial and multi-family development along San Ysidro Boulevard has caused severe congestion. In addition, the convergence of Interstates 5 and 805 has imposed additional traffic impacts by eliminating alternate surface street routes. The freeway exits in this area feed traffic into streets that were not designed for such large volumes.

Several streets have substandard widths and are in need of improvements to accommodate current traffic volumes. In addition, many of the streets in the proposed Project Area are lacking basic improvements such as adequate parking, curbs, gutters, and sidewalks. Several streets in the residential areas are basically alleys without curbs.

Parking Facilities

San Ysidro is an older community that experienced most of its development during the first half of this century when little or no off-street parking was needed. In the commercial district, 32 older commercial properties lack sufficient, if any, off-street parking. Some of these are attached commercial storefronts that were built under different zoning requirements, others are houses and apartments converted to shops, and still others are the result of too many commercial buildings allowed on one property. In the residential areas, there are 65 residential properties which lack adequate off-street parking. Of these, 25 properties are former single family dwellings where additional units have been added. Inadequate parking was found on 97 parcels in the Project Area. In addition, parking requirements for new multi-family developments have not addressed the needs of the larger San Ysidro families.

Faulty or Inadequate Utilities

Structures in the Project Area were examined for improperly installed and maintained electrical wires and deteriorated or unsafe over-head utilities. Many of the structures that exhibit faulty or inadequate utilities are also deteriorated or dilapidated. The Project Area has 38 parcels that have discernible faulty or inadequate utilities.

Curbs/Gutters

There are no curbs, gutters, or sidewalks on the north side of San Ysidro Boulevard between Alverson Road and the western boundary of the Project Area. Sections of Calle Primera, Virginia Avenue, Bolton Hall Road, Foothill Road, Sycamore Road, Sunrise Drive, Cypress Drive, Pepper Drive, Sellsway Street, East Beyer Boulevard, and Camino de la Plaza are without curbs, gutters, and sidewalks. The roads south of Camino de la Plaza are not paved.

This lack of public improvements, combined with no landscaping on the blighted properties along San Ysidro Boulevard, gives the commercial district a neglected, decayed appearance.

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CHAPTER 3.0

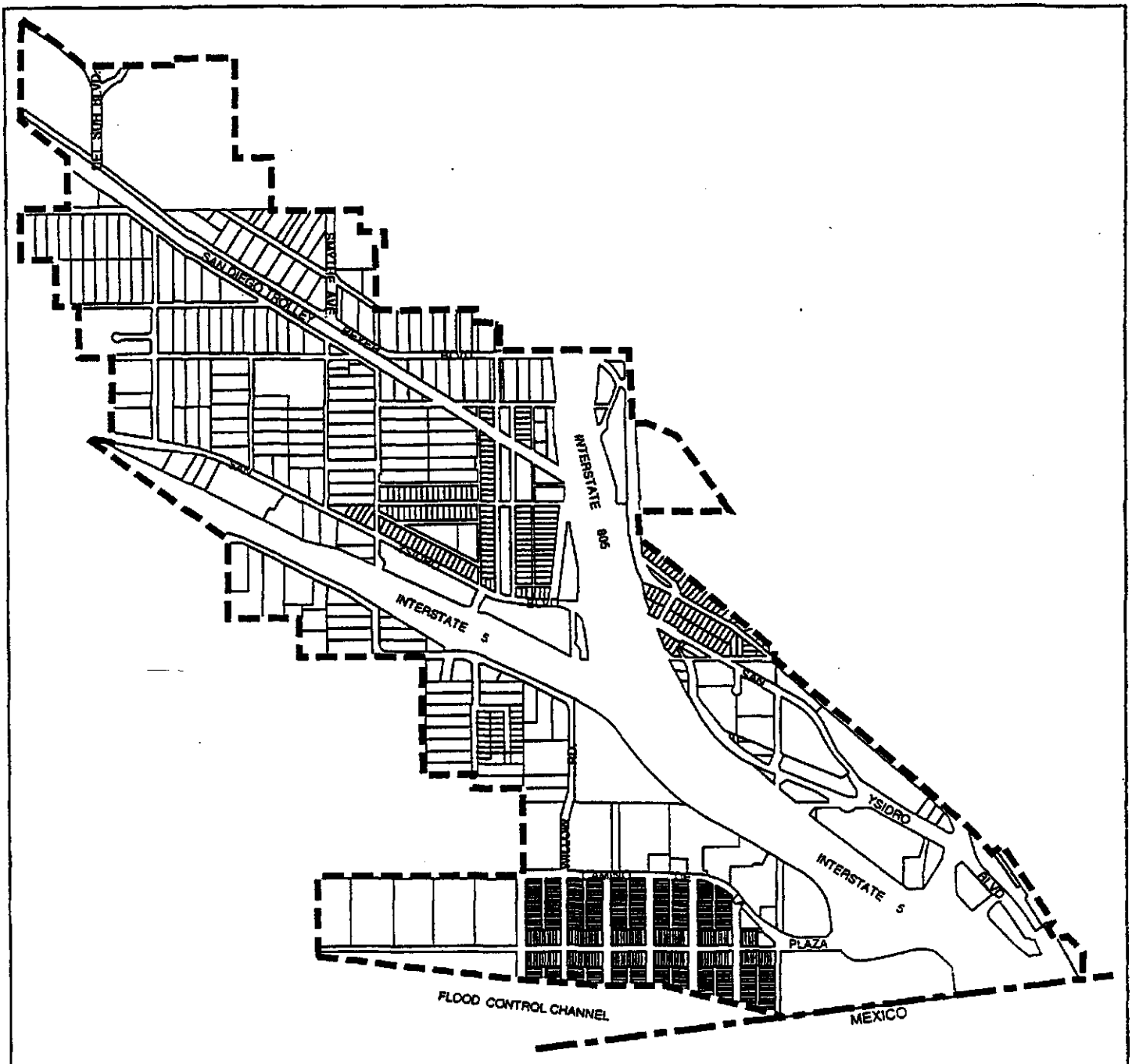
PROJECT DESCRIPTION

This EIR addresses the adoption of the proposed San Ysidro Redevelopment Plan. The proposed San Ysidro Redevelopment Project Area (Project Area) is located within the southern portion of the City of San Diego, approximately 14 miles southeast of Downtown San Diego. The approximately 766-acre Project Area contains the majority of the San Ysidro Community Planning Area and is generally bound by Del Sur Boulevard and Athey Avenue on the north; the hillside west of Otay Mesa and the northeastern corner of the San Ysidro Community on the east; the international border and Tijuana River Levee on the south; and, the western quarter of the community on the west. The San Ysidro Redevelopment Project Area boundary is shown on Figure 3-1.

3.1 ADOPTION OF THE SAN YSIDRO REDEVELOPMENT PLAN

The proposed San Ysidro Redevelopment Plan (Redevelopment Plan) provides the Redevelopment Agency (Agency) with powers, duties, and obligations to implement and further the program generally formulated for the redevelopment, rehabilitation, and revitalization of the proposed Project Area. The proposed redevelopment plan presents a basic framework within which specific redevelopment activities will be presented and priorities established. The objectives of the proposed San Ysidro Redevelopment Project are summarized below:

- Eliminate and prevent the spread of blight and deterioration, and conserve, rehabilitate, and redevelop the proposed Project Area in accordance with the General Plan, specific plans, and local codes and ordinances.
- Improve, promote, and preserve the positive neighborhood characteristics in San Ysidro, while correcting physical and economic deficiencies in the community.
- Promote and enhance varied housing opportunities by improving housing stock/type and expanding affordable housing opportunities, which address community needs.



LEGEND:

Redevelopment Project Boundary

N

0 1200 2400

Scale in Feet

SOURCE: Economic Development Services, July 1995.

BASE MAP: The Butler Roach Group, Inc., 1996.

San Ysidro Redevelopment Project

Redevelopment Project Area

FIGURE

3-1

- Improve, support, and promote the growth and vitality of the proposed Project Area's business environment and address the commercial, service, and employment needs of the proposed Project Area.
- Increase parking, enhance the quality of pedestrian and vehicular mobility, and improve transportation facilities, which support the vitality, safety, and viability of San Ysidro.
- Expand and improve park and recreation facility options and green belt and open space opportunities.
- Enhance infrastructure facilities which improve the community and support public safety, health, and local vitality.
- Provide a full range of employment opportunities and medical, public, education, social and recreational facilities and services in San Ysidro.
- Recognize, preserve, and rehabilitate historically and architecturally significant buildings, districts, landscaped areas, archeological sites and the urban environments.
- Promote San Ysidro's international gateway to attract tourism and border crossing traffic to San Ysidro commercial districts.

3.2 GENERAL REDEVELOPMENT ACTIONS

The San Ysidro Redevelopment Plan contains a description of the general redevelopment actions proposed by the Agency to eliminate and prevent the spread of blight and blighting influences. The proposed redevelopment actions are also intended to strengthen the economic base of the proposed Project Area and the San Ysidro Community. These actions include the following:

- Acquisition of property.
- Rehabilitation and moving of certain structures.
- Participation by property owners, tenants, and business owners consistent with the Redevelopment Plan.
- Demolition, clearance, site preparation and construction of buildings, and public improvements.
- Relocation assistance to displaced residential and non-residential occupants of publicly-acquired property within the proposed Project Area.
- Disposition of property for uses in accordance with the proposed San Ysidro Redevelopment Plan, utilizing disposition and development agreements.
- Provision for low- and moderate-income housing.

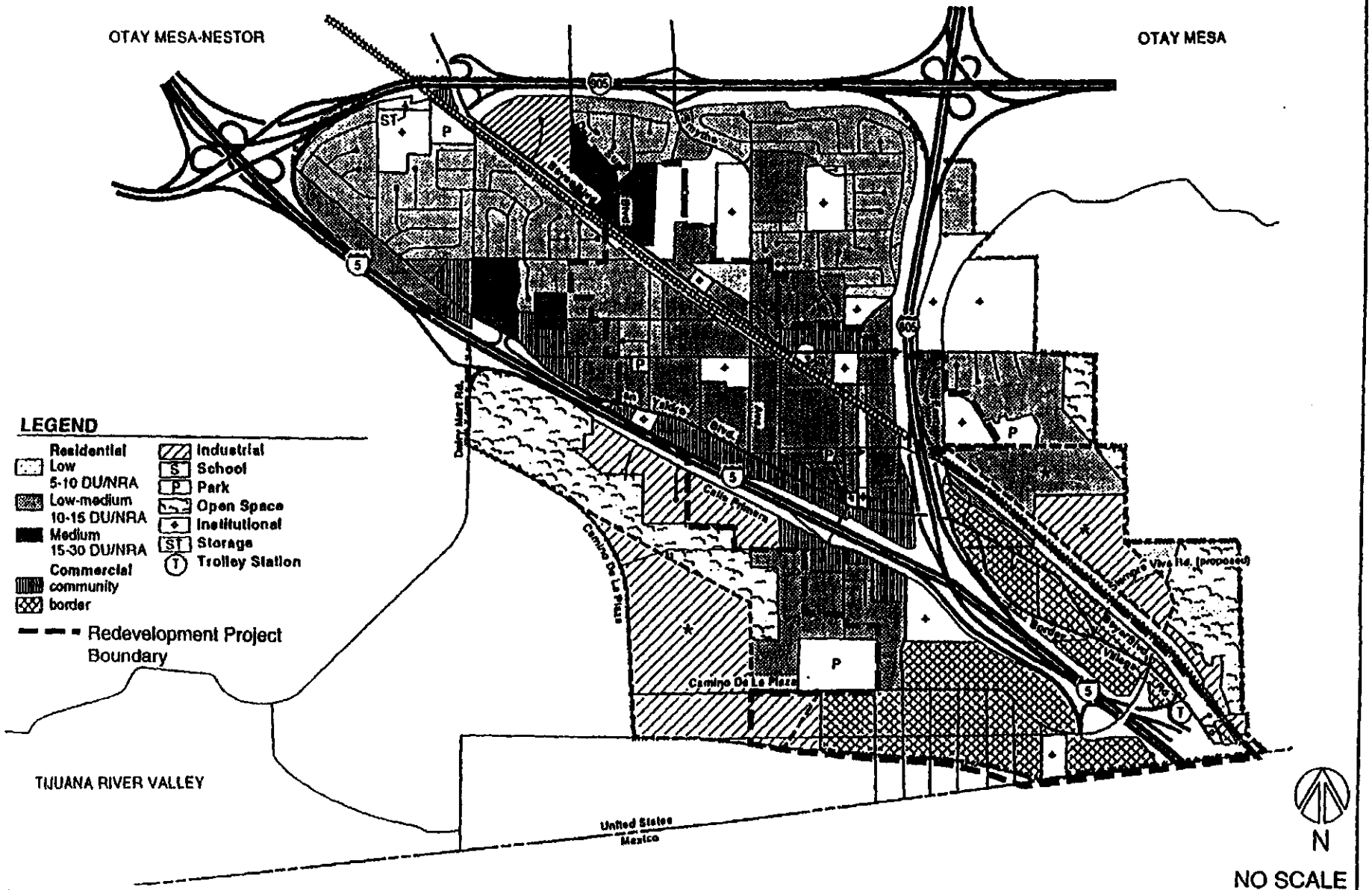
- Development of transportation concepts and related facilities.
- Retention of existing housing wherever possible.
- Other actions as appropriate.

Redevelopment Agency assistance is implemented through a variety of instruments, including Owner Participation Agreements (OPA), and Disposition and Development Agreements (DDA).

3.3 PROPOSED LAND USES

The proposed Redevelopment Plan includes a Generalized Land Use Map, which depicts the land uses that would be permitted in the Project Area (Figure 3-2). The following land uses and densities would be consistent with the adopted San Ysidro Community Plan and the adopted San Ysidro Implementing Ordinance (SYIO):

- Residential. Residential development shall encourage a safe and health living environmental while providing linkages to community facilities and services. A "village" atmosphere in the historic neighborhood of San Ysidro will be maintained while existing single-family homes are preserved and rehabilitated. New and upgraded multi-family housing developments will respect design standards that are sensitive to and compatible with the existing small-scale, single-family neighborhoods. Residential development will be limited in commercially zoned areas.
- Commercial. Commercial Development in San Ysidro will focus on regional, community and neighborhood oriented commercial development. Commercial development will improve the appearance of the international gateway area and capitalize on the opportunities for commerce provided by the neighboring communities and the international border. Infill projects in the historic town center will enhance commercial redevelopment in the historic town center.
- Industrial. Limited industrial development will provide for the reuse of existing industrial areas affected by changing market conditions.
- Parks, Recreation and Open Space. The San Ysidro Community Park and Recreation Center will continue to serve as the focal point of the Project



SOURCE: The Butler Roach Group, ., 1996.

BASE MAP: San Ysidro Community n, 1993.

San Ysidro Redevelopment Project

Generalized Land Use Map

FIGURE

3-2

Area's recreational needs. Parks will be expanded and developed to meet community needs.

3.4 BASIS OF ANALYSIS

3.4.1 Development Projections

This environmental impact report (EIR) for the proposed San Ysidro Redevelopment Project is based on an ultimate development scenario projected over a 30-year period. The ultimate development scenario, developed by the City of San Diego Redevelopment Agency Program Staff, was used to assess potential impacts of the proposed San Ysidro Redevelopment Plan.

The ultimate development scenario represents the "net increase" in development densities anticipated to occur with implementation of the proposed Redevelopment Plan, based upon historic development trends, future market conditions, and adopted land use plans and potential joint planning efforts between U.S., Mexico, City of San Diego, and Tijuana officials. A total net increase of approximately 1.5 million square feet (SF) of commercial, office, and hotel uses; approximately 30,000 SF of industrial uses; and approximately 450 dwelling units (DUs) is projected to occur over the 30-year life of the Redevelopment Plan.

Table 3-1 presents the increase in development that is anticipated to occur under the proposed Redevelopment Plan. In accordance with the objectives of the proposed Redevelopment Plan to improve and promote the business environment and to expand affordable housing opportunities, the net land use increases projected in the ultimate development scenario were distributed throughout the proposed Project Area in a manner that was consistent with the recommendations of the Community Plan.

This EIR assumes the following land use changes over the next 30-years with the implementation of the proposed Redevelopment Project:

1. New development and/or redevelopment activities would occur throughout the Project Area in a manner that is consistent with the San Ysidro Community Plan, the San Ysidro Implementing Ordinance, and

TABLE 3-1

Ultimate Development Scenario
Development Density of Total and Average Annual
Net Increase by Land Use Category
San Ysidro Redevelopment Project

Land Use Category	Development Density	
	Total Net Increase	Average Annual Net Increase (2)
Commercial (SF)		
Retail/Entertainment	1,295,000	43,167
Office	150,000	5,000
Hotel (1)	55,000	1,833
Commercial Total	1,500,000	50,000
Industrial (SF)	30,000	1,000
Residential (DU)		
Single-Family	150	5
Multi-Family	300	10
Residential Total	450	15

Note: (1) = Represents 150 additional hotel rooms.
(2) = Equivalent to net increase ÷ 30-year life of Redevelopment Plan.
SF = Square Feet
DU = Dwelling Unit

Source: City of San Diego Redevelopment Agency, November 1995.

the underlining zone classifications. Zoning in the Project Area includes CSR, CT, I-1, R-1500 and R1-5000 zones. The CSR and CT zones allow commercial, office, and hotel developments. The I-1 zone allows manufacturing and light industrial uses. The R-1500, R-3000 and R1-5000 zones allow multi-family and single-family residential developments, respectively.

2. The ultimate development scenario assumes a net increase of approximately 150 single-family dwelling units (DUs) and a net increase of approximately 300 multi-family units for a net increase of 450 DUs. The average annual increase for residential use is shown on Table 3-1.

3. A net increase of approximately 1,500,000 square feet (SF) of commercial, office, and hotel space would occur, which will include approximately 1,295,000 SF of retail and entertainment uses; approximately 150,000 SF of office use; and, approximately 55,000 SF of hotel use. The average annual net increase for commercial uses is shown on Table 3-1.

4. A net increase of approximately 30,000 SF of industrial space is anticipated to occur. The average annual net increase of industrial uses over the 30-year life of the Project is approximately 1,000 SF (Table 3-1).

5. The net increase in "commercial" development is assumed to include commercial and/or office uses, as permitted in the CSR, CSF and CT zones, under the adopted San Ysidro Implementing Ordinance (SYIO).

6. The net increase in "industrial" development is assumed to include manufacturing and light industrial uses, as permitted in the I-1 zone, under the adopted SYIO.

7. The 55,000 SF of potential hotel uses is assumed to result in approximately 150 new hotel rooms within the project area.

8. Existing institutional and utility uses are assumed to remain after redevelopment (i.e., schools, fire stations, libraries, hospitals).

9. Minor improvements to existing structures (i.e., repair, remodeling, painting, and/or landscaping) may be induced by the implementation of the proposed Redevelopment Plan. No increase in development densities is expected with these types of minor improvements.

Implementation of the proposed San Ysidro Redevelopment Plan would be accomplished by a variety of actions and activities. The schedule for implementation activities in the proposed Project Area would primarily be driven by prevailing market and lending forces, property owners' interest and abilities to renovate or redevelop their property, and the Redevelopment Agency's ability to assist property owners and attract and negotiate with

Agency's ability to assist property owners and attract and negotiate with responsible developers. For this reason, the basis of analysis assumes an even distribution of the net increases in land use over the 30-year life of the proposed Redevelopment Plan. Individual project schedules would be based on land acquisition, relocation of businesses and/or residents, demolition of structures, and ultimately, new construction. Redevelopment Agency assistance is implemented through a variety of instruments, including Owner Participation Agreements (OPA), and Disposition and Development Agreements (DDA).

3.4.2 Public Improvements

The Redevelopment Agency is authorized to install and construct, or cause to be installed and constructed, the public improvements and public utilities (within or outside the proposed Project Area) necessary to carry out the proposed Redevelopment Plan. Such public improvements include, but are not limited to, overpasses or underpasses, bridges, streets, curbs, gutters, sidewalks, street-lights, water distribution systems, sewers, storm drains, traffic signals, electrical distribution systems, parks, plazas, playgrounds, motor vehicle parking facilities, landscaped areas, street furnishings, and transportation facilities.

Satellite parking sites may be established on property near freeway egress/ingress and other peripheral locations near the proposed Project Area for parking purposes. Table 3-2 presents a list of the City of San Diego's (City) Capital Improvement Projects (CIPs) currently planned for the proposed Project Area.

As stated in Chapter 1.0 of this EIR, all future implementing activities of the proposed San Ysidro Redevelopment Project will be subject to subsequent environmental review in accordance with Section 502 of the Agency's Environmental Procedures.

TABLE 3-2

Public Improvement Activities
Proposed San Ysidro Redevelopment Project

CIP No.	Location	Project Description
Park & Recreation		
N/A	14-acre Border Patrol Detention Facility adjacent to Vista Terrace Community Park	Acquire and develop
N/A	Throughout San Ysidro Redevelopment Project Area	Acquire and develop various minor parks in the San Ysidro Redevelopment Project Area
N/A	San Ysidro Community Park Recreation Center Building	Replace and expand existing building
N/A	La Mirada Elementary School	Develop athletic facilities
N/A	San Ysidro Athletic Area (Larsen Field)	Design and install lighting systems
N/A	San Ysidro Athletic Area (Larsen Field)	Improve
N/A	Existing park facilities in the Community	Improve
N/A	Area adjacent to Beyer Park	Acquire three (3) add'l acres and develop entire site
N/A	Vista Terrace Swimming Pool	Replace and enlarge
N/A	Vista Terrace Community Park	Design and construct a 20,000 SF recreation bldg.
Transportation		
58-056.0	Beyer Way/Picador Boulevard/Smythe Avenue	2.5 mile Class II Bikeway

Notes: N/A = Not Available; CIP = Capital Improvement Project; SF = Square Feet
(1) Project Completely or Partially Funded.

Source: City of San Diego Redevelopment Agency Program, January 31, 1996.

TABLE 3-2
(Continued)

CIP No.	Location	Project Description
Transportation (Cont'd)		
N/A	Various locations	Reconstruct existing streets at locations where there are inadequate gutters, cross gutters, curbs
N/A	Various locations	Install pedestrian ramps at various locations
52-502.0	Bolton Hall Road, Cottonwood Rd, Foothill Road, Via National, Calle Primera	Street improvements(1)
N/A	Calle Primera; from "A" Street to Via de San Ysidro	Widen to a 4-lane collector
N/A	San Ysidro Blvd.; from Sunset Lane to Cottonwood Road	Widen to a 4-lane collector
N/A	East Beyer Blvd.; from Beyer Blvd. to Camino de la Plaza	Widen to a 4-lane collector
N/A	Camino de la Plaza/Willow Road	Install new traffic signal
N/A	Camino de la Plaza/Calle Primera	Install new traffic signal
N/A	Camino de la Plaza; from I-5 to Willow Road	Widen to a modified 4-lane collector
N/A	Tia Juana St., from Virginia Ave. to Camino de la Plaza	Provide a 2-lane collector
N/A	Sycamore Road between Calle Primera and Cesar Chavez Recreation Center	Install sidewalks
68-010.0	Calle Primera/I-5 Ramp & via de San Ysidro	Traffic Light(1)
68-010.0	Dairy Mart Road and I-5 (ramp)	Traffic Light

Notes: N/A = Not Available; CIP = Capital Improvement Project; SF = Square Feet
(1) Project Completely or Partially Funded.

Source: City of San Diego Redevelopment Agency Program, January 31, 1996.

TABLE 3-2
(Continued)

CIP No.	Location	Project Description
Water & Sewer		
N/A	Various locations	Replace and enlarge existing Storm drains and install new ones
12-701.0	San Ysidro Boulevard	Storm Drain(1)
Facility Projects		
N/A	Fire Station No. 29	Replace and expand fire station
N/A	San Ysidro Branch Library	Replace existing branch with new 10,000 SF branch library
37-238.0	San Ysidro School District	Cultural Center Redesign

Notes: N/A = Not Available; CIP = Capital Improvement Project; SF = Square Feet
(1) Project Completely or Partially Funded.

Source: City of San Diego Redevelopment Agency Program, January 31, 1996.

CHAPTER 4.0

ENVIRONMENTAL ANALYSIS

This chapter presents the existing conditions in the San Ysidro Redevelopment Project Area (Project Area); the environmental impacts that would be associated with implementation of the proposed San Ysidro Redevelopment Plan; the significance of these impacts; and mitigation measures, where feasible, to reduce significant impacts to below a level of significance. The environmental issues are presented in this chapter in an order that facilitates the analysis of potential impacts, with the first discussion focusing on the quantitative changes to land uses in the Project Area, followed by a discussion of the various environmental resources that would be affected by such changes.

As described in Chapter 3.0 of this EIR, the majority of the redevelopment area is expected to undergo restoration and rehabilitation. Commercial or industrial redevelopment activities are expected to occur in areas designated/zoned for commercial or industrial uses, respectively. Residential redevelopment, restoration and rehabilitation are expected to occur in those areas zoned for residential use. Such projects would typically not occur in areas that are blighted, without the inducement offered by a redevelopment plan. Minor improvements to existing structures (i.e., repair, remodeling, painting and landscaping) may be induced by implementation of the proposed redevelopment plan. Minor improvements to existing structures are categorically exempt from CEQA review (State CEQA Guidelines, Section 15302), and therefore, are not addressed in the remainder of this chapter.

Chapter 3.0 of this EIR identifies the general redevelopment actions, development projections, and public improvement activities that are expected to be implemented with the adoption of the redevelopment plan. This chapter addresses the environmental impacts, significance of impacts, and mitigation measures associated with these activities.

4.1 LAND USE

4.1.1 Existing Conditions

Existing Land Uses

The San Ysidro Redevelopment Project Area encompasses approximately 766 acres in the San Ysidro Community Planning Area. The Project Area is generally bound by Del Sur Boulevard and Caithness Drive on the north, East Beyer Boulevard on the east, the Tijuana River Levee on the west, and Mexico on the south. The Project Area is bisected by Interstate 5, Interstate 805, and the San Diego Trolley tracks (City of San Diego Redevelopment Agency, 1995b).

The Butler Roach Group conducted Windshield Land Use Surveys of the Project Area in December 1995. The surveys generally consists of driving through the community to determine existing land uses within the Project Area, on a block-by-block basis. In addition, the City of San Diego Redevelopment Agency staff provided a quantitative land use inventory of existing uses on a parcel-by-parcel basis.

A variety of existing land uses are located with the Project Area including residential, commercial, office, institutional, industrial, and recreational (Figure 4.1-1). As shown on Figure 4.1-1, residential uses are concentrated north of I-5. These uses consist of single and multi-family dwelling units (DU's). Commercial uses occur primarily east and west of I-5, south of San Ysidro Boulevard; and, agricultural and vacant land is located west of I-5 between Camino De La Plaza and the border. Office uses are scattered throughout the Project Area as are institutional uses such as schools, parks, and the library.

Commercial parking lots are provided near the Tijuana border crossing. The limited industrial uses consist of personal storage facilities, import warehouses, and freight storage facilities.

Institutional uses in or near the Project Area include Smythe, Beyer, Sunset and Willow Elementary Schools; the Southwestern College Education Center; San Ysidro Middle School; and, the San Ysidro Adult Education Center. Other institutional uses include churches, a health center, and the San Ysidro Recreation and Community Center.

The commercial district along San Ysidro Boulevard is a mixture of old deteriorating buildings, residential structures that have converted to commercial uses, and new buildings some of which are vacant. San Ysidro Boulevard has numerous currency exchanges, Mexican Insurance companies, curio shops, motels, fast-food franchises, and discount clothing and shoe stores. Only a few restaurants exist in the area.

Incompatible land uses are prevalent throughout the Project Area. A condition of "land use incompatibility" occurs when differing types of land uses experience problems, hardships, and or disharmony as a result of their proximity to one another. For example, a commercial establishment located next to a single-family residence without a buffer may generate noise levels that exceed the allowable limit for residential uses. One area of incompatibility arises because the single-family residence could experience higher noise levels from the adjacent commercial use than it would if it were located next to another single-family residence.

According to the Preliminary Report for the San Ysidro Redevelopment Project, land use incompatibility within the Project Area is mainly associated with the San Diego Trolley which runs through the older neighborhoods of the community with no landscaping or other sound barrier. This "incompatibility" arises from the trolley generating noise levels that exceed the General Plan's limits for residential uses. Approximately 67 percent of the instances of incompatible uses found in the Project Area are homes adjacent to the trolley tracks. Other instances of "land use incompatibilities" include residential structures that have been converted to businesses. A detailed discussion of the specific instances of land use incompatibility within the Project Area is contained in the Preliminary Report for the proposed San Ysidro Redevelopment Project (City of San Diego Redevelopment Agency, 1995b).

Adopted Plans and Policies

San Ysidro Community Plan

The San Ysidro Redevelopment Project is located within the boundaries of the San Ysidro Community Planning area. The San Ysidro Community Plan was adopted by the City Council in 1990, and has been amended four times. The most

recent amendment was adopted March 30, 1993 by Resolution No. R-281711. The purpose of the Community Plan is to provide guidance for the orderly growth of the San Ysidro Community.

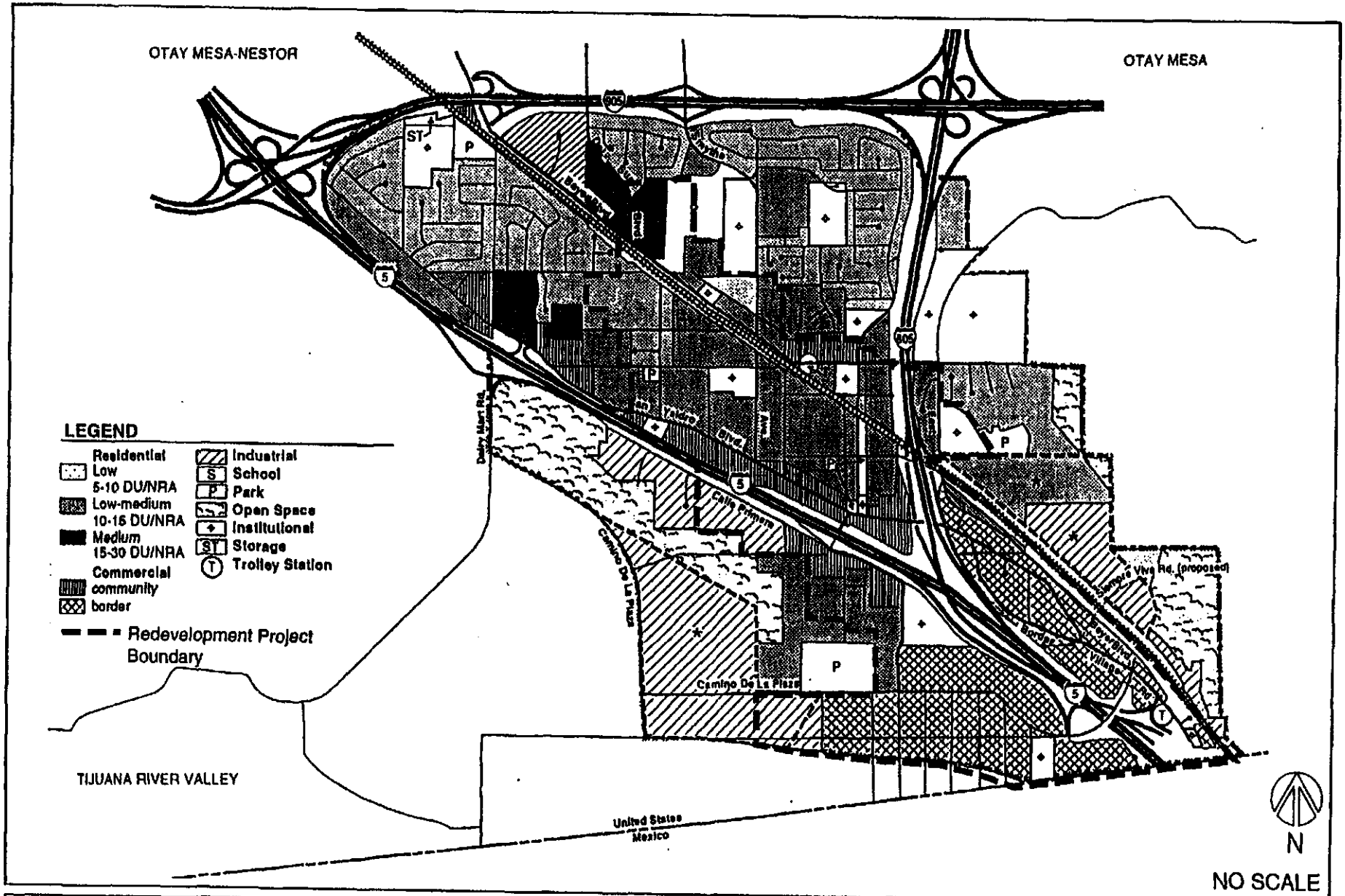
The San Ysidro Community Plan establishes recommendations and objectives for each of the following elements: Residential, Commercial, The International Gateway, Industrial, Transportation, and Circulation, Community Facilities and Services, Parks, Recreation and Open Space, Cultural and Historic Resources, Urban Form and Local Coastal Program. The Implementation Program of the Community Plan provides the methodology necessary to implement the goals and objective of each plan element. The San Ysidro Community Plan Map is shown on Figure 4.1-2.

San Ysidro Implementing Ordinance

Commercial and industrial developments within the Project Area are subject to the San Ysidro Implementing Ordinance (SYIO). The SYIO was adopted by the City Council in October 1990. It was amended in February 1991 by Ordinance No. O-17598. It's purpose is to provide development criteria for the construction or alteration of quality commercial and industrial developments throughout the San Ysidro Community. The SYIO is intended to assist in implementing the goals and objectives of the adopted community plan (City of San Diego, 1993).

Existing zoning in the Project Area is shown on Figure 4.1-3. Residential zones include R-1500, R-3000, and R1-5000 zones. The Project Area also contains the commercial CSF, CSR, and CT zones as well as the industrial I-1 zone. The CSF zone is intended to allow for commercial strip development with parking in the front or side of the building. This zone is applied to accommodate existing development patterns that are deemed to be appropriate because of the urban design features anticipated for the area. The focus is on automobile-oriented establishments where the primary commercial function is geared to a single stop activity.

The CSR zone is intended to allow for commercial strip development with parking to the rear or side of the building. This zone is suggested in those areas where pedestrian activity is predominant.



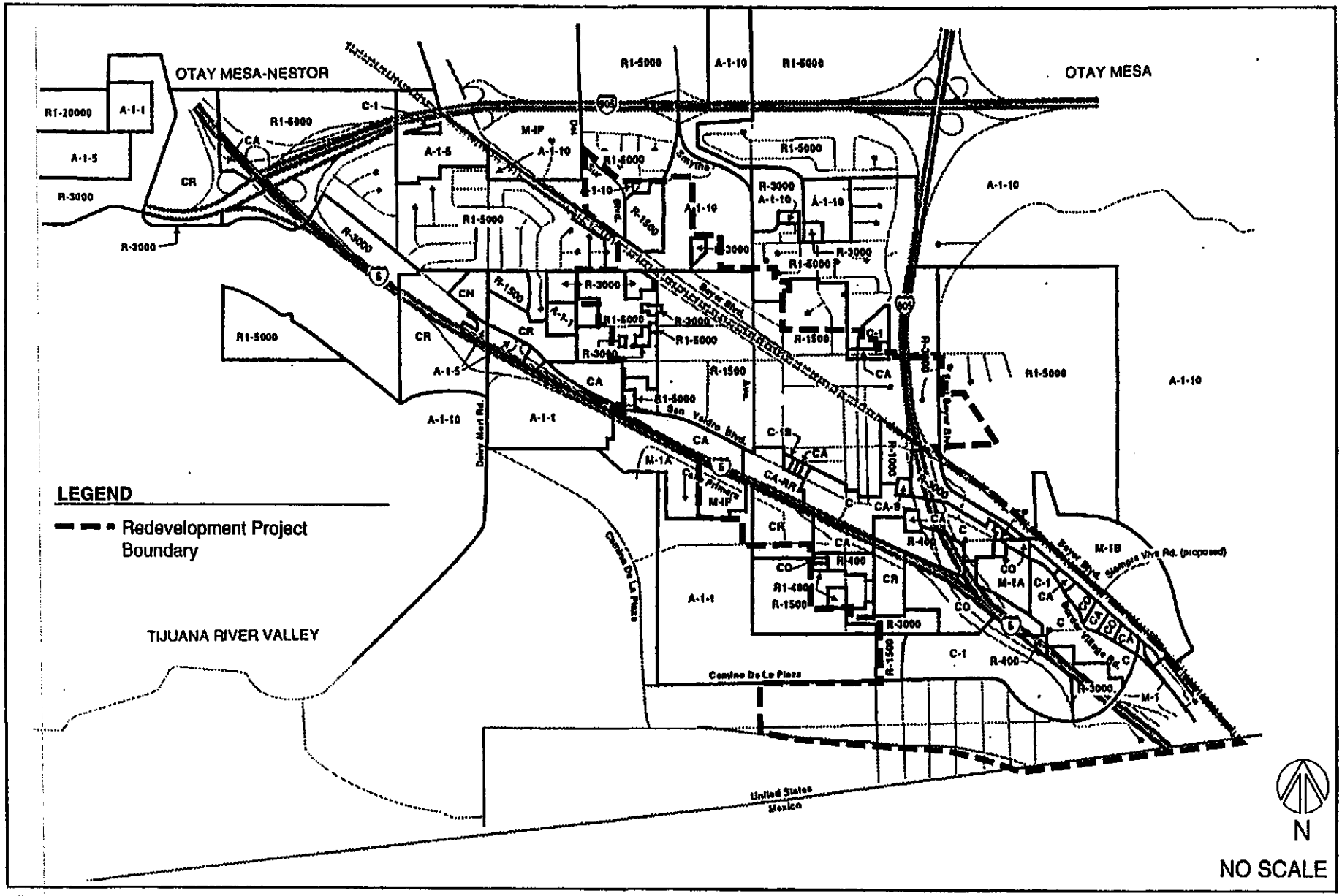
SOURCE: The Butler Roach Group, Inc., 1996.

BASE MAP: San Ysidro Community Plan, 1993.

San Ysidro Redevelopment Project

San Ysidro Community Plan Map

FIGURE
4.1-2



SOURCE: The Butler Roach Group, Inc., 1996.

BASE MAP: San Ysidro Community Plan, 1993.

San Ysidro Redevelopment Project

Existing Zoning in the Project Area

FIGURE **4.1-3**

The R1 zone is intended to provide for areas of single-family residential development at varying levels of low density (5,000 minimum lot size) consistent with the Progress Guide and General Plan for the City of San Diego and the adopted Community Plan.

The R zones in the San Ysidro Community Plan Area are intended to primarily provide for multiple family residential development at varying densities up to 30 dwelling units per net residential acre. The R-3000 zone is intended to permit multiple family residential with a minimum lot area of 6,000 square feet and a floor area ratio of 0.75.

The CT zone is a commercial center area that generally contains its own internal vehicular circulation and parking system and functions as an independent entity. It is expected that this zone will accommodate commercial areas of activity that have numerous retail commercial facilities available in close proximity.

The I-1 zone is intended to provide for a wide range of manufacturing, light industrial uses and certain "heavy" commercial uses such as lumber yards which are not commonly found in shopping centers. The standards and regulations in this zone are designed to permit development and uses of property in a manner that is consistent with efficient industrial operation, while at the same time providing proper safeguards for adjoining industrial and non-industrial properties. The I-1 zone is intended to provide quality development, decrease land use conflicts and provide maximum employment opportunities.

4.1.2 Environmental Impacts

The land use impact analysis for the San Ysidro Redevelopment Project is based on the anticipated changes that would occur with implementation of the San Ysidro Redevelopment Plan. This includes those changes which would result from the proposed redevelopment activities, as well as the public improvement and general redevelopment activities described in Chapter 3.0 of the EIR. Figure 3-2 shows the generalized future land uses in the Project Area based on the existing land uses that are expected to remain and the land uses that would be allowed within the Project Area.

In general, redevelopment would create a more efficient use of land in the Project Area. Proposed public infrastructure improvements, as well as improvements to existing commercial facilities, would attract new commercial establishments. Obsolete and undersized commercial structures would be replaced with structures that meet current design standards and provide for a more effective use of the land. The rehabilitation and revitalization activities included in the Project would reduce the occurrence of incompatible land uses, as new developments, consistent with existing zoning, are constructed.

The public infrastructure improvements and other general redevelopment activities included in the proposed San Ysidro Redevelopment Plan would not directly affect the volume or intensity of development within the Project Area. Therefore, the quantitative land use analysis focuses primarily on the ultimate development scenario presented in Section 3.4.1 of this EIR. Table 4.1-1 presents the existing land uses within the Project, the net increase in development anticipated under the proposed San Ysidro Redevelopment Plan, and the net total of land uses at buildout.

As shown on Table 4.1-1, the redevelopment activities in the Project Area are expected to increase residential units, commercial retail/entertainment use, office, hotel rooms and industrial space. A net increase of 1,295,000 square feet (SF) of commercial retail/entertainment, 150,000 SF of office space and 30,00 SF of industrial is proposed for the Project. Upon buildout, it is anticipated that single-family and multi-family dwelling units (DU) would be increased by 150 and 300 DUs, respectively. There would also be an increase of 55,000 SF of hotel use (150 hotel rooms).

The redevelopment activities included in the ultimate development scenario would reduce the occurrence of incompatible land uses in the area as new developments, are constructed. New residential developments along the trolley line would be required to include sound attenuation measures such that interior and exterior noise standards would be met.

The project would also provide for a more effective use of the land by constructing additional commercial developments near the Tijuana border to replace deteriorated and underutilized commercial structures with structures that meet current design standards. The project would also replace or

TABLE 4.1-1

Existing Land Use and Estimated Net Development

San Ysidro Redevelopment Project

Land Use Category	Existing Land Use	Net Increase [1]	Net Total
Single-Family (DU)	143	150	293
Multi-Family (DU)[3]	3,112	300	3,412
Two-on-One (DU)	264	0	264
Commercial (SF)	941,505	1,295,000	2,236,505
Office (SF)	49,634	150,000	199,634
Hotel (SF)	181,986	55,000	236,986
Industrial (SF)	108,079	30,000	138,079
Institution (SF)	437,679	0	437,679
Recreation (SF)	81,464	740,520[5]	821,984
Mixed-Use (SF) [2]	97,455	0	97,455
Trolley (SF)	562,728	0	562,728
Agriculture (SF)	770,576	0	770,576
Transportation (SF)	1,300	0	1,300
Vacant	3,489,500	*	*

Notes:

DU = Dwelling Unit.
SF = Square Feet.
(1) Anticipated to occur with implementation of proposed San Ysidro Redevelopment Plan.
(2) Includes commercial component of mixed-use developments.
(3) Includes residential component of mixed-use developments.
(4) 150 hotel rooms.
(5) CIP Projects include addition/development of 17 acres (740,520 SF) of park land (Table 3-2)
(*) **Net change in amount of vacant land cannot be determined at this time.**

Source: Redevelopment Agency Program and The Butler Roach Group, Inc., December 1995.

rehabilitate "converted" residential structures. In addition, new development would be consistent with the land use proposals in the adopted San Ysidro Community Plan (Community Plan) and the allowable uses shown in the San Ysidro Implementing Ordinance.

The proposed redevelopment activities would implement several of the commercial objectives of the Community Plan including:

- Provide attractive residential, commercial and industrial development;
- Provide public parks and recreation facilities concurrent with need;
- Facilitate the development of an "international gateway", a regional retail/visitor center; and,
- Encouraging new development and redevelopment of commercial areas.

4.1.3 Significance of Impacts

The proposed Project would generate a net increase of 1,295,000 square feet (SF) of commercial retail/entertainment, 150,000 SF of office space, 30,000 SF of industrial space, and 55,000 SF of hotel space. The number of residential dwelling units (DUs) in the area would also increase with implementation of the proposed project. Upon buildout, it is anticipated that single-family and multi-family dwelling units (DU) would be increased by 150 and 300 DUs, respectively.

The proposed redevelopment activities would reduce incompatible land uses; be compatible with surrounding development; and, would be consistent with the adopted land use designations and zone classifications for the area. In addition, these uses would achieve the commercial, residential and industrial objectives of the Community Plan. Therefore, no significant land use impacts would occur.

4.1.4 Mitigation Measures

The general redevelopment and public infrastructure improvement activities proposed in the San Ysidro Redevelopment Project would not result in significant land use impacts. No mitigation would be required.

4.2 TRANSPORTATION/CIRCULATION

The traffic engineering firm of Linscott, Law & Greenspan prepared the traffic study for the proposed San Ysidro Redevelopment Project (January 1996). The Traffic Report contained in Appendix B to this EIR evaluates the impacts of implementing the proposed San Ysidro Redevelopment Plan. The Traffic Report is summarized below.

4.2.1 Existing Conditions

Existing Conditions (Year 1995)

Existing Street System

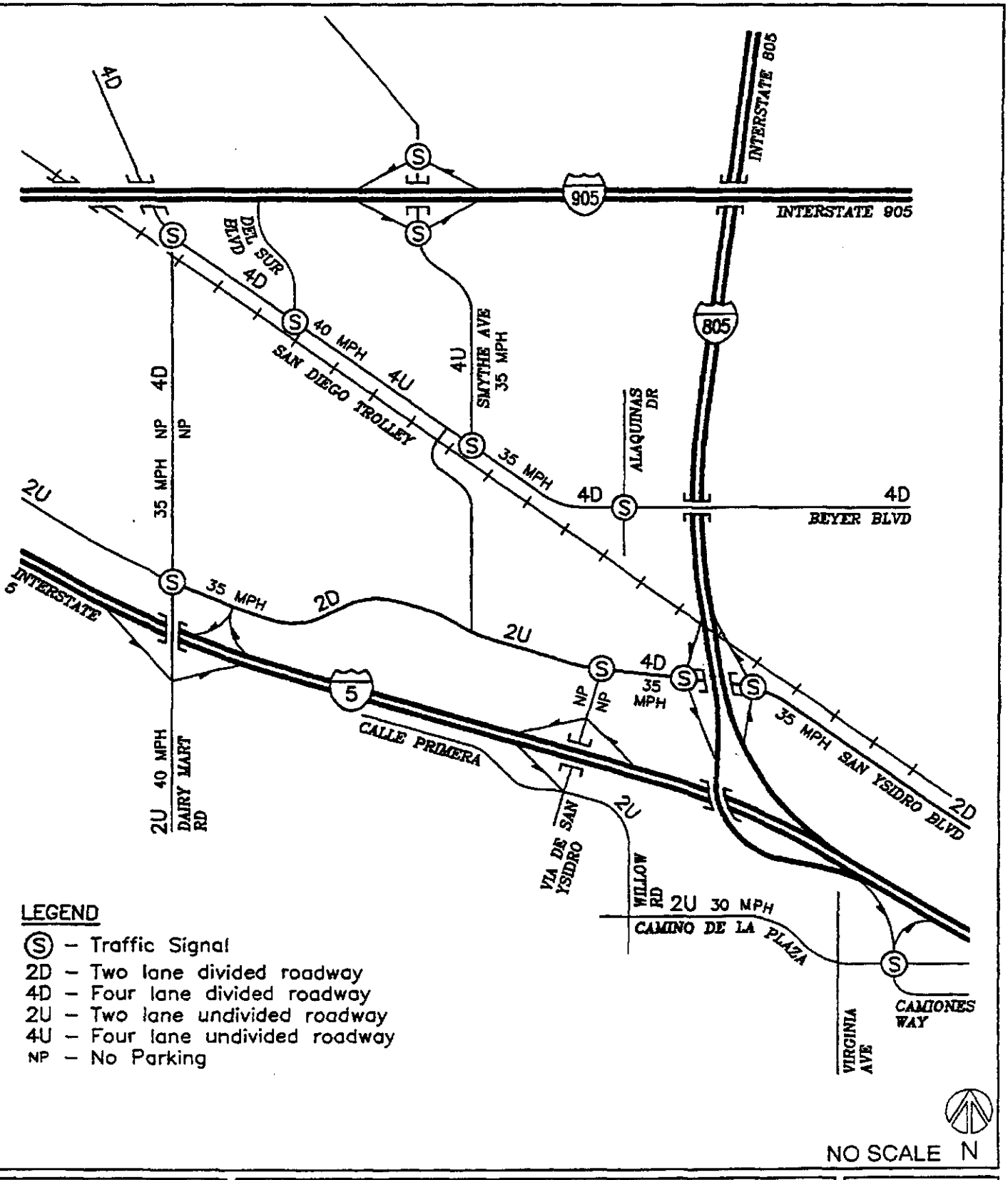
The following is a brief description of the significant roadways in the project area. Figure 4.2-1 shows the existing circulation system. Table 4.2-1 shows the most recent available daily traffic volumes (ADT's). Figure 4.2-2 shows the existing daily traffic volumes graphically.

Interstate 5 (I-5) is a north-south facility which extends from the United States/Mexico border, the length of California and beyond. It generally provides four lanes in each direction in the project vicinity with interchanges at Dairy Mart Road, Via de San Ysidro and Camino La Plaza.

Interstate 805 (I-805) is a north-south facility which extends from the San Ysidro area to Sorrento Valley. It generally provides four lanes in each direction in the project vicinity and has a full diamond interchange at San Ysidro Boulevard.

State Route 905 (SR 905) is an east-west facility which extends from I-5 to east of I-805. It forms the northern boundary of the San Ysidro Community. It generally provides two lanes in each direction with interchanges at Beyer Boulevard and Smythe Avenue.

San Ysidro Boulevard is classified as a modified Four Lane Collector between Dairy Mart Road and Smythe Avenue, as a Two/Three Lane Major Street between Smythe Avenue and Via de San Ysidro and as a Four Lane Major Street west of Via de San Ysidro in the San Ysidro Community Plan. It generally provides only one lane in each direction west of Via de San Ysidro. Curbside parking is generally allowed and the speed limit varies between 25 mph and 35



SOURCE: Linscott, Law & Greenspan, 1996.

San Ysidro Redevelopment Project

Existing Circulation System

FIGURE **4.2-1**

TABLE 4.2-1

Existing and Future Street Segment Capacity, Volume and Level of Service

Street Segment	EXISTING CONDITIONS			YEAR 2015 CONDITIONS		
	Capacity	Volume	LOS	Capacity[1]	Volume	LOS
Dairy Mart Road						
n/o I-5	30,000	10,900	C	40,000	7,000	A
s/o I-5	15,000	1,700	A	30,000	7,000	A
Smythe Avenue						
n/o Beyer Boulevard	30,000	13,900	C	30,000	15,000	C
Willow Road						
n/o Camino de la Plaza	15,000	9,500	C	30,000	20,000	C/D
Beyer Boulevard						
w/o Smythe Avenue	30,000	8,900	B	40,000	12,000	A
e/o Smythe Avenue	30,000	5,700	A	40,000	18,000	B
San Ysidro Boulevard						
w/o Smythe Avenue	15,000	16,700	F	30,000	20,000	C/D
e/o Smythe Avenue	15,000	23,100	F	27,500 [2]	20,000	D
Camino de la Plaza						
e/o Dairy Mart Road	DNE	---	---	30,000	4,000	A
e/o Willow Road	15,000	10,100	D	30,000	22,000	D
e/o Virginia Avenue	---	---	---	30,000	23,000	D

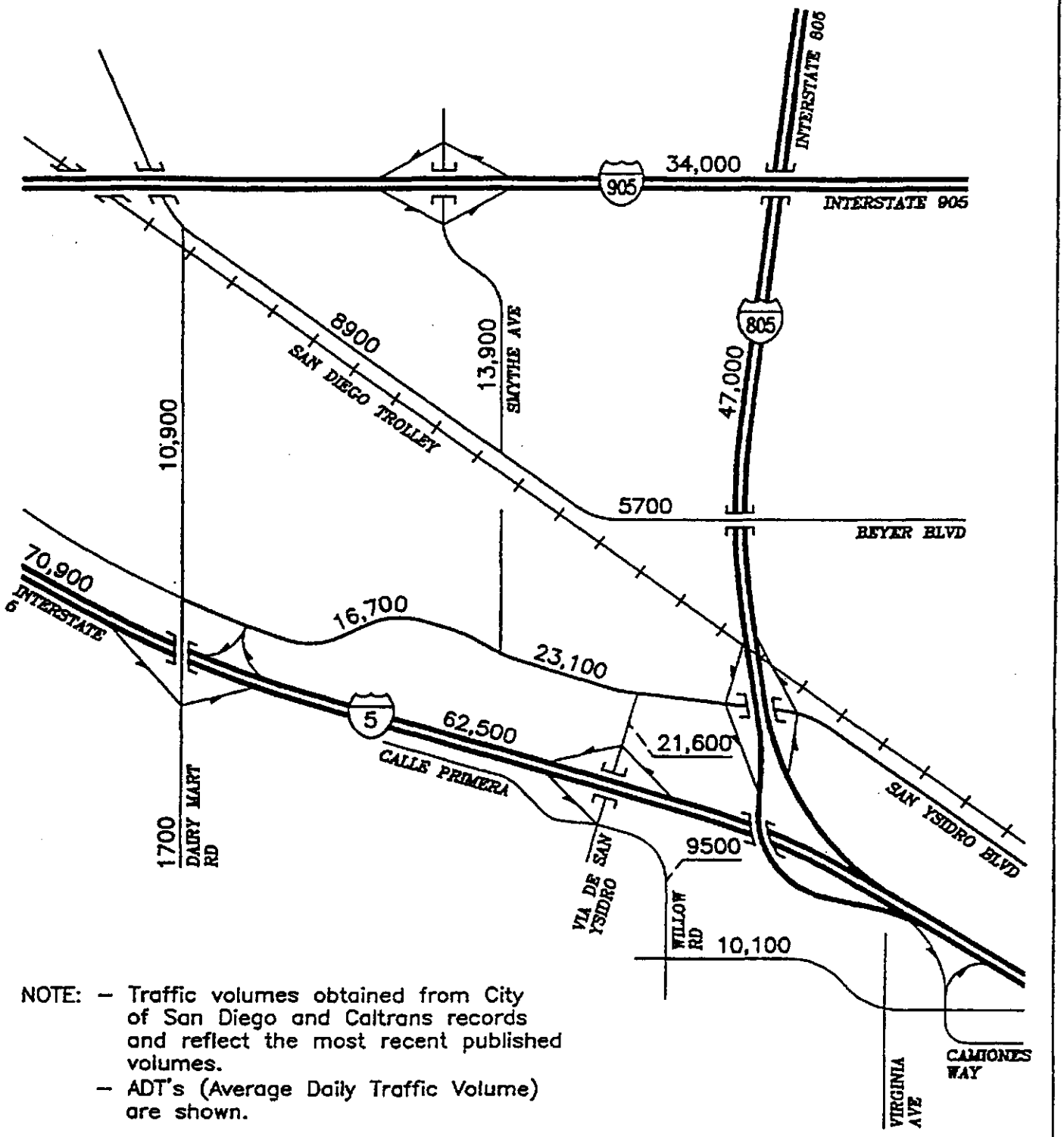
Notes: w/o = west of; e/o = east of; n/o = north of; s/o = south of

VOL = Volume
DNE = Does Not Exist
LOS = Level of Service

(1) Capacities based on City of San Diego roadway classification standards
Classification standards obtained from the San Ysdiro Community Plan

(2) Assumed capacity of Two/Three Lane Major Road

Source: Linscott, Law & Greenspan, 1996.



SOURCE: Linscott, Law & Greenspan, 1996.

San Ysidro Redevelopment Project

Existing Traffic Volumes (ADTs)

FIGURE 4.2-2

mph. San Ysidro Boulevard is the primary thoroughfare within the community. It is congested during peak periods with both vehicular and pedestrian traffic.

Dairy Mart Road is classified as a Major Street north of I-5 and as a Collector Street south of I-5. It currently provides four thru lanes between San Ysidro Boulevard and Beyer Boulevard and two thru lanes between I-5 and Monument Road. Cross street traffic on this facility is controlled by traffic signals at Beyer Boulevard and San Ysidro Boulevard. The current speed limits on this roadway north and south of I-5 are 35 mph and 40 mph, respectively. Curbside parking is generally not permitted.

Beyer Boulevard is classified as a Major Street. It extends from I-805 northward into Otay Mesa and generally provides a total of four travel lanes. It is STOP sign controlled at East Beyer Boulevard and signalized at Dairy Mart Road, Del Sur Boulevard, Smythe Avenue, and Alaquinas Drive. Curbside parking is generally allowed along this roadway. The speed limit is posted at both 35 mph and 40 mph.

Smythe Avenue is classified as a Four Lane Collector Street north of Beyer Boulevard and a Two Lane Collector Street south of Beyer Boulevard. The roadway north of Beyer Boulevard is generally constructed as a four-lane undivided facility. Cross street traffic on this facility is controlled by traffic signals at Beyer Boulevard and the I-905 ramps. One through lane in each direction is provided south of Beyer Boulevard. Curbside parking is generally allowed along this entire roadway. Speed limits vary from 25 mph to 35 mph. Smythe Avenue does not extend across the trolley tracks.

Via De San Ysidro is classified as a Two/Three Lane Major Street which extends from San Ysidro Boulevard to Calle Primera. It generally provides one lane in each direction. The San Ysidro Boulevard/Via De San Ysidro intersection is currently signalized. Curbside parking is not allowed and there is no posted speed limit.

Willow Road is classified as a Four Lane Collector Street and extends between Camino De La Plaza and Calle Primera. It generally provides one lane in each direction. Curbside parking is generally allowed and the speed limit varies from 25 mph to 35 mph.

Camino de la Plaza is classified as a Four Lane Collector Street between Dairy Mart Road and the I-5 ramps. It currently provides one lane in each direction. Camino de la Plaza is a dirt road between Dairy Mart Road and Willow Road. The speed limit is posted at 30 mph.

Existing Traffic Operations

Table 4.2-1 shows the existing operations of the street system in the project area on a daily basis. The capacities and Level of Service (LOS) thresholds are based on City of San Diego standards. This table shows that each of the street segments is calculated to operate at LOS D or better, with one exception. The two-lane sections of San Ysidro Boulevard between Dairy Mart Road and Via de San Ysidro are calculated at LOS F.

Future Conditions (Year 2015)

Future Street System (Year 2015)

It is expected that the capacity of certain streets in the Project Area will be increased by the year 2015. The future capacities of key street segments in the Project Area are shown on Table 4.2-1. Compared to existing conditions, Dairy Mart Road, Willow Road, Beyer Boulevard, San Ysidro Boulevard, and Camino de la Plaza will all have increased capacities by the year 2015 (i.e., in the future).

Smythe Avenue currently does not extend over the trolley tracks. This extension has been considered in the past. The City of San Diego has recommended against the crossing for the following reasons:

- A bridge would not be cost effective because the expense to construct it cannot be justified by the forecast traffic volume of only 10,000 Average Daily Trips (ADT).
- Smythe Avenue narrows to 33 feet of pavement between Sunset Avenue and San Ysidro Boulevard.
- Residential property fronts Smythe Avenue between Sunset Avenue and San Ysidro Boulevard.
- A trolley crossing already exists one block west of Smythe Avenue.

It should be noted that the SANDAG Series 8 Forecast does assume that Smythe Avenue is extended over the trolley tracks. The forecast volumes would not be

expected to change substantially without the Smythe Avenue extension since there is a trolley crossing just west of Smythe Avenue.

Future Traffic Operations

Redevelopment is planned to occur over the 30-year life of the proposed San Ysidro Redevelopment Plan. Therefore, it was necessary to choose a base year for analysis purposes. The year 2015 was chosen since 20 years into the future is a common horizon year to study and because it is the study year for the SANDAG Series 8 traffic forecast. SANDAG provided future volumes from their Series 8 forecast. This forecast does not include the proposed Redevelopment Project. Table 4.2-1 and Figure 4.2-3 show the year 2015 volumes without the proposed Redevelopment Project.

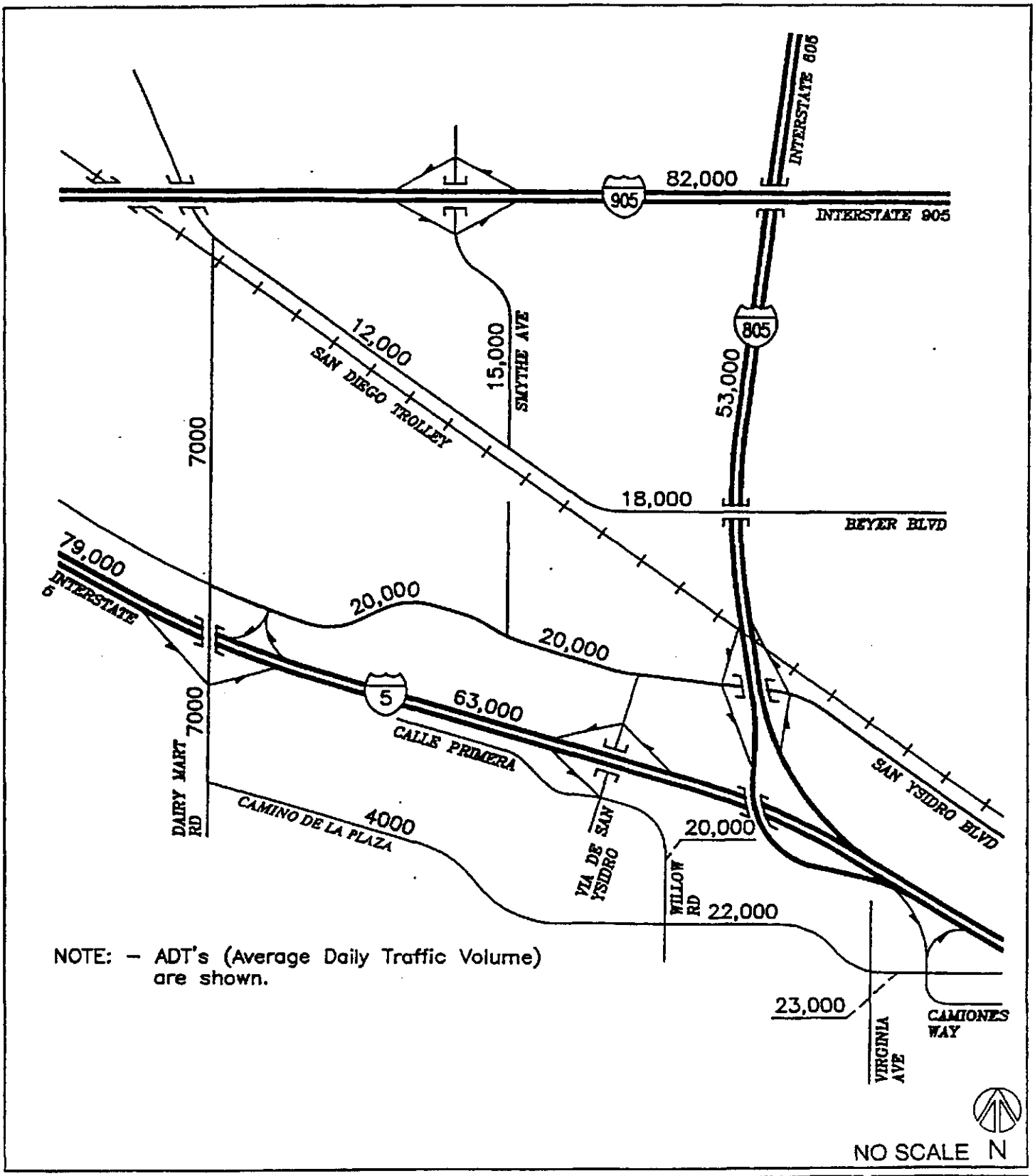
Trolley Interface

San Ysidro is the southern terminus of San Diego Trolley's South Line. The South Line, at present, links San Ysidro and the International Border with Centre City and includes a total of eighteen stops. Park-and-ride lots are available at many of these stops, including the Beyer Station in San Ysidro.

Access to the Trolley's East Line is available via the transfer station at Imperial Avenue and Twelfth Street. This line currently terminates in Santee. As the light rail system expands during the next decade, much more of the greater metropolitan area will be accessible via this mode of transit.

Weekday trolley service between the Border Trolley Station and Centre City currently operates from 5 AM to 1 AM. Before 8 PM, trains operate every 15 minutes. After 8 PM, trains operate at 30-minute intervals. Trains consist of between one and four vehicles, with larger trains operating during peak demand periods.

The trolley provides an important service to the San Ysidro community. It carries an average of 20,000 weekday passengers to and from San Ysidro stations and provides a direct link to downtown San Diego and East County employment, cultural, shopping, and recreation centers. The trolley is the preferred mode of transportation for many weekday commuters and, together with bus service, is the only available mode of transportation for many.



NOTE: – ADT's (Average Daily Traffic Volume) are shown.

SOURCE: Linscott, Law & Greenspan, 1996.

San Ysidro Redevelopment Project

Future Traffic Volumes (Year 2015) without Redevelopment Project

FIGURE 4.2-3

4.2.2 Environmental Impacts

Project Traffic Generation

For the proposed traffic analysis, the Project Area was divided into Seven (7) sub-areas. Table 4.2-2 shows the breakdown of projected Redevelopment Project-related development by sub-area, by land use type, along with the average daily trips (ADT) expected to be generated by each land use type within each sub-area. In all, approximately 54,752 ADT is expected to be generated by the proposed Redevelopment Project. Future traffic volumes, with the proposed Project are shown on Figure 4.2-4.

Project Traffic Impacts

Table 4.2-3 shows a summary of the year 2015 street segment operations both with and without the redevelopment project. Each roadway was assumed to be constructed to it's Community Plan classification.

Table 4.2-3 shows that each of the street segments in the Project Area are calculated to operate at LOS D or better in the year 2015 without the Redevelopment Project.

Table 4.2-3 shows that each of the street segments in the Project Area are calculated to operate at LOS D or better in the year 2015 with the Redevelopment Project, with two exceptions. Willow Road north of Camino de la Plaza (LOS D/E threshold) and Camino de la Plaza, east of Virginia Avenue (LOS F), are both calculated to operate poorly assuming they are built to Four Lane Collector standards.

These poor Levels of Service are mainly due to the very large concentration of commercial uses proposed in commercial areas south of I-5 (over one million square feet), and would be significant impacts of the proposed Redevelopment Project.

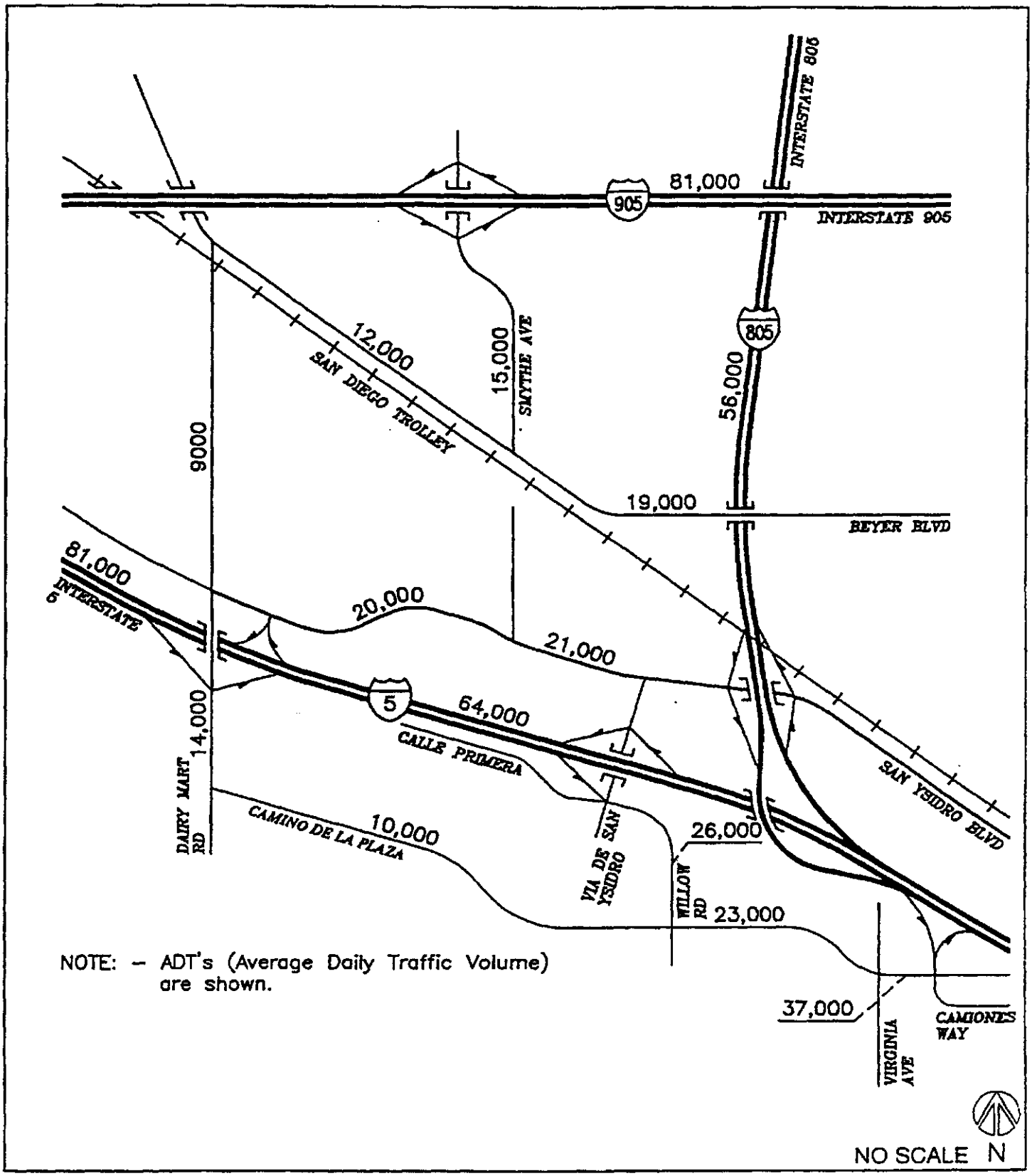
Trolley Interface Impacts

The trolley divides and disrupts the community. It is an impediment to pedestrian and vehicular circulation across the community. Access points such as cross streets and overpasses are very limited in number and there are few

TABLE 4.2-2
Project Traffic Generation
San Ysidro Redevelopment Project

Use	Size	Daily Trip Ends (ADT) Rate	Volume
SUBAREA A			
Single Family	65 DU	9	585
Multi Family	130 DU	6	780
Commercial	9.524 KSF	36(1)	343
Office	1.575 KSF	20(1)	32
Industrial	3,000 KSF	16(1)	48
Subtotal			**1,788**
SUBAREA B			
Single Family	73 DU	9	657
Multi Family	145 DU	6	870
Subtotal			**1,527**
SUBAREA C			
Single Family	4 DU	9	36
Multi Family	10 DU	6	60
Commercial	37.209 KSF	36(1)	1,340
Office	6.150 KSF	20(1)	123
Subtotal			1,559
SUBAREA D			
Commercial	56.424 KSF	36(1)	2,031
Office	9.346 KSF	20(1)	187
Industrial	2.700 KSF	16(1)	43
Hotel	150 Rooms	10	1,500
Subtotal			**3,761**
SUBAREA E			
Single Family	8 DU	9	72
Multi Family	15 DU	6	90
Commercial	9.215 KSF	36(1)	332
Office	1.524 KSF	20(1)	31
Industrial	24.300 KSF	16(1)	389
Subtotal			**914**
SUBAREA F			
Commercial	982.242 KSF	36(1)	35,361
Office	109.140 KSF	20(1)	2,183
Subtotal			**37,544**
SUBAREA G			
Commercial	200.385 KSF	36(1)	7,214
Office	22.265 KSF	20(1)	445
Subtotal			**7,659**
GRAND TOTAL			**54,752**

Notes: Traffic Generation Rates obtained from City of San Diego Trip Generation Manual.
DU = Dwelling Unit
KSF = 1,000 square feet
Source: Linscott, Law & Greenspan, 1996.



SOURCE: Linscott, Law & Greenspan, 1996.

San Ysidro Redevelopment Project

Future Traffic Volumes (Year 2015) with Redevelopment Project

FIGURE 4.2-4

TABLE 4.2-3

Future (Year 2015) Street Segment Operations With and Without Project

San Ysidro Redevelopment Project

Street Segment	Capacity[1]	Future w/o Project		Future + Project	
		VOL	LOS	VOL	LOS
Dairy Mart Road					
n/o I-5	40,000	7,000	A	9,000	A
s/o I-5	30,000	7,000	A	14,000	C
Smythe Avenue					
n/o Beyer Boulevard	30,000	15,000	C	15,000	C
Willow Road					
n/o Camino de la Plaza	30,000	20,000	C/D	26,000	D/E
Beyer Boulevard					
w/o Smythe Avenue	40,000	12,000	A	12,000	A
e/o Smythe Avenue	40,000	18,000	B	19,000	B
San Ysidro Boulevard					
w/o Smythe Avenue	30,000	20,000	C/D	20,000	C/D
e/o Smythe Avenue	27,500 [2]	20,000	D	21,000	D
Camino de la Plaza					
e/o Dairy Mart Road	30,000	4,000	A	10,000	B
e/o Willow Road	30,000	22,000	D	23,000	D
e/o Virginia Avenue	30,000	23,000	D	37,000	F

Notes: w/o = west of; e/o = east of; n/o = north of; s/o = south of

(1) Capacities based on City of San Diego roadway classification standards
(2) Assumed capacity of Two/Three Lane Major Road
VOL = Volume
LOS = Level of Service

Source: Linscott, Law & Greenspan, 1996.

pedestrian connections. The proposed project will benefit from the existence of the trolley since a relatively high percentage of project trips will be able to utilize the trolley as opposed to City surface streets.

4.2.3 Significance of Impact

Street System Operations

Project-related traffic generated by new commercial development in the commercial areas south of I-5 would significantly impact Willow Road, north of Camino de la Plaza; and, Camino de la Plaza, east of Virginia Avenue.

Trolley Interface

The presence of the trolley would be a net benefit to transportation and circulation.

4.2.4 Mitigation Measures

It appears the capacity of Camino de la Plaza between Camiones Way and Virginia Avenue will be exceeded if this street is constructed to Four-Lane Collector standards, assuming the large proposed commercial projects are developed. A wider cross section should be planned. Willow Road between Camino de la Plaza and Via de San Ysidro is calculated at the LOS D/E threshold. This indicates that a wider cross section may be necessary. However, due to right-of-way constraints and the fact that Dairy Mart Road and Camino de la Plaza between Diary Mart Road and Willow Road are calculated to have excess capacity, it is recommended that signing be installed to direct traffic to/from the Dairy Mart Road interchange as opposed to the Via San Ysidro interchange.

The following mitigation measures shall be implemented:

1) Provide signing which directs traffic to/from the proposed commercial areas via the Dairy Mart Road interchange as opposed to the Via de San Ysidro interchange. Conduct a project specific traffic study for the major commercial projects once they are officially proposed to determine the proper width of Willow Road. Additionally, the Via de San Ysidro/Calle Primera/Southbound I-5 off-ramp intersection should be studied to develop a better geometric plan. This plan should allow a straight movement from the off-ramp to Calle Primera, which leads to Willow Road.

2) Reserve right-of-way on Camino de la Plaza between Camiones Way and Virginia Avenue (Four-Lane Major standards). Also, plan on providing multiple turn lanes at the Virginia Avenue and Camiones Way intersections on Camino de la Plaza. The specific geometrics which will be required in this immediate area should be determined based on a site specific traffic study which shall be conducted for the large proposed commercial projects.

The actual construction of these improvements should be delayed until specific development projects are proposed.

4.3 NOISE

The environmental noise analysis was prepared by Giroux & Associates (January 1996). The noise study is contained in its entirety in Appendix C of this EIR and is summarized in this section. The noise analysis was conducted using the traffic data developed in the Traffic Study (Section 4.2 and Appendix B). Existing, Future (Year 2015), and Future + Project noise levels along 14 street segments in the project vicinity were analyzed by Giroux & Associates.

4.3.1 Existing Conditions

Existing Noise Sources

The two noise sources that would potentially affect the Project Area are transportation noise from roadways in the project vicinity, and construction related noise. There are, however, other sources which contribute to baseline noise levels. Periodic helicopter overflights originating from either the United States Border Patrol or the U.S. Navy's Outlying Landing Field at Imperial Beach make up a very small contribution to integrated noise levels. Individual overflights are typically audible and noticeable because they are a departure from the continuous "hum" generated by multiple automobiles. Additionally, normal recreational and residential activities, such as children playing, adults conversing and car alarms sounding, are noticeable in areas not dominated by heavy vehicle traffic.

Applicable Noise Criteria

The City of San Diego has adopted Noise Level Compatibility Standards for various land uses, as well as a Noise Ordinance. The Compatibility Standards indicate the compatibility of various land uses with specific Community Noise Equivalent Levels (CNEL). The Community Noise Equivalent Level is the sound level in decibels (dBA) which corresponds to the average energy content of the noise being measured over a 24-hour period. A five dBA "penalty" is added for noise which occurs during the evening hours of 7:00 PM to 10:00 PM, and a 10 dBA penalty is added for noise that occurs during the nighttime hours of 10:00 PM to 7:00 AM. According to the Noise Element of the City of San Diego Progress Guide and General Plan, exterior noise levels of up to 65 dBA CNEL are acceptable for residential uses, schools, outdoor areas, and hospitals. Noise levels

at office buildings, concert halls, and churches are acceptable up to 70 dBA, and are acceptable up to 75 dBA for commercial-retail uses and restaurants (Table 4.3-1).

Section 59.5.040, Subsection B of the City's Noise Ordinance addresses construction-related noise impacts. This section states that it is unlawful for any person to conduct any construction activity so as to cause, at or beyond the property line of residentially zoned property, an average sound level of greater than 75 dBA Leq. The average sound level for a specific time period is called the Equivalent Sound Level for the unit time. The 75 dBA Leq noise level limit is a 12-hour average for the hours of 7:00 AM to 7:00 PM. If construction noise levels exceed 75 dBA, the project applicant must obtain a variance for construction activities from the City of San Diego Noise Abatement Officer. The Noise Abatement Officer will place conditions on the variance regarding working times, types of equipment to be used, and permissible noise levels as is deemed to be required in the public interest.

Ambient Noise Levels

To determine existing ambient noise levels, noise measurements were conducted at six (6) locations, as shown on Table 4.3-2. The locations of the measurement positions are shown on Figure 4.3-1. The primary function of the measurements was to calibrate the noise model used to determine project impacts. A detailed discussion of the method of noise measurements and noise charts is contained in Appendix C.

Presuming that the measured short-term noise levels were approximately representative of the weighted 24-hour CNEL, these measurements suggest that baseline noise levels in the San Ysidro area are dominated by the size and flow of vehicle traffic. Sites in close proximity to interstate highways, such as I-5, I-805 and SR-905 or major thoroughfares such as Beyer Boulevard currently experience much higher noise levels, compared to those sites that had less adjacent vehicle activity. Noise levels near roadways that carry heavy traffic volumes already exceed the City of San Diego standard of 65 dBA CNEL for noise-sensitive uses.

TABLE 4.3-1

City of San Diego Noise Land Use Compatibility Standards
San Ysidro Redevelopment Project

Land Use	Annual Community Noise Equivalent Level in Decibels						
	50	55	60	65	70	75	
1. Outdoor Amphitheaters (may not be suitable for certain types of music)							
2. Schools, Libraries							
3. Nature Preserves, Wildlife Preserves							
4. Residential - Single Family, Multiple Family, Mobile Homes, Transient Housing							
5. Retirement Home, Intermediate Care Facilities, Convalescent Homes							
6. Hospitals							
7. Parks, Playgrounds							
8. Office Buildings, Business and Professional							
9. Auditoriums, Concert Halls, Indoor Arenas, Churches							
10. Riding Stables, Water Recreation Facilities							
11. Outdoor Spectator Sports, Golf Course							
12. Livestock Farming, Animal Breeding							
13. Commercial - Retail, Shopping Centers, Restaurants, Movie Theaters							
14. Commercial - Wholesale, Industrial Manufacturing, Utilities							
15. Agriculture (except livestock), Extractive Industry, Farming							
16. Cemeteries							

	Compatible - The average noise level is such that indoor and outdoor activities associated with the land use may be carried out with essentially no interference from noise.
	Incompatible - The average noise level is so severe that construction costs to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

Source: City of San Diego Progress Guide and General Plan (Transportation Element), 1989.

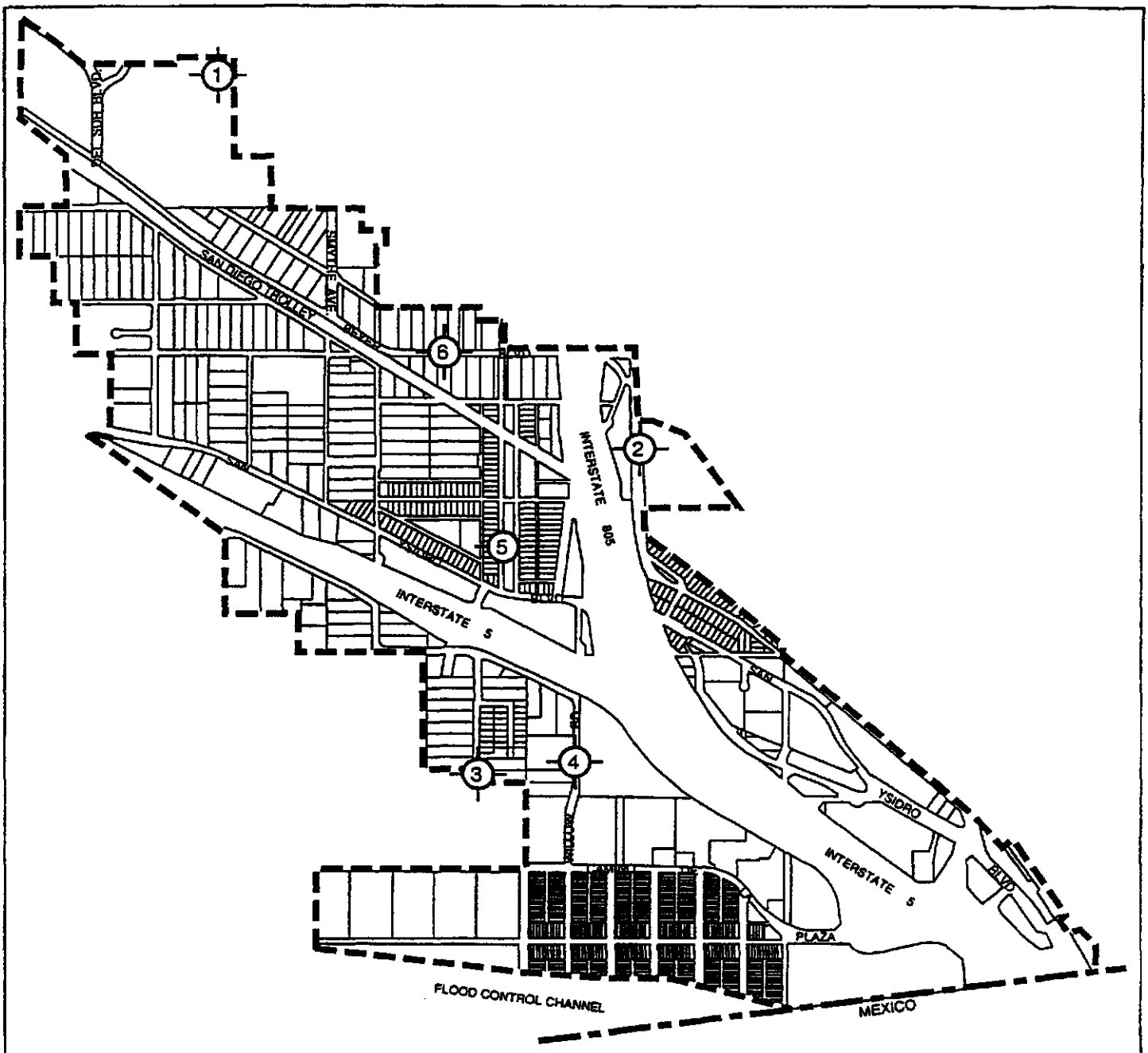
TABLE 4.3-2

Measured Average Noise Levels San Ysidro Redevelopment Project

Position	Location	LEQ	L_{max}	L_{min}	L_{10}	L_{33}	L_{50}	L_{90}
#1	Vista Terrace Park	58.2	69.5	53.5	59.0	58.0	57.5	56.0
#2	Beyer Elementary School	67.4	78.5	55.0	71.5	66.5	64.0	57.5
#3	Larsen Field	53.1	64.0	46.0	57.0	51.0	49.0	47.5
#4	Willow Elementary School	67.1	81.5	55.0	70.5	66.5	64.5	58.5
#5	San Ysidro Community Park	57.3	70.0	51.5	60.0	56.0	54.0	53.0
#6	Mt. Carmel Parochial School	66.0	77.5	55.5	69.5	65.5	63.5	59.0

Note: Measurement locations shown on Figure 4.3-1.

Source: Giroux & Associates, 1996.



SOURCE: Giroux & Associates, 1996.

BASE MAP: The Butler Roach Group, Inc., 1996.

San Ysidro Redevelopment Project

Ambient Noise Monitoring Locations

FIGURE **4.3-1**

As shown on Table 4.3-3, existing noise levels at 100 feet from the centerline of keystreet segments were found to be between 55.8 dBA CNEL and 77.0 dBA CNEL. By the year 2015, and without the proposed project, noise levels on these street segments are expected to be between 59.5 and 77.6 dBA CNEL. An ambient sound level of 65 dBA CNEL is the acceptable exterior noise level for residential uses.

The 65 dBA CNEL noise level is currently exceeded at seven of the street segments studied. Four segments exceeded 70 dBA CNEL, the acceptable limit for office uses, and three segment (s) exceeded the limit for commercial uses of 75 dBA CNEL. By the year 2015, and without the proposed project, the 65 dBA CNEL noise level is expected to be exceeded at ten of the 14 segments analyzed. Four segments are expected to exceed both the 70 and 75 dBA CNEL standards.

The location of existing 65 dBA CNEL noise contours is shown on Table 4.3-4. Under existing conditions, the 65 dBA CNEL noise contour is located between 50 and 631 feet from the centerline of streets and freeways examined. By the year 2015, and without the proposed project, the 65 dBA CNEL contour will be between 50 and 692 feet from the centerline of streets and freeways examined.

4.3.2 Environmental Impacts

Two characteristic noise sources are typically identified with urban redevelopment. Construction activities, especially heavy equipment, will create short-term noise increases near various individual project sites. Upon completion, vehicular traffic on streets around the redevelopment area may create a higher noise exposure to San Ysidro residents beyond the noise levels currently experienced.

Standards of Significance

Noise impacts are considered significant if:

a) they create an unacceptable exposure in an area of a currently acceptable noise environment, or.

b) they measurably worsen an existing adverse noise environment.

"Unacceptable" noise exposure levels by land use type were previously shown in Table 4.3-1.

TABLE 4.3-3
Traffic Noise Level (dBA CNEL) at 100 from Centerline of Roadways Existing and Future (Year 2015), with and without Project

San Ysidro Redevelopment Project

Street Segment	Existing (feet)	Future (2015) Without Project (feet)	Future (2015) + Project (feet)
Dairy Mart Road			
n/o I-5	63.9	62.0	63.0
s/o I-5	55.8	62.0	65.0
Smythe Avenue			
n/o Beyer Boulevard	64.9	65.3	65.3
Willow Road			
n/o Camino de la Plaza	63.3	66.5	67.6
Beyer Boulevard			
w/o Smythe Avenue	63.0	64.3	64.3
e/o Smythe Avenue	61.5	66.1	66.3
San Ysidro Boulevard			
w/o Smythe Avenue	65.7	66.5	66.5
e/o Smythe Avenue	67.1	66.5	66.7
Camino de la Plaza			
e/o Dairy Mart Road	DNE	59.5	63.5
e/o Willow Road	63.5	67.1	69.2
Interstate 5 (I-5)			
I-805 to Dairy Mart Road	76.5	76.5	76.6
n/w of Dairy Mart Road	77.0	77.5	77.6
Interstate 805 (I-805)			
I-5 to SR 905	75.2	75.7	76.0
State Route 905			
I-805 to Smythe Avenue	73.8	77.6	77.6

Notes: n/o = north of; s/o = south of; w/o = west of; e/o = east of

Source: Giroux & Associates, 1996.

TABLE 4.3-4

Distance to the 65 dBA CNEL Contour from Roadway Centerline Existing and Future (Year 2015), with and without Project

San Ysidro Redevelopment Project

Street Segment	Existing (feet)	Future (2015) Without Project (feet)	Future (2015) + Project (feet)
Dairy Mart Road			
n/o I-5	84'	63'	74'
s/o I-5	<50'	63'	100'
Smythe Avenue			
n/o Beyer Boulevard	98'	105'	105'
Willow road			
n/o Camino de la Plaza	77'	126'	149'
Beyer Boulevard			
w/o Smythe Avenue	74'	90'	90'
e/o Smythe Avenue	58'	118'	122'
San Ysidro Boulevard			
w/o Smythe Avenue	111'	126'	126'
e/o Smythe Avenue	138'	126'	130'
Camino de la Plaza			
e/o Dairy Mart Road	DNE	<50'	79'
e/o Willow Road	79'	138'	191'
Interstate 5 (I-5)			
I-805 to Dairy Mart Road	584'	584'	593'
n/w of Dairy Mart Road	631'	681'	692'
Interstate 805 (I-805)			
I-5 to SR 905	479'	517'	541'
State Route 905			
I-805 to Smythe Avenue	386'	692'	692'

Notes: n/o = north of; s/o = south of; w/o = west of; e/o = east of

Source: Giroux & Associates, 1996.

"Measurably worsen" is typically defined in terms of human perception of noise level degradation. Humans can typically only differentiate between a 3 dB difference in an ambient environment, especially if the change occurs over an extended period.

Construction Noise Impacts

Temporary construction noise impacts will vary markedly because the noise emissions of construction equipment ranges widely as a function of the equipment used and its activity level. Short-term construction noise impacts tend to occur in discrete phases dominated initially by demolition of existing structures and large earth-moving sources, then by foundation and parking lot construction, and finally for finish construction. The demolition and earth-moving sources are the noisiest with equipment noise typically ranging from 75 to 90 dBA at 50 feet from the source. Pile drivers may have equipment noise levels in excess of 100 dB at 50 feet from the source. Figure 4.3-1 shows the range of noise emissions for various pieces of construction equipment. Point sources of noise emissions are attenuated by a factor of 6 dB per doubling of distance through geometrical (spherical) spreading of sound waves. The quieter noise sources will, thus, drop to a 65 dB exterior/45 dB interior noise level by about 200 feet from the source while the loudest may require over 100 feet from the source to reduce the 90+ dBA source strength to an acceptable 65 dBA exterior exposure level.

Construction noise sources are not strictly relatable to a noise standard because they occur only during selected times and the source strength varies sharply with time. The penalty associated with noise disturbance during quiet hours and the nuisance factor accompanying such disturbance usually leads to time limits on grading activities imposed as conditions on grading permits. The weekday (including Saturday) hours from 7 a.m. to 7 p.m. are the times allowed in San Diego's Noise Ordinance for construction of grading. Section 59.0404 of the Municipal Code also contains a performance standard that limits the allowable noise at the property line of any adjacent residential uses averaged during the permissible 12-hour construction "window" to 75 dBA. Measurements have shown that this standard is not normally exceeded off-site from a construction project. Unless a redevelopment project occurs in very close proximity to

existing noise-sensitive land uses, construction activity noise impacts will typically be less than significant.

Vehicular Noise Impacts

Long term noise concerns from the project-related increased development intensity center primarily on mobile-source noise emissions on arterial roadways within the Project Area. Table 4.3-3 summarizes the calculated CNEL at 100' from the roadway centerline for three traffic scenarios (existing and year 2015, with and without the project) at each of 4 links analyzed. Table 4.3-4 shows the corresponding distance from the centerline to the 65 dBA CNEL contour for each scenario and each link. A 65 dBA exterior noise exposure is considered acceptable for residential and other noise-sensitive land uses. Adverse noise impacts, characterized by noise levels at sensitive uses exceeding 65 dBA CNEL where they are currently below 65 dB CNEL, will occur along the following segments:

Dairy Mart Road s/o I-5 (65 dBA CNEL)

Willow Road n/o Camino de la Plaza (67.6 dBA CNEL)

Beyer Blvd. e/o Smythe Avenue (69.2 dBA CNEL)

Camino de la Plaza e/o Willow Road (66.3 dBA CNEL)

The extent of these noise impacts is discussed below for each of these four road segments, followed by a discussion of project-related freeway noise.

Dairy Mart Road, South of I-5

In this case, the noise level would increase from 62 to 65 dBA CNEL and the predicted 65 dBA CNEL contour would be an additional 37 feet from the centerline of Dairy Mart Road. This would not be a significant direct effect for the following reasons:

- The project-related noise level would reach, but not exceed 65 dBA.
- The project would increase noise from Dairy Mart Road by 3 dBA. Increases of 3 dBA are typically considered to be noticeable, and therefore potentially significant; however, the increase in noise from Dairy Mart Road traffic would be effectively masked by noise from I-5.
- The commercial uses that would generate the traffic on Dairy Mart Road would be expected to close for business at night (i.e., between 10 p.m. and 7

a.m.), the time when residential uses are the most sensitive to noise impacts.

This impact would be cumulatively significant.

Willow Road, North of Camino de la Plaza

Project-related noise would reach 67.6 dBA CNEL and the predicted 65 dBA CNEL noise contour would be located an additional 23 feet from the centerline of Willow Road. This impact would not be a significant direct impact of the proposed project for the following reasons:

- The change in noise levels of 1.1 dBA CNEL would not be noticeable (i.e., it would be less than 3 dBA CNEL).
- The most sensitive land uses, Willow School and a branch of Casa Familiar, are in close proximity to the I-5/I-805 merge. The noise from these freeways would mask the project-related increase in noise from Willow Road.
- The commercial uses that would generate the traffic on Willow Road would be expected to close for business at night (i.e., 10 p.m. to 7 a.m.), the time when the residential uses located west of Willow Road are the most sensitive to noise impacts.

This impact would be cumulatively significant.

Camino de la Plaza, East of Willow Road

Project-related noise would reach 69.2 dBA, a level that is compatible with the commercial uses that would be constructed adjacent to this road segment. Therefore, direct and cumulative impacts would not be significant.

Beyer Boulevard, East of Smythe Avenue

Project-related noise would increase from 66.1 to 66.3 dBA CNEL and the predicted 65 dBA CNEL contour would be located an additional four feet from the Centerline of Beyer Boulevard. This impact would not be noticeable and is therefore not a direct significant impact of the proposed project. This impact would be cumulatively significant.

Project-Related Freeway Noise

Because noise levels along I-5, I-805, and SR-905 would be at unacceptable levels by the year 2015 without the proposed project (i.e., greater than 75 dBA), and because project-related increases in freeway noise would not exceed 3 dBA, significant direct impacts would not occur. The increases in project-related freeway noise would be cumulatively significant.

4.3.3 Significant Impacts

The proposed Redevelopment Project would increase construction- and traffic-related noise in the Project Area. These impacts would be within accepted parameters, would not be noticeable, or would be masked by existing and future No Project noise sources. Therefore, the direct impacts of the project would not be significant. Cumulatively significant noise impacts would occur on the following street segments:

- Dairy Mart Road, South of I-5,
- Willow Road, North of Camino de la Plaza,
- Beyer Boulevard, East of Smythe Avenue,
- Interstate 5,
- Interstate 805, and
- State Route 905.

4.3.4 Mitigation Measures

Direct impacts would not be significant, therefore mitigation is not required. In the event that construction activities cannot be completed within the parameters of the City's Noise Control Ordinance, the construction Contractor shall obtain a variance from the City and fully comply with all conditions imposed.

Cumulatively significant impacts can be reduced by incorporating noise reduction strategies into any future redevelopment of residential or other noise sensitive uses along Dairy Mart Road south of I-5, Willow Road north of Camino de la Plaza, Beyer Boulevard east of Smythe Avenue, I-5, I-805, and SR-905.

4.4 AIR QUALITY

An air quality impact analysis of the proposed Redevelopment Project was conducted by Giroux and Associates. That report is contained in Appendix E of this Environmental Impact Report, and is summarized in this section.

4.4.1 Existing Conditions

Regional Meteorology/Climate

The climate of the San Ysidro Area of San Diego is controlled by the strength and position of the semi-permanent high pressure center over the Pacific Ocean. This high pressure ridge over the West Coast creates a repetitive pattern of frequent early morning cloudiness, hazy afternoon sunshine, clean daytime onshore breezes and little temperature change throughout the year. Limited rainfall occurs in winter when the oceanic high pressure center is weakest and farthest south as the fringes of mid-latitude storms occasionally move through the area. Summers are often completely dry with an average of 10.3 inches of rain falling each year from November to early April at the Lower Otay Reservoir, the long-term climate monitoring station nearest the Project Area.

The onshore winds across the coastline diminish quickly when they reach the foothill communities east of San Diego, and the sinking air within the offshore high pressure system forms a massive temperature inversion. A temperature inversion is a layer of warm air lying above a layer of cooler air. This temperature inversion layer traps all air pollutants near the ground and prevents them from rising. The resulting horizontal and vertical stagnation, in conjunction with ample sunshine, cause a number of reactive pollutants to undergo photochemical reactions and form smog that degrades visibility and irritates tear ducts and nasal membranes.

Because coastal areas are well ventilated by fresh breezes during the daytime, they generally do not experience the same frequency of air pollution problems found in some areas east of San Ysidro. Unhealthful air quality within the San Diego Air Basin's southern coastal communities does occur at times in the summer during limited localized stagnation, but occurs mainly in conjunction with the occasional intrusion of polluted air from the Los Angeles Basin. Localized elevated pollution levels may also occur in winter during calm stable

conditions near freeways, shopping centers or other major traffic sources, but such clean air violations are highly localized in space and time and would not normally be found within the Project Area. Except for the occasional interbasin transport, air quality in the vicinity of the Project is generally quite good.

Nocturnal air stagnation, in conjunction with traffic stagnation at the border crossing, may create very localized pollution "hot spots" especially if a considerable portion of vehicles are older or have had their smog controls modified. Customs inspectors, vendors and other people working in close proximity to large numbers of idling vehicles for extended periods at the border crossing may be exposed to unhealthful air quality. Such possible hot spots would be very localized, and would thus affect only that part of the Project Area within a few hundred feet of the crossing itself.

Ambient Air Quality Standards (AAQS)

In order to assess the air quality impacts of the proposed San Ysidro Redevelopment Project, the project-related impacts, together with the existing background air quality levels, must be compared to the applicable ambient air quality standards (AAQS). These standards are the levels of air quality considered safe, with an adequate margin of safety, to protect the public health and welfare. They are designed to protect those persons most susceptible to further respiratory distress such as asthmatics, the elderly, very young children, people already weakened by other disease or illness, and persons engaged in strenuous work or exercise. These persons are defined as "sensitive receptors".

The National AAQS were established in 1971 for six pollutants with states retaining the option of adding other pollutants, requiring more stringent compliance, or including different exposure periods. Because California had established State AAQS before the federal action, there is considerable difference between the State of California and national clean air standards, which are shown in Table 4.4-1. The number of days on which pollution levels exceed State and Federal standards are used to express air quality. State standards are set by the California Air Resources Board (CARB). Federal standards are set by the United States Environmental Protection Agency (USEPA). The San Diego Air Pollution Control District (APCD) measures the daily concentration of air pollutants at eight air monitoring stations located throughout the County.

TABLE 4.4-1
Ambient Air Quality Standards

Pollutant	Averaging Time	California Standards		National Standards		
		Concentration	Method	Primary	Secondary	Method
Ozone	1 Hour	0.09 ppm	-	0.12 ppm (235 µg/m3)	Same As Primary Standard.	Ethylene Chemiluminescence
Carbon Monoxide	8 Hour	9.0 ppm (10 mg/m3)	Non-dispersive Infrared Spectroscopy (NDIR)	9 ppm (10 mg/m3)		Non-dispersive Infrared Spectroscopy (NDIR)
	1 Hour	20 ppm (23 mg/m3)		35 ppm (40 mg/m3)		
Nitrogen Dioxide	Annual Average	-	Gas Phase Chemilumi-nescence	100 µg/m3 (0.05 ppm)	Same as Primary Standards.	Gas Phase Chemiluminescence
	1 Hour	0.25 ppm (470 µg/m3)		-		
Sulfur Dioxide	Annual Average	-	Ultraviolet Florescence	80 µg/m3 (0.03 ppm)	-	Pararosoaniline
	24 Hour	0.04 ppm (105 µg/m3)		365 µg/m3 (0.14 ppm)	-	
	3 Hour	-		-	1300 µ/gm3 (0.5 ppm)	
	1 Hour	0.25 ppm (655 µg/m3)		-		
Suspended Particulate Matter (PM 10)	Annual Mean	30 µg/m3	Size Selective Inlet High Volume Sampler and Gravimetric Analysis	50 µg/m3	-	Inertial Separation and Gravimetric Analysis
	24 Hour	50 µg/m3		150 µg/m3	Same as Primary Standard	
	Annual Arthmetic Mean	-		50 µg/m3		
Sulfates	24 Hour	25 µg/m3	Turbidimetric Barium Sulfate	-	-	-
Lead	30 day Average	1.5 µg/m3	Atomic Absorption	-	-	Atomic Absorption
	Calendar Quarter	-		1.5 µg/m3	Same as Primary Standard	
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m3)	Cadmium Hydroxide Straction	-	-	-
Vinyl Chloride (chloroethene)	24 Hour	0.010 ppm (26 µg/m3)	Tedlar Bag Collection, Gas Chromatography	-	-	-
Visibility Reducing Particles	8 hour (10 a.m. to 6 p.m., PST)	In sufficient amount to produce an extinction coefficient of 0.23 per kilometer due to particles when the relative humidity is less than 70 percent. Measurement in accordance with ARB Method V.		-	-	-

NOTES:

1. California standards, other than ozone, carbon monoxide, sulfur dioxide (1 hour), nitrogen dioxide and particulate matter-PM 10, are values that are not to be equaled or exceeded. The ozone, carbon monoxide, sulfur dioxide (1 hour), nitrogen dioxide and particulate matter-PM 10 standards are not to be exceeded.
2. National standards, other than ozone and those based an annual averages or annual geometric means, are not to be exceeded more than once a year. The ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above standard is equal to or less than one.
3. Concentration expressed first in units in which it was promulgated. Equivalent units given in parenthesis are based upon a referenced temperature of 25°C and a reference pressure of 760 mm of mercury. All measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 mm of mercury (1,013.2 millibar); ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
4. Any equivalent procedure which can be shown to the satisfaction of Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
5. National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health. Each state must attain the primary standards no later that three years after that state's implementation plan is approved by the Environmental Protection Agency.
6. National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant. Each state must attain the secondary standards within a "reasonable time" after the implementation plan is approved by the EPA.
7. Reference method as described by the EPA. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the EPA.
8. Prevailing visibility is defined as the greatest visibility which is attained or surpassed around at least half of the horizon circle, but not necessarily in continuous sector.
9. The annual PM 10 state standard is based on the geometric mean of all reported values taken during the year. The annual PM 10 national standard is based on averaging the quarterly arithmetic means.

Source: ARB Fact Sheet 39 (revised 11/91).

Baseline air quality in the vicinity of the San Ysidro Redevelopment Project is best characterized by APCD data from the Chula Vista air monitoring station, the monitoring station closest to the Project Area. The Otay Mesa monitoring station is slightly closer to the Project Area than the Chula Vista station and was opened 1991. However, the Otay Mesa Station does not monitoring the complete spectrum of pollutants and it has a relatively short monitor history (less than five years). Therefore, this air quality analysis used data from the Chula Vista monitoring station to characterize ambient air quality in the vicinity of the proposed Project Area.

Table 4.4-2 summarizes the last six complete years of monitoring data at the Chula Vista station (1988 through 1993). It should be noted that preliminary 1995 data and final 1994 data have not been officially published.

As shown on Table 4.4-2, hourly ozone levels are the only critical pollutant that have exceeded federal AAQS in recent years. This was exceeded an average of less than four (4) times per year, with one exceedance per year being allowed.

The more stringent state standards for ozone and for 10-micron particulates (24-hour concentrations) were also exceeded on a somewhat higher frequency; but overall air quality in Chula Vista, as representative of the Project Area, is nevertheless very good in comparison to other areas of the San Diego Air Basin (SDAB).

Sources of Pollution

Nitrogen oxides (NO_x) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. In San Diego County, 698% of the 310 tons per day of ROG emitted come from mobile sources (cars, ships, planes, heavy equipment, etc.). For NO_x, 88% of the 240 tons emitted daily are from mobile sources. Computer modeling of smog formation has shown that a reduction of approximately 25% each of NO_x and ROG would allow the San Diego Air Basin to meet the federal ozone standard on days when there is no substantial transport of pollution from the other airsheds outside the SDAB.

TABLE 4.4-2
Chula Vista Air Quality Monitoring Summary [1]
San Ysidro Redevelopment Project

Pollutant/Standard	1988	1989	1990	1991	1992	1993
Ozone:						
1-Hour > 0.09 ppm (CA)	17	21	21	13	14	12
1-Hour > 0.12 ppm (National)	4	7	3	3	4	1
1-Hour ≥ 0.20 ppm	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.22	0.16	0.15	0.15	0.15	0.13
Carbon Monoxide:						
1-Hour > 20. ppm	0	0	0	0	0	0
8-Hour > 9. ppm	0	0	0	0	0	0
Max. 1-Hour Conc. (ppm)	7	8	7	7	7	5
Max. 8-Hour Conc. (ppm)	3.6	4.7	4.8	3.9	3.8	3.5
Nitrogen Dioxide:						
1-Hour > 0.25 ppm	0	1	0	0	0	0
Max. 1-Hour Conc. (ppm)	0.21	0.16	0.13	0.12	0.15	0.09
Total Suspended Particulates:						
24-Hour ≥ 100 $\mu g/m^3$	4/46	3/57	1/61	2/50	0/30	0/23
24-Hour > 260 $\mu g/m^3$	0/46	0/57	0/61	0/50	0/30	0/23
Max. Daily Conc. ($\mu g/m^3$)	109	111	163	110	79	98.
Inhalable Particulates (PM-10):						
24-hour > 50 $\mu g/m^3$	3/56	7/61	7/62	7/60	2/60	2/60
24-hour > 150 $\mu g/m^3$	0/56	0/61	0/62	0/60	0/60	0/60
Max. 24-Hour Conc. ($\mu g/m^3$)	58	69	67	73	54	56
Particulate Sulfate:						
24-Hour ≥ 25. $\mu g/m^3$	0/57	0/60	0/51	0/21	0/29	0/31
Max. 24-Hour Conc. ($\mu g/m^3$)	17.2	16.5	16.8	11.2	9.9	19.0

Notes: Standards for sulfur dioxide and particulate lead have been met with a wide margin of safety in 1987-93, and are therefore, not shown. Data for total suspended particulates (TSP) shown for information only because there is not TSP air quality since 1987.

μg = microgram; equal to 1/1,000,000 of a gram.
m^3 = cubic meter.
Items expressed as ratios = no. of samples exceeding standards/number of samples taken.

Source: California Air Resources Board, Summary of Air Quality Data 1987-93. Chula Vista APCD Monitoring States (except for some particulate data which are from San Diego APCD Downtown Station).

Air Quality Management Planning

The continued violations of national AAQS in the San Diego Air Basin, particularly those for ozone in inland foothill areas, requires that a plan be developed outlining the pollution controls that will be undertaken to improve air quality. In San Diego County, this attainment planning process is embodied in a regional Air Quality Management Plan (AQMP) developed jointly by the APCD and the San Diego Association of Governments (SANDAG). The last formal San Diego Air Basin air quality plan expired at the end of 1987 with the expiration of the Federal Clean Air Act. For those airsheds not in attainment with federal standards at the end of 1987, USEPA developed a set of administrative guidelines for a post-'87 planning process that requires local air quality jurisdictions to develop a plan and a realistic timetable for such attainment.

The California Clean Air Act (AB-2595) also required that a state clean air plan be developed to address meeting state standards as well as the often less stringent federal criteria. The new regional air quality strategies (RAQS) were therefore developed in 1991 and adopted in 1992, which predicts attainment of all national standards by the end of 1999 from pollution sources within the air basin. However, little can be done about the problem of interbasin transport. Since the South Coast Air Basin is predicted to exceed the national ozone standard beyond the year 2000, the San Diego Air Basin will also not experience completely healthful air for the next several decades.

A plan to meet the federal standard for ozone was developed in 1994 during the process of updating the 1991 RAQS. This local plan was combined with those from all other California non-attainment areas with serious ozone problems to create the California State Implementation Plan (SIP). The SIP was adopted by the Air Resources Board (ARB) after public hearings on November 9-10, 1994, and forwarded to the USEPA for their approval. The California SIP has still not been approved by USEPA. The last federal attainment plan (SIP) for the SDAB that was officially approved is the 1982 SIP. The currently applicable air quality planning documents for the basin are therefore the 1982 SIP and the 1991 RAQS.

During the planning process and smog formation modeling for the SIP, it was discovered that the SDAB can meet the federal ozone standard by the year 1999

without the creation of any new control programs not already in progress. The USEPA has classified the SDAB as having a "serious" ozone problem. By 1995, SDAB had also met the requirements to be classified as a CO attainment area, as opposed to a "non-attainment". The basin was thus redesignated as meeting the federal and state CO standard.

4.4.2 Environmental Impacts

Regional Air Quality Impacts

Intensification of land uses in developed areas of San Diego has the potential to impact ambient air quality. As cars drive throughout San Diego County, the small incremental contribution to the basin air pollution burden from any single vehicle is added to that from several million other vehicles. The number and types of vehicles, their operating and maintenance characteristics, and especially their travel speed determine the overall basin wide mobile source contribution.

The impact from a redevelopment project, even if it generates a significant number of new vehicle trips, is very small on a regional scale. Basin wide air quality impacts are, therefore, addressed in terms of project compatibility with regional air quality plans. If any given project or plan has been properly incorporated into basin wide growth projections, which are the basis for regional air quality/transportation planning, then the basin wide impact of any proposed development is presumed, by definition, to be insignificant.

The proposed San Ysidro Redevelopment Plan relates to the basin air quality plan through the land use assumptions in the community plan which was used, in conjunction with other community/general plans in the County, to forecast land use and transportation patterns within the basin. To the extent that the planned redevelopment is consistent with the San Ysidro Community Plan, it will not encourage changes in patterns of growth and associated air emissions that have not already been anticipated in the air quality plan. In fact, redevelopment, by its very nature, may support air quality improvement goals. Redevelopment intensifies land uses in areas of existing infrastructure, as opposed to building in undeveloped areas that are farther away. By siting various land uses in proximity to one another, redevelopment reduces the number of automobile trips necessary to reach such uses. A redevelopment

project consistent with the community plan is, by definition, consistent with the regional air quality plan.

Since the redevelopment activities proposed for the San Ysidro Redevelopment Project are consistent with the adopted San Ysidro Community Plan, the "ultimate buildout" is expected to be consistent with the regional air quality plan.

Any regional air quality impacts resulting from implementation of the proposed Redevelopment Plan are, therefore, insignificant.

Sensitive Receptors

Health care facilities and day care centers, residences, schools, parks, athletic clubs and churches are considered sensitive in that sensitive users (elderly, children, people in heavy exercise, etc.) would be found at such uses for extended periods.

Construction Impacts

Redevelopment entails considerable construction activity to demolish existing uses and build new structures and facilities. Demolition and construction activities would produce fugitive dust emissions and construction vehicle exhaust emissions.

Fugitive Dust

Because redevelopment within the Project Area would occur over the 30-year life of the Redevelopment Plan and encompass a large scattered area, construction activities will act like a long-term emissions source in San Diego. Dust emissions vary from day to day depending of the level of activity, the specific operation, and the prevailing weather.

Regulatory agencies use one universal fugitive dust emission factor based primarily upon the area disturbed. In the absence of dust control measures, fugitive dust emissions are predicted to be around 100 pounds per day per acre of disturbance. Watering the construction site is generally assumed to reduce this rate by 50%, with reductions of up to 90% achieved through the use of chemical binders, chip sealing or other aggressive dust control measures. This factor is for total suspended particles (TSP) while the ambient air quality standard is for inhalable 10-micron diameter particulate matter (PM_{10}), which makes up only a part of TSP. Daily PM_{10} generation during construction/demolition averages less than 50 pounds per day per acre under construction in the absence of dust control. Compliance with APCD Rule 51 (Nuisance) generally leads to the use of water to reduce airborne dust generation. Typical PM_{10} emission rates are less

than 25 pounds per day per acre. There are no absolute standards of significance for fugitive dust. However, APCD Rule 20.3 defines a "major source of particulate matter" as one that emits 250 pounds per day.

Use of "standard" daily PM-10 emission factors allows for the simultaneous disturbance of around 6 acres to generate a potentially significant emission level of 150 pounds per day identified as potentially significant by the South Coast Air Quality Management District (150 ÷ 25 = 6). If strongly enhanced dust control procedures are implemented, as much as 30 acres could be under disturbance and still maintain a less than significant daily PM-10 emission rate.

The combined area for candidate redevelopment within the project area is less than 300 acres. The buildout timeframe is expected to by 30 years. An average of 10 acres will be under construction in any given year. Maximum dust generation during demolition, clearing, grading and utility excavation occurs over approximately 3 months. On average, 2.5 acres would typically be the active disturbance area within the redevelopment area. This is well below the 6 acre threshold for possible PM-10 emissions significance.

Construction Vehicles

In addition to PM-10 emissions, construction entails use of internal combustion engines to power on-road trucks and off-road mobile, semi-mobile and semi-stationary equipment. Such sources are mainly diesel-powered and are poorly regulated in terms of allowable emission levels. Off-road sources are sometimes not well maintained because there is no regulatory mechanism to enforce efficient combustion as there is for on-road sources. Construction activities for commercial and residential uses proposed for the redevelopment area require about 200,000 Brake Horsepower-Hours (BHP-HR) of on- and off-road energy to demolish/redevelop one acre spread, over approximately 200 days of construction. For the average construction vehicle fleet, this translates into the following emissions (pound of pollution per day per acre developed):

Pollutant	1-Acre Emissions (lb/day)	Significant Acreage(1)
Reactive Organic Gases	0.06	167
Carbon Monoxide	1.9	289
Nitrogen Oxides	8.6	29
Particulate Matter	0.3	500
Sulfur Dioxide	0.6	416

(1) Area that would have to be under construction to create a significant air quality impact.

Source: Giroux & Associates, 1996.

Based on the probable scope of redevelopment phased over many years, the size threshold needed to create a significant daily equipment exhaust emission rate will likely never be attained. The mobile nature of the sources also precludes adversely impacting any single receiver site. Except when a piece of heavy equipment operates in very close proximity to an existing pollution-sensitive use, no potentially significant equipment exhaust impacts are anticipated.

Construction activities are concentrated at any individual construction site, but they may also spill over into the adjacent community. Vehicles track dirt off-site, lane closures create congestion on public roadways and construction worker vehicles and supply trucks compete with the general public for sometimes inadequate roadway capacity. Trucks are often left idling near off-site sensitive receptors while waiting to load or unload. Each of these small impacts nevertheless may be cumulatively significant when spread over many years and many individual redevelopment projects within the project area. As with the on-site impacts, a heightened level of impact mitigation will need to be assigned to individual projects to maintain a tolerable level of impact from redevelopment affected by project activities.

Mobile Source Impacts

Regional Effects

The emissions burden associated with the proposed San Ysidro Redevelopment Plan can be readily calculated by combining trip-making characteristics with predicted future vehicular emissions rates. This was accomplished using the SCAQMD MAAQI computer program, presuming that the SCAQMD utilizes conservative (over-predictive) emissions established (worst-case).

Data from these calculations are summarized in Table 4.4-3. Each of the three principal automotive pollutants (CO, ROC and NO_X) are seen to substantially exceed their identified significance thresholds. Growth creates traffic that creates air pollution. The creation of 54,700 new vehicle trips from/to the redevelopment area is a potentially significant source of air quality impact, even though the values in Table 4.4-3 would be much higher if those same trips were driven in 1996 instead of in 2015 or beyond.

Table 4.4-3 also shows the stationary source component from on-site fuel consumption (natural gas) and off-site electrical generation. Except for NO_X,

contribution from energy consumption is much less than the mobile source levels, Any substantial emissions reductions therefore would have to come from mobile sources rather than from energy conservation.

Although emission levels of CO, ROC and NO_X exceed threshold, a number of factors argue against a finding of an individually significant impact. Because full buildout is actually anticipated in 30 years, the emissions characteristics of the vehicle fleet can not really be predicted with reasonable accuracy. The values in Table 4.4-3 calculated for the year 2010 are overestimates since reasonable vehicular emissions forecasts can not be made for 2025. Predictions of potentially significant air quality impacts are thus speculative.

Further arguing against a finding of significance is that the proposed growth is consistent with the level of predicted growth for the region. The 1994 SIP shows that the basin will meet the federal ozone standard by the end of 1999, and will continue to meet in the future as long as growth rates do not exceed current forecast (SANDAG Series 8). Table 4.4-4 shows the growth forecast for the City of San Diego for five land use categories, along with the redevelopment area share of the forecast total for the City. Even if Project Area buildout were to occur by 2015, San Ysidro's share of forecast city growth ranges from 0.3 to 15.8 percent of the total. Redevelopment Plan implementation will therefore not create "extra" growth that was not already incorporated into regional emissions projections. This consistency, and not the magnitude of the growth itself is the determining factor in finding that project-related regional air quality impacts are less than significant.

4.4.3 Significance of Impact

Implementation of the proposed San Ysidro Redevelopment Project would not generate more than 150 pounds of construction activity-related dust per day and therefore would not result in significant construction dust impacts. The potential construction impacts associated with dust emissions over the long-term redevelopment period can be reduced by implementation of standard construction dust control practices.

Because the San Ysidro Redevelopment Project would be consistent with the San Ysidro Community Plan, the "ultimate buildout" would be consistent with the regional air quality plan. Therefore, any regional air quality impacts resulting from the implementation of the Redevelopment Plan would not be significant. However, because project generated traffic volumes contribute significantly to

the sub-regional and regional air pollution burden, project-related traffic would cause a significant cumulative air quality impact.

With traffic mitigation described in Section 4.2 of this EIR, the project-related traffic volumes would not create carbon monoxide (CO) "hot spots" and would not result in a significant localized air quality impact.

4.4.4 Mitigation Measures

Project-related air quality impacts were shown to be less than significant. Because the proposed Redevelopment Project would increase emissions in a non attainment air basin, air quality impacts are cumulatively significant. The APCD and SANDAG have developed a series of transportation tactics (T-tactics) for inclusion into the current air quality plan that will help to reduce cumulative air quality emissions on a regional basis. Current T-tactics are an expansion of the tactics in the 1982 SIP which is the currently approved federal implementation plan.

Current T-tactics include:

Commute Travel Reduction Program

College Travel Reduction Program

Goods Movement during Off-Peak Travel Periods

Non-commute Travel Reduction

Transit Improvements and Expansion

Vanpool Program

High Occupancy Vehicle (HOV) Lanes

Park and Ride Facilities

Bicycle Facilities

Traffic Flow Improvements

Indirect Source Control Programs

Construction activities in close proximity to sensitive receptors may have some potential for creating a temporary nuisance. Recommended construction activity mitigation measures to reduce nuisance impacts include:

Dust - Limit the simultaneous disturbance area to 6 acres or use enhanced dust control for any large single project Control

	-	Terminate soil disturbance when winds exceed 25 mph
	-	Stabilize disturbed areas if construction is delayed
Emissions	-	Require 90-day low-NO_X tune-ups for off-road equipment
	-	Limit allowable idling to 10 minutes for trucks and heavy
Off-Site Impacts	-	Encourage car pooling for construction workers
	-	Limit lane closures to off-peak travel periods
	-	Park construction vehicles off traveled roadways
	-	Wet down or cover dirt hauled off-site
	-	Wash or sweep access points daily
	-	Encourage receipt of materials during non-peak traffic hours
	-	Sandbag construction sites for erosion control
Hazards	-	Conduct pre-construction assessments
	-	Perform hazards remediation consistent with air hazards criteria in SDAPCD rules and regulations

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4.5 POPULATION/HOUSING/EMPLOYMENT

4.5.1 Existing Conditions

Housing

According to the existing land use information provided by City of San Diego Redevelopment Agency Program, the San Ysidro Redevelopment Project Area contains 3,519 housing units (Table 4.1-1). Of this total, 143 are single-family dwelling units (DUs), 3,112 are multi-family DUs, and 264 are two-on-one DUs (i.e., two units, attached or detached, on one parcel).

Population

The Redevelopment Agency Program provided demographic information such as population, total number of housing units, vacancy rates, and age of population, for the San Ysidro Redevelopment Project for 1990 and 1994. Based upon this information, the Project Area was estimated to have a 1990 population of 16,272 persons (City of San Diego Redevelopment Agency, 1995c). By January 1, 1994, the total population for the general San Ysidro Redevelopment Project Area had increased to 17,244 persons, which represents an annual average increase of 1.5 percent.

Employment

As discussed in Section 4.1 of this EIR, the Project Area currently contains approximately 941,505 square feet (SF) of commercial use, approximately 49,634 SF of office space, approximately 108,079 SF of industrial uses, and approximately 181,986 SF of hotel uses. These uses are the prime employment generators in the Project Area.

4.5.2 Environmental Impacts

Population/Housing

The projected population increase that would occur with the implementation of the San Ysidro Redevelopment Project is a function of the number of housing units proposed, the average vacancy rate, and the average number of persons per household in the Project Area. The proposed San Ysidro Redevelopment Plan

would result in an expected net increase of 300 multi-family and 150 single-family DUs over the 30-year life of the Plan.

Based on the average number of persons per household by housing type and the net increase in residential dwelling units anticipated under the proposed Plan, the San Ysidro Redevelopment Project would result in a net population increase of approximately 1,745 persons, a slightly less than eleven percent increase over 1994 population figures. The estimated population increase is shown in Table 4.5-1. The ultimate development scenario assumes an annual average increase of 15 DUs per year over the 30-year life of the Redevelopment Plan. Thus, approximately 60 residents would be added to the Project Area every year (Table 4.5-1).

The residential activities included in the proposed Redevelopment Plan would be consistent with the adopted San Ysidro Community Plan. Therefore, while the proposed Project would increase population over existing levels, the Project would not alter the location, distribution, density, or growth rate of human population planned for the area.

With respect to the proposed Redevelopment Project's impact on affordable housing in the Project Area, the proposed Redevelopment Plan requires that a portion of new or rehabilitated DUs developed by the Redevelopment Agency, private applicant, or other public agency be available at affordable housing costs to persons and families of low or moderate income in the amounts required by the law.

Employment

Anticipated employment generation at commercial and office developments in the proposed San Ysidro Redevelopment Project has been estimated as shown below:

- one employee per 250 SF of office space;
- one employee per 300 SF of commercial space;
- one employee per 700 SF of industrial space; and,
- one employee per 1.25 hotel rooms.

Source: Keyser Marston & Associates, 1996.

TABLE 4.5-1

Estimated Population Generation
Proposed San Ysidro Redevelopment Project

Housing Unit	DU	Vacancy (1) Rate	Occupied (2) DU	Avg. No. of (1) Persons/ Household	Estimated (3) Population Generation	Average Annual (3) (4) Increase
Single Family	150	2.80%	141	3.88	550	20
Multi-Family	300	5.70%	292	4.09	1,195	40
Total	**450**		**433**		**1,745**	**60**

Notes: (1) Source: City of San Diego Redevelopment Agency, 1995c,
(1990 Census of Population and Housing, San Ysidro Study Area, October 1995).
(2) Total DUs less vacant units.
(3) Rounded to the nearest five.
(4) Equal to estimated population divided by the 30-year life of the Redevelopment Plan.

Source: The Butler Roach Group, Inc., 1996.

The non-residential component of the proposed San Ysidro Redevelopment Project would develop commercial, office, industrial and hotel uses. The total estimated employment increase for the Redevelopment Plan is shown on Table 4.5-2. Implementation of the proposed San Ysidro Redevelopment Plan is anticipated to increase employment in the Project Area by and estimated 5,510 employees.

Displacement

The redevelopment activities included in the Project would result in the demolition and displacement of existing residential, industrial and/or commercial uses. The Redevelopment Plan indicates that the Agency shall provide relocation assistance to individuals, families, and businesses displaced by the Project. The Agency shall also make relocation payments to persons, business concerns and others displaced by the Project for moving expenses and direct losses of personal property. Such relocation payments shall be made pursuant to the California Relocation Assistance Law (Government Code Section 7260, et seq.) and the guidelines of the California Department of Housing and Community Development. In addition, the Agency shall ensure that sufficient low- and moderate-income housing is available to accommodate displaced occupants, and that these persons will be given priority in renting or purchasing affordable dwelling units.

4.5.3 Significance of Impacts

Estimated Population Generation

The proposed San Ysidro Redevelopment Project would result in a net increase of 150 single-family and 300 multi-family residential DUs, adding an estimated 1,745 new residents to the Project Area. The proposed Project would create approximately 5,510 new employment positions. Because the Redevelopment Plan is consistent with the adopted San Ysidro Community Plan, and includes requirements for the provision of affordable housing units, it would not result in significant adverse housing or population impacts. The increased employment opportunities created by the Project would be a beneficial impact to the community.

TABLE 4.5-2

Estimated Employment Generation
Proposed San Ysidro Redevelopment Plan

Land Use	Project Development (Square Feet)	Estimated Employment Generation Rate	Estimated Employment Generation (1)
Commercial	1,295,000	1 employee per 250 SF	5,180
Office	50,000	1 employee per 300 SF	165
Hotel	55,000 (150 rooms)	0.8 employee per room	120
Industrial	30,000	1 employee per 700 SF	45
Total			**5,510(2)**

Notes: (1) Number rounded to the nearest five.
(2) Denotes number of employees

Source: Butler Roach Group, Inc., 1996.

Displacement

The residential and commercial relocation assistance included in the Redevelopment Plan would ensure that displacement impacts would not be significant.

4.5.4 Mitigation Measures

The proposed project would not result in significant adverse housing, population, or employment impacts; no mitigation would be required.

Agency's Relocation Program

The relocation provisions included in the Plan would maintain displacement impacts below a level of significance. Prior to the demolition of occupied dwelling units and/or commercial structures, the Agency shall develop and implement a relocation program in compliance with the California Relocation Assistance Law. Typical components of a relocation program include:

- Informing eligible persons, at the earliest possible date, of the availability of relocation payments and assistance, the eligibility requirements thereof, and the procedures for obtaining such payments and assistance;
- Determination of the extent of need of each eligible person for relocation assistance;
- Provision of current and continuing information on the availability of sales and rental housing and of commercial properties and locations;
- Assurance that there will be available adequate replacement housing which meets approved standards, equal in number and available to all persons who will be displaced;
- Provision of assistance to all eligible persons displaced from a business in obtaining and becoming established in a suitable replacement location;
- Supplying information to eligible displaced persons regarding Federal and State housing programs, Small Business Administration disaster loans, and any other programs offering assistance to displaced persons;
- Provision of advisory services to displaced persons, such as counseling and referrals with regard to housing, special financing, employment training, health, welfare, and other assistance;
- Informing all persons who are expected to be displaced by the proposed acquisition about eviction policies to be pursued in carrying out the proposed project;
- Inspection of all relocation housing resources utilized by displaced persons;
- Provision of any services required to ensure that the relocation process does not result in different or separate treatment on account of race, color, religion, national origin, sex, marital status, or source of income; and,
- The payment of relocation payments to persons, business concerns and others displaced by the Project for moving expenses and direct losses of personal property, for which reimbursement or compensation is not otherwise made, and shall make such additional relocations as may be required by law.

4.6 RECREATION

4.6.1 Existing Conditions

The San Ysidro Community is served by a total of six population-based parks. Of this total, there is one Community Park and five Neighborhood Parks for a total of 41.13 acres. One neighborhood park site is currently undeveloped. The total existing developed population based park acreage is 34.35 acres. A description of park/recreation facilities in the San Ysidro Community is described below and is taken from the *San Ysidro Community Plan* (1993). Figure 4.6-1 denotes the locations of parks in the vicinity of the Redevelopment Project Area.

Community Parks

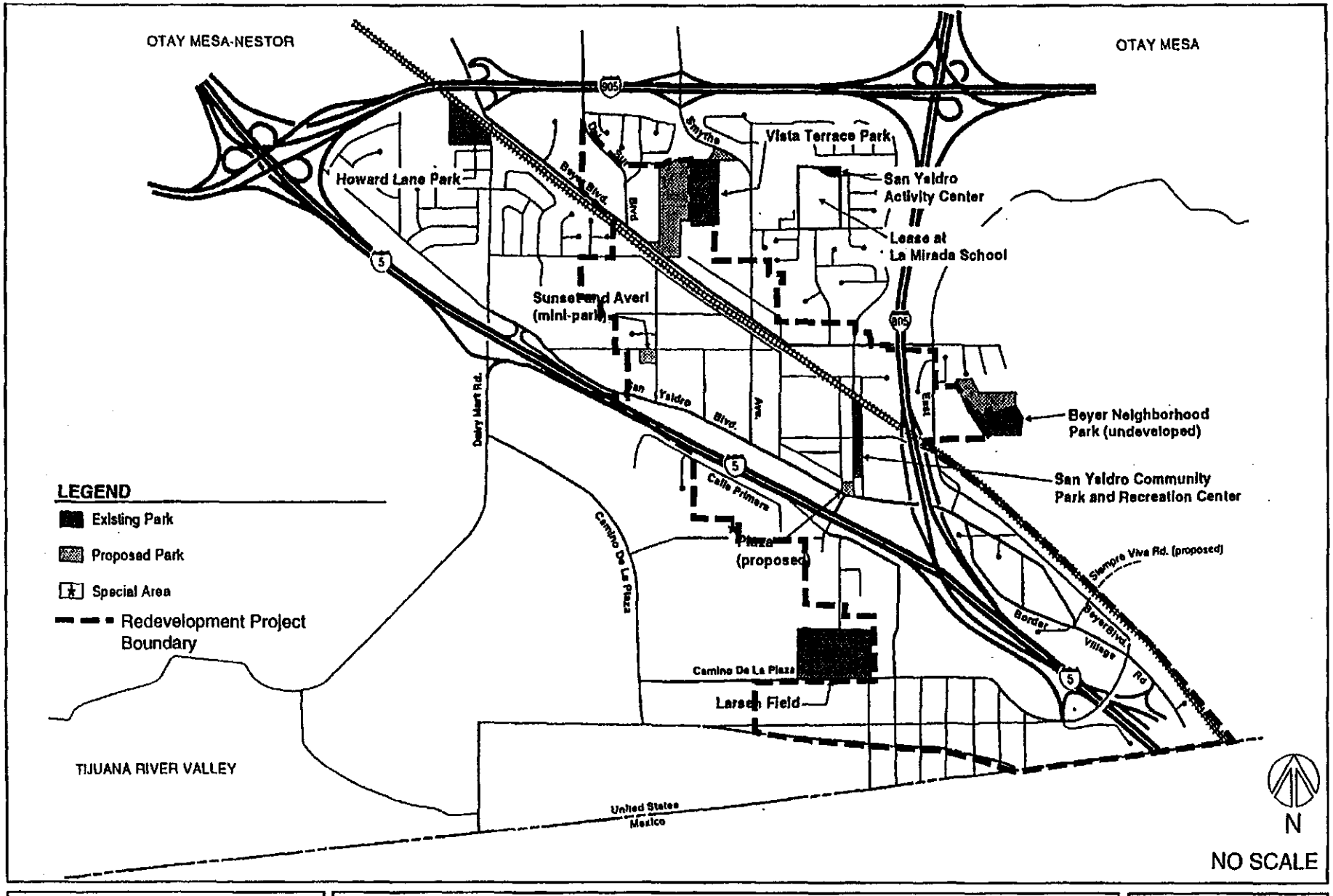
The San Ysidro Recreation Center Park, is a Community Park that serves a majority of the community. It is bound by East and West Park Avenues, Seaward Avenue, and San Ysidro Boulevard. The park provides tennis, basketball and shuffleboard courts. The park also contains several important public facilities such as the San Ysidro Library, the San Ysidro Senior Center, the San Ysidro Civic and Recreation Center, and the San Ysidro Community Center.

Neighborhood Parks

Vista Terrace Park is a 6.7 acre neighborhood park located south of Athey Avenue and west of Smythe Avenue. It is adjacent to Smythe Elementary School and the United States Border Patrol Headquarters and Detention Facility. The facility contains a municipal swimming pool, a tot lot, picnic areas and a soccer field.

Howard Lane Park is a 6.6 acre neighborhood park located immediately adjacent to Nicoloff Elementary School, west of Dairy Mart Road and south of Interstate 905. Facilities include a turfed playing area, a tot lot, picnic benches, and basketball courts.

The San Ysidro Community Activity Center, a 1.45-acre neighborhood park, is located at the western most terminus of Diza Road, adjacent to La Mirada Elementary School. Facilities include a Recreation Center; however, it provides no turfed outdoor play area. A ramp links the Activity Center to La Mirada



4.6-2

SOURCE: The Butler Roach Group, Inc., 1996.

BASE MAP: San Ysidro Community Plan, 1993.

San Ysidro Redevelopment Project

Location of Parks within the Redevelopment Project Area

FIGURE

4.6-1

Elementary School. The City of San Diego, under a joint use agreement with the San Ysidro School District, shares 2.5 acres of an un-turfed sports field at the school site.

The San Ysidro Athletic Center (Larsen Field), at the south end of Sycamore Road, is an approximately 16-acre neighborhood park consisting of playing fields and a comfort station. The park also contains a newly constructed, 10,000-square-foot recreation building.

Beyer Neighborhood park, although dedicated as parkland in the Community Plan, has not yet been developed.

General Plan Standards

The City of San Diego's *Progress Guide and General Plan,* states that neighborhood parks should serve a residential population of 3,500 to 5,000 persons within a 0.5 mile radius. Ideally, neighborhood parks should have a minimum of 10 usable acres, or five acres when adjacent to an elementary school. Community parks should serve a population of 18,500 to 25,000 residents within an approximately 1.5 mile radius and contain a minimum of 20 acres, or 13 acres when adjacent to a junior high school. Based upon General Plan standards, the San Ysidro Community has a deficiency in developed parkland of 20 acres (City of San Diego, 1993).

4.6.2 Environmental Impacts

There are two possible sources of park and recreation impacts associated with the proposed San Ysidro Redevelopment Project. One source of potential impacts would derive from an increase in the demand for population-based park and recreational facilities, which is generated by the number of persons residing in a particular area. Implementation of the residential activities included in the Project would increase the demand for park and recreation facilities. This impact would be significant if it would exacerbate an existing park deficiency.

The San Ysidro Community Plan used a ratio of 1.86 acres of park land per 1,000 persons to determine the acreage of parkland that the community needs in order to meet City standards. Using this park demand ratio and the estimated 1,745 residents that would be added to the Project Area over the life of the Plan, the

proposed Redevelopment Project would have to provide 3.24 acres of park land in order for City standards to be met (1,745 persons x 1.86 acres/1,000 persons = 3.24 acres).

The other source of recreation impacts would be derived from the park and recreation proposals included in the proposed project.

Section 440.2 of the proposed San Ysidro Redevelopment Plan authorizes the Agency to install and construct, or to cause to be installed and constructed, public improvements and public utilities necessary to carry out the Plan. Only two of the four existing recreational facilities in the community are located within the boundaries of the Project. However, the Plan does not require that the park sites/recreation facilities be located within the Project boundaries to receive Agency assistance.

A number of park and recreation capital improvement projects (CIP) are currently planned for the San Ysidro area, which would be implemented as part of the San Ysidro Redevelopment Project. These projects are shown on Table 3-2 and include the acquisition and development of over 17 acres of land for park use. The CIP projects also include the expansion and/or development of existing park and recreation facilities. Therefore, while the anticipated population increase would increase the demand for parkland, the Project would provide a sufficient amount of parkland to meet the project-related demand. In fact, it would help reduce the existing deficiency. This would be a beneficial impact.

The San Ysidro Redevelopment Plan provides a mechanism for future improvements throughout the duration of the Redevelopment Plan. Any future provision of additional, improved or expanded park and recreational facilities in and near the Project would have a beneficial effect upon the quality and quantity of existing recreational resources.

4.6.3 Significance of Impacts

The adoption of the San Ysidro Redevelopment Plan would increase the demand for recreational resources in the Project Area over existing levels. The Redevelopment Plan authorizes the Agency to install and construct parks and recreational facilities in and near the Project Area. Specifically, the proposed project includes the provision of over 17 acres of new park land, as well as the

expansion and/or improvement of existing parks. This would decrease the community's existing deficiency of developed parkland, which would be beneficial to the Community.

4.6.4 Mitigation Measures

Implementation of the San Ysidro Redevelopment Project would have a beneficial impact on recreational resources. Mitigation would not be required.

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4.7 PUBLIC SERVICES

4.7.1 Existing Conditions

Police Protection

Police protection in the Project Area is provided by the San Diego Police Department, Southern Division, located at 1120 27th Street in the Otay-Nestor Community Planning Area. The Southern Division is staffed with one hundred thirty (130) people including sworn and civilian personnel, with seventy eight (78) patrol vehicles (City of San Diego, 1995a). Average response times for emergency calls in the San Ysidro community were 5.9 minutes and 9.4 minutes for non-emergencies respectively.

Fire Protection

The City of San Diego Fire Department provides fire protection services in the Redevelopment Project Area from Fire Stations No. 6, 29, and 30. Fire Station No. 6 is located at 693 Twining Avenue, in the Otay-Nestor Community. It has one fire engine and one engine company (pers. comm., Dubler, T., 1995).

Fire Station No. 29 is located within the Project Area at 179 West San Ysidro Boulevard. This station is equipped with 2 fire engines, each manned by an engine company consisting of one captain, an engineer, and two fire fighters (pers. comm., Dubler, T., 1995).

Fire Station No. 30 is located at 2265 Coronado Avenue, within the Otay-Nestor Community. Equipment at Station No. 30 includes one engine with one company of firefighters (pers. comm., Dubler, T., 1995).

Libraries

Library service is provided by the San Ysidro Branch Library, located at 101 W. San Ysidro Blvd. The San Ysidro Branch Library contains 20,089 volumes, 6,000 of which are in Spanish, with an annual circulation of 6,448 books (City of San Diego, 1993). This library is intended to serve about 30,000 residents of the community (pers. comm., Lopez, A., 1995).

Park and Recreation Facilities

A discussion of the park and recreational facilities which serve the Project Area and project related impact to such facilities is provided in Section 4.6 of this EIR.

No further discussion of park and recreational facilities is included in this section.

Educational Facilities and Services

Three school districts provide public school services to residents in the Project Area. These include the San Ysidro Elementary School District, the Sweetwater Union High School District, and the Southwestern Community College District. The South Bay Union School District would not be affected by the proposed Redevelopment Project.

San Ysidro Elementary School District

The San Ysidro Elementary School District provides public school services for grades K through 8. Site information for schools in the Project Area is provided in the San Ysidro Community Plan. Current enrollment information as well as capacity levels for Beyer Elementary School, La Mirada Elementary School, Smythe Elementary School, Sunset Elementary School, Willow Elementary School, and San Ysidro Middle School are available on Table 4.7-1. In 1994/1995, four of the six schools within the San Ysidro Elementary School District had remaining operating capacities.

Of the schools listed on Table 4.7-1, only Beyer and Sunset Elementary Schools are located within the Project Area boundaries. The remaining schools, while located outside the Project Areas would serve Project Area students.

Sweetwater Union High School District

The Sweetwater Union High School District serves the San Ysidro community and provides high school education for grade levels 9 through 12 as well as adult education courses. Of the District's three facilities, two are located within the San Ysidro Community, including Southwest High School and the San Ysidro Adult Education Center. Southwest High School had a 1994/95 enrollment figure of 2,158 which exceeded its capacity of 1,194 by over 960 students (Table 4.7-1).

The San Ysidro Adult Education Center provides classes in English language acquisition, basic education, high school equivalencies, and vocational training. Adult education students must be at least 18 years of age to enter the program. Younger students, ages 16 and 17 are also accepted to the adult center for high school equivalency classes (pers. comm., Kastelick, R., 1995). The San Ysidro Education Center had a 1994/1995 enrollment of approximately 5,000 students.

TABLE 4.7-1

Enrollment and Operating Capacity of Public Schools in Project Vicinity
San Ysidro Redevelopment Project

Public School	Grade Levels	1994/95 Enrollment	Operating Capacity	Remaining Capacity
San Ysidro Elementary School District [1]				
Beyer Elementary 2312 East Beyer Blvd.	K - 6	715	750	35
La Mirada Elementary 222 Avenida De La Madrid	K - 6	503	600	97
Smythe Elementary 1880 Smythe Ave.	K - 6	514	660	146
Sunset Elementary 3825 Sunset Lane.	K - 6	684	660	**(24)**
Willow Elementary 226 Willow Rd.	K - 6	669	660	**(9)**
San Ysidro Middle 4345 Otay Mesa Rd.	7 - 8	722	1,220	498
Sweetwater Union High School District [2]				
Southwest High School 1685 Hollister St.	9 - 12	2,158	1,194	**(964)**
San Ysidro Adult Education Ctr.[4] 4220 Otay Mesa Rd.	---	5,000	---	---
Southwestern Community College[3] 900 Otay Lakes Rd.	---	17,000	---	---

Note: Bold numbers indicate schools where enrollments exceeds capacity.

Source:
(1) Pers. Comm., Perez, A., 1995.
(2) Pers. Comm., Silva, T., 1995.
(3) Pers. Comm., Olalde, A., 1995.
(4) Pers. Comm., Kastelik, R., 1995.

Southwestern Community College District

Southwestern Community College offers post-secondary education, and preparatory classes for transfer to a four year university. Southwestern Community College is not within the boundaries of the Project Area. However, students within the Project Area may attend Southwestern Community College. Southwestern Community College served an estimate 17,000 students in 1994/95 (Table 4.7-1).

San Diego County Office of Education

The San Diego County Office of Education provides various educational services throughout San Diego County. County Office of Education central offices and operations are located at 6401 Linda Vista Rd., San Diego, California 92111-7399.

Some County Office of Education programs provide direct services to students, including children (infants, pre-schoolers and students in grades K-12) and adults. Other County Office of Education services are provided through public schools, including all forty-three school districts and community college districts in the County.

Programs and services provided to the region by the Office of Education include:

- Regional Occupation Program
- Hope Infant Handicapped Program
- Migrant Education Program
- Outdoor Education Program
- Teacher Training and Development
- Administration Training and Development
- COE Administration

Regional Occupational Program

A specific program known to service Project Area residents is the Regional Occupational Program (ROP). The ROP provides occupational training courses for high school drop-outs, semi-skilled, underemployed, unemployed, and unskilled California residents, 16 years and up. The ROP focuses on providing participants with entry-level job skills, upgrading or retraining job skills, and/or preparing for advanced technical training. ROP Centers and Dial-a-Course provide information on courses and services, such as training in job seeking/keeping skills. ROP centers are located in the East County, North Coastal,

Southern Central, Metro Area, and North Island areas of San Diego County. Program duration for an average client may be up to one year.

To be eligible for the program, participants must be 16 years of age or older. Students must be California residents eligible to attend public school, and meet requirements as outlined in individual course descriptions. High school students must be of an employable age or eligible for advanced training. Groups who are targeted for ROP programs consist of drop-out students, and semi-skilled, underemployed, unemployed and unskilled persons.

HOPE Infant Handicapped Program

The HOPE Infant Program provides a home-based educational program to handicapped infants (between the ages of birth and three years old) and their families. The purpose of this program is to enhance the child's development, to provide support and assistance to the family, and to offset more expensive education costs in the later years.

Referrals to the HOPE Infant Program are made by physicians, public health nurses, social service agencies, and parents. Infants referred to the program are screened by a multi-disciplinary team of specialists for an assessment to determine eligibility for the program. Families receive weekly or biweekly home visits and teachers assist parents in working with the special needs of each child (San Diego County Office of Education, 1995).

Migrant Education Program

Migrant Education is a federally-funded program that provides supplementary instructional and support services to the children of migrant agriculture workers and fishermen in Region IX (San Diego and Orange Counties). The 35 participating school districts in the region provide services to over 14,000 eligible students in supplementary instruction to support the core curriculum and facilitate necessary health and welfare services. The goal of the Migrant Education program is to increase the graduation rate among migrant students (San Diego County Office of Education, 1995).

Outdoor Education Program

Each year more than 20,000 San Diego County sixth graders spend a week at one of the three Outdoor School facilities operated by the County Office. Activities in this outdoor classroom include astronomy, geology, ecology, hiking,

conservation, plant and animal studies, arts and crafts, and singing and dancing (San Diego County Office of Education, 1995).

Teacher Training & Development/ Administration Training and Development

The COE offers teacher training and development services which are summarized below. This summary is taken from information provided by the COE (San Diego County Office of Education, 1995).

- School Leadership Center: Helps practicing administrators and teachers in leadership positions to strengthen their instructional leadership skills and focus their actions on the issues and strategies critical to increasing the achievement of all students in California.
- Leadership Development Center: Provides training and development programs for a variety of audiences, including practicing and aspiring instructional leaders and school business administrators.
- Professional Development Center, Southern Consortium: A cooperative venture of Imperial, Orange, and San Diego Counties to assist high schools and districts to create and carry out site-based professional development programs. Helps schools to design programs with an emphasis on long-term, in-depth comprehensive training in curriculum content, instructional strategies, and the use of appropriate technology.
- Year-Round Education: Services offered to school districts in San Diego County that currently operate or are considering implementation of year-round schedule. Services include information gathering; data collection; establishing a network with year-round schools similar in size, situation, and socioeconomic status; speaking to community groups and boards of education; and preparing position papers for districts and schools.

COE Administration

The COE also offers the following administrative services:

- District Financial Services: Business Advisory Services including school district budget processing, budget development, budget monitoring and review, and the processing, review and approval of all K-12 and community college state fiscal reports. District Accounting Services provides account for payroll, retirement, commercial warrant audit, and financial accounting
- Facility Planning: The Facility Planning Unit assists districts in planning and financing the school facility needs created by San Diego County's tremendous population growth. It assists in resolution of local and statewide issues relating to school facilities. It also houses the California

Energy Extension Center providing energy conservation assistance to districts.

- Internal Business Services: Internal Business Services is responsible for all County Office internal business matters and monitors compliance with board policies, administrative regulations, the education code, and the requirements of state and federal agencies.
- Information Management Services: Maintains a modern, large-scale computer system and a staff of professionals to program and operate system.
- Risk Management: Administers several self-insurance programs for member districts in San Diego and Imperial Counties including Workers' Compensation, Property-Liability, Benefits, and Miscellaneous Property.

County of San Diego Facilities and Services

The County of San Diego provides a number of facilities and services to the regional population, which includes residents and employees in the Project Area. The services and facilities are funded from the County's General Fund, which is collected from property taxes. County facilities and services include animal control, courts and jails, health and social services, and senior services.

Animal Control

The San Diego County Department of Animal Control provides animal control services in the unincorporated area, and by contract to the cities of Carlsbad, Del Mar, Encinitas, Lemon Grove, Poway, San Diego, San Marcos, Santee, Solana Beach and Vista, as well as the San Ysidro Community (County of San Diego, 1991). The Department operates three shelters (Central, North and South County). Each shelter provides temporary holding kennels for impounded, stray, quarantined, injured or owner-relinquished animals. The closest shelter location to the Project Area is the South County location, located at 5821 Sweetwater Road, in the community of Bonita.

Courts and Jails

The County of San Diego is responsible for providing court and detention facilities for the entire region. Eight agencies directly staff and support the following facilities: the Superior Court, the Municipal Court Districts, the District Attorney, the Public Defender, Revenue and Recovery, the Marshal, the Sheriff's Department and the Probation Department. The County also provides Alternative Public Defense Counsel services for the region.

County courtrooms and hearing rooms are provided in 12 facilities throughout the County (Pers. Comm., Marinovich, N., 1996). These facilities typically house both Superior Court and Municipal Court functions. The 1991 Public Facilities Element of the San Diego County General Plan projected that the County will need approximately 200 additional courtrooms by the year 2000 (County of San Diego, 1991). As of January 1996, no new projections had been made (pers. comm., Marinovich, N., 1996).

There are 13 County-operated detention facilities located in the region. Six jails are operated by the Sheriff, and seven minimum security and juvenile facilities are operated by the Chief Probation Officer (County of San Diego, 1991). According to the Public Facilities Element of the County's General Plan, the County's detention facilities are severely overcrowded.

Health and Social Services

County health care programs protect and improve the health of San Diego County residents. Many programs are mandated by federal and State law, while others are developed locally to meet local needs. Health care facilities house programs that prevent disease and health risks, treat existing disease, provide supportive environments in which individuals may address their problems and alleviate conditions which are hazardous to health. Programs carried out from, or in these facilities, include a wide range of activities such a immunization, mental health treatment, drug and alcohol problems direct services, nutrition education, AIDS testing, restaurant kitchen inspection and toxic spills response (County of San Diego, 1991).

Social service programs assist the indigent, disabled and elderly. They provide a safety net of last resort through services to assist individuals and families to escape from or remain out of poverty, and to stay or become self-sustaining. A number of services are provided to special groups such as the blind, abused children and refugees. Social service programs are mandated by State and federal statutes and regulations and are largely funded from federal and State sources (County of San Diego, 1991).

Senior Services

In March 1970, the County Office of Senior Citizens Affairs was established in response to federal and State mandates. With the 1973 amendments to the Older Americans Act (1965), this Office was designated by the State as the Area Agency on Aging (AAA). Since 1983, the AAA has been a separate County department serving the entire region, including cities, with the goals of securing maximum

independence for older Americans; preventing unnecessary institutionalization; reducing isolation and loneliness; improving nutrition and health; and, assisting those seniors who are, due to infirmities, vulnerable to abuse and exploitation. Senior services are provided on a regional basis, crossing City and County jurisdictional boundaries.

Facilities are provided through contracts with the Area Agency on Aging that are targeted specifically to the needs of persons 60 years of age or older. With some exception, these facilities are provided throughout the County through contracts with public and private non-profit organizations using facilities owned or leased by these organizations (County of San Diego, 1991).

Services available to senior citizens consist of Adult Daycare, Case Management and Nutritional Services. Adult Daycare facilities and Senior Centers are located throughout the County. The senior service facilities located in the vicinity of the San Ysidro Community include Casa Familiar and the San Ysidro Health Center (pers. comm., Munduate, F., 1995).

4.7.2 Environmental Impacts

Implementation of the proposed San Ysidro Redevelopment Project would result in a total net increase of 150 single-family DUs, 300 multi-family DUs, 150 hotel rooms, 1,295,000 SF of retail/commercial use, 150,000 SF of office space, 30,000 SF of industrial use. The residential component of the Redevelopment Plan would result in a net population increase of approximately 1,745 persons. Because the San Ysidro Redevelopment Plan would be in effect for 30 years from the date of its adoption, the Project would have the following annual average development figures over the life of the Project:

Land Use	Net New Development	Avg Annual Increase (1)
Residential (Single-family)	150 DU	5 DU
Residential (Multi-family)	300 DU	10 DU
Hotel (Rooms)	150	5
Commercial/ Retail	1,295,000 SF	43,167 SF
Office Space	150,000 SF	5,000 SF
Industrial Use	30,000 SF	1,000 SF
Net Population increase	1,745 persons	58 persons

Note: SF = Square Footage. DU = Dwelling Units
(1) Over the 30-year life of the Redevelopment Project.

Source: The Butler Roach Group, Inc., 1996.

The increase in residential population would increase the demand for services. The following section discusses how the population increase associated with the Redevelopment Plan would affect the provision of local and regional services.

Police Protection

The proposed Redevelopment Project would result in a net annual increase of 15 new dwelling units and approximately 43,167 SF of commercial/retail, 5,000 SF office, and 1,000 SF industrial development to the Project Area. This would result in an annual net increase of approximately of 58 new residents and approximately 185 new employment positions per year (See Section 4.5). The City of San Diego Police Department has indicated the increase in demand for police protection services associated with the San Ysidro Redevelopment Project would not adversely affect the Southern Division over the 30-year life of the Redevelopment Plan (City of San Diego, 1995a).

Fire Protection

The City of San Diego Fire Department has indicated that existing facilities are adequate at the present time. Early in 1996 the City of San Diego Fire Department will be opening a new station. Station No. 43, located at Otay Mesa Road and La Media Road. In addition, Station No. 6 will be permanently closed and a new 6,500 SF station will be constructed at the intersection of Del Sol Boulevard and Palm Avenue sometime in the year 2003. With the addition and relocation of these two stations the Fire Department does not anticipate the need for any additional fire protection in the San Ysidro area beyond what is currently planned (City of San Diego, 1995b).

Libraries

According to the San Ysidro Community Plan, the existing San Ysidro Branch Library is adequate for the present needs of the community. The public improvement component of the proposed Redevelopment Plan includes a new 10,000-square-foot library facility expansion (Table 3-2). This expansion would improve library services in the area and would result in a beneficial impact on the surrounding community.

Road Maintenance

The level of maintenance required to maintain a roadway is related to the number and types of vehicles which utilize the roadway. Because the proposed redevelopment activities include residential, commercial/office, hotel and industrial uses, the vehicles associated with these activities could range from personal automobiles to large commercial trucks.

As discussed in Section 4.2 of the EIR, Transportation/Circulation, the proposed San Ysidro Redevelopment Project would add approximately 54,704 average daily trips (ADT) to the surrounding street system at buildout. Compared to the Future without Project condition, the largest increase in ADT would occur on Camino de la Plaza, east of Virginia Avenue, an increase of approximately 14,000 ADT or 60 percent. Future traffic volumes would also increase on Dairy Mart Road, Willow Road, Beyer Boulevard, and San Ysidro Boulevard.

The increased traffic volumes would increase the level of maintenance required to maintain roadways in the Project Area. The proposed San Ysidro Redevelopment Project proposes to reconstruct streets throughout the Project Area as part of its public improvement program. The street reconstruction activities would serve to improve the existing poor roadway surfaces noted in the Preliminary Report and would also meet the additional maintenance demands associated with the proposed redevelopment activities.

Educational Facilities and Services

San Ysidro Elementary and Sweetwater Union High School Districts

According to information collected during the 1990 Census, single-family dwelling units (DUs) in the San Diego Region generate an average of 0.568 students per DU and multi-family DUs generate an average of 0.318 students per DU (SANDAG, 1993). Assuming a structural vacancy rate of 5.7 and 2.8 percent for single- and multi-family DUs, respectively, the proposed San Ysidro Redevelopment Project would add approximately 211 students to the Project Area over the life of the Project. This averages out to fewer than 8 students per year (211 students ÷ 30 years = 8 students/year). Table 4.7-2 shows the total number of potential students that could be expected with the Redevelopment Project and the annual average increase.

The impacts on area schools would be dependent upon the ratio of public to private school enrollment, school boundary adjustments, school facilities

TABLE 4.7-2

Estimated Public School Impacts
San Ysidro Redevelopment Project

Total DUs	Occupied DUs	Student Generation [4] Rate	Total Students	Annual Average Students
150 Single-Family	142 [1] [2]	0.318	45 [2]	2 [2]
300 Multi-Family	292 [3] [2]	0.568	166 [2]	6 [2]
Total	**295**		**211**	**8**

Notes: (1) Assumes a 5.7 percent structural vacancy rate for single-family residences.
(2) Rounded to the nearest whole number.
(3) Assumes a 208 percent structural vacancy rate for multi-family residences.
(4) Source: SANDAG, 1993.

Source: Butler Roach Group, Inc. 1995.

construction, classroom size, educational programs, the timing of new student enrollments, and the grade levels of the new students.

Assuming an even distribution in the age of students generated by the proposed Project, it is anticipated that approximately 69 percent would be of elementary/middle school age (grades K through 8), and 31 percent would be of high school age (grades 9 through 12). Therefore, it is anticipated that the proposed Redevelopment Project would generate an estimated 146 elementary-aged students over the life of the Project (211 students x 69% elementary = 146 elementary students). It is also anticipated that the proposed Redevelopment Project would generate an estimated 65 high school-aged students over the life of the Project (211 students x 31% highschool = 65 highschool students).

Since the San Ysidro Elementary School District serves students grades K through 8, it is anticipated that implementation of the proposed Redevelopment Project would add 146 students to this District over the life of the Project. The Sweetwater Union High School District serves students grades 9 through 12, it is anticipated that the proposed Project would add 65 students to the District over the life of the Project.

The State of California has also enacted developer impact fees in an attempt to reduce the fiscal impact of new development. At the time the Final EIR was written, school districts were collecting $1.72 per square foot for new residential development, and $0.28 per square foot for commercial and industrial development. These rates are subsequently adjusted to account for inflation. Prior to the issuance of building permits, each redevelopment activity will be required to pay the applicable school impact fees to the affected school district.

Southwestern Community College District

Unlike the elementary and secondary school districts, the Southwestern Community College District does not have standard student generation rates. It is the mandate of the District to provide continuing educational services to the entire adult population of the community within which the facilities are located. The District has indicated that recent State budget cuts have reduced the California State University system's ability to provide education services. These budget cuts have resulted in an increase in the enrollments in the Community College District's facilities.

Based on 1995 population figures for San Diego County (2,720,906 persons) and 1994/95 enrollment figures (17,000 students), the current student population ratio is 6.24 students per 1,000 residents. The proposed Redevelopment Project

would add an estimated 1,745 persons to the area. Therefore, the Project could be expected to add approximately 11 students to the Southwestern Community College District over the life of the Plan (i.e., 6.24 students/1,000 residents x 1,745 residents = 11 students). These students would constitute an insignificant enrollment addition in the context of total District enrollment. Even if all projected enrollment increases were to occur within the same semester, they would represent less than a one-tenth of a percent increase, compared to current total enrollment figures (< 0.001%).

San Diego County Office of Education

Regional Occupational Program

The Regional Occupational Program (ROP) is funded by the State of California Department of Education. Only those persons 16 years of age and older are eligible to participated in the ROP program. Demographic data for the Project Area indicates that approximately 60 percent of Project Area residents are age 16 and over. Therefore, it is anticipated that approximately 35 of the 58 new residents that would be added to the Project Area annually as a result of the Project would be over age 16. It is not anticipated that all new residents, age 16 and over, would utilize ROP programs. However, even if all new residents did participate in the ROP program, the addition of 35 new participants per year would not be significant in the context of overall participation.

Juvenile Court and Community Schools (JCCS) and Advancement Via Individual Determination (AVID)

The JCCS and AVID programs are primarily directed at students who might otherwise (or may also) be enrolled in school facilities. As previously discussed, the Project would add approximately 211 new students over the life of the Project.

County of San Diego Facilities and Services

It is anticipated that this increase in development and population would result in an increase in the demand for various County-provided services. However, the beneficial social and economic influences of the Project are expected to counter the increased demand for County-provided services. The basic intent of the Redevelopment Project is to alleviate identified blighting influences in order to provide a proper environment for revitalization to occur. It is expected that implementation of the Project would provide additional jobs, improve the

physical conditions of the area, and serve to stabilize demographic trends in the community. This would be expected to result in reductions in crime, unemployment and various social problems. These beneficial impacts are expected to reduce demands on County-provided facilities and services.

In addition, when spread out over the life the Redevelopment Plan, the above referenced development and population increases would be nominal in a regional sense.

Assembly Bill 1290, Community Redevelopment Law Reform Act of 1993

Assembly Bill 1290 (AB 1290), was signed into Law by Governor Wilson on October 6, 1993. AB 1290 affected many provisions of the California Community Development Law, including, but not limited to requiring a statutory pass-through of tax increment financing to all taxing entities for all redevelopment plans adopted on or after January 1, 1994.

Tax increment financing is one way a redevelopment agency finances redevelopment activities. Before a redevelopment project area is formed, all tax revenues go to the county, city, school, and other taxing entities. The current assessed values within the redevelopment project area are designated as the "base year". This includes the assessed value of all land and improvements with the boundaries of the project area. After the redevelopment plan has been adopted, all of the taxes paid on this "base year" assessment continue to go to the city, county, school districts, and other taxing entities. Any increase in the assessed value over this base value within a Project Area, and the taxes resulting from this increased assessed valuation are called "tax increment", and become a source of revenue for the Agency.

AB 1290 established a statutory tax increment sharing formula for all redevelopment project areas. The statutory pass-through formula currently establishes the following three overlapping tiers of payments to affected taxing entities:

(i) During each year the Agency receives tax increment, the Agency will be required to pay the affected taxing agencies 20% of the gross tax increment.

(ii) In addition to the payment described in paragraph (i), beginning in the 11th fiscal year that the Agency receives tax increment and continuing so long as the Agency receives tax increment, the Agency will be required to pay the affected taxing agencies 16.8% of the gross tax increment generated by increases in the project area assessed value occurring after the 10th fiscal year in which the Agency receives tax increment.

(iii) In addition to the payments described in paragraphs (i) and (ii), beginning in the 31st fiscal year that the Agency receives tax increment and continuing so long as the Agency receives tax increment, the Agency will be required to pay the affected taxing agencies 11.2 % of the gross tax increment generated by increases in the project area assessed value occurring after the 30th fiscal year in which the Agency receives tax increment.

In addition, AB 1290 contains express legislative findings that the statutory pass-through payments described above are the exclusive payments required to be made by an Agency to affected taxing entities during the life of a Redevelopment Plan. Therefore, because the Agency shall be required to comply with the tax increment pass-through formula identified in AB 1290, impacts to affected taxing entities (i.e., public service providers) such as the San Ysidro Elementary School District, the Sweetwater Union High School District, the Southwestern Community College District, the County of San Diego, and the County Office of Education, would not be significant. Should the tax increment pass-through formulas be modified during the life of the Plan, the Agency shall make pass-through payments pursuant to the applicable law.

4.7.3 Significance of Impacts

The redevelopment activities included in the San Ysidro Redevelopment Project would increase the amount of development within the Project area over existing levels. The added development could increase the demand for public services.

Police Services

The City of San Diego Police Department has indicated the increase in demand for police protection services associated with the San Ysidro Redevelopment Project would not adversely affect the Southern Division over the 30-year life of the Redevelopment Plan (City of San Diego, 1995a).

Fire Protection

The City of San Diego Fire Department has indicated that existing facilities are adequate at the present time (City of San Diego, 1995b). The new Station No. 43 and the new Otay Mesa Road station would meet the future needs of the project. In addition, the proposed San Ysidro Redevelopment Project includes the replacement and expansion of Station No. 29. Therefore, impacts to fire protection services would not be significant.

Library

Expansion of the San Ysidro Branch Library would improve library services in the community. This would result in a beneficial public services impact.

Road Maintenance

The proposed project would increase traffic volumes along several streets within the Project Area. The street reconstruction activities would serve to improve the existing poor roadway surfaces noted in the Preliminary Report, and would also meet the additional maintenance demands associated with the proposed redevelopment activities.

Educational Facilities/Services and County of San Diego Facilities/ Services

The pass-through of tax increment payments required under AB 1290 would alleviate impacts to public services/facilities provided by the San Ysidro Elementary School District, the Sweetwater Union High School District, Southwestern Community College District, the County of San Diego, and the County Office of Education, to below a level of significance.

4.7.4 Mitigation Measures

No significant public service impacts were identified and no mitigation would be required. However, the Agency shall be required to make pass-through payments to affected taxing entities, in compliance with AB 1290.

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4.8 UTILITIES

This section describes potential impacts to water, sewer, curbs, gutters, and solid waste facilities that serve the Project Area. Electrical and natural gas facilities are discussed in Section 4.14 of this EIR, Energy.

4.8.1 Existing Conditions

Domestic Potable Water and Sewer Systems

Domestic potable water and sewage treatment systems for the Redevelopment Project Area are provided by the City of San Diego (City) under the administration of the Water Utilities Department (WUD) and Metropolitan Wastewater Department (MWWD), respectively. The primary sources of the potable water is the Colorado River and the State of California Water Project.

San Ysidro is served by the South San Diego Pipeline, which provides potable water, and the San Ysidro Trunk Sewer, which conveys raw sewage to the Point Loma Waste Water Treatment Plant. However, some residents in the older sections of the community are still without sewer service (City of San Diego, 1993).

The City has a sewer and water main replacement program, which is used to upgrade water and sewer lines and provide adequate capacities to meet the demand for these utilities. Adequate capacity for these systems is determined by the population densities allowed under the adopted Community Plan and existing zoning. An important consideration in determining an adequate capacity for water systems is the fire fighting demand for an area. The WUD has prepared the *Water and Sewer Design Guide* (1994). This document contains the guidelines for the planning and design of water and sewer facilities. The *Water and Sewer Design Guide* indicates that for residential areas the water system must be capable of supplying a "needed fire flow" of 2,000 gallons per minutes for a five hour period (City of San Diego, 1994a). The "needed fire flow" is the amount of water needed to control a major fire in specific buildings. It is intended to assess the adequacy of a water system. This "needed fire flow" typically exceeds a community's peak demand. Therefore, water systems are actually sized to meet a community's fire flow demand, which exceeds the capacity needed to accommodate a community's potable water demand.

Curbs/Gutters

The *Preliminary Report for the San Ysidro Redevelopment Project* noted that there are no curbs, gutters, or sidewalks on the north side of San Ysidro Boulevard between Alverson Road and the western boundary of the Project Area. This lack of public improvements contributes to a neglected and decayed appearance in the commercial district. Sections of Calle Primera, Virginia Avenue, Bolton Hall Road, Foothill Road, Sycamore Road, Sunrise Drive, Cypress Drive, Pepper Drive, Sellsway Street, East Beyer Boulevard, and Camino de la Plaza are without curbs, gutters, and sidewalks. In addition, the roads south of Camino de la Plaza are not paved.

Curbs, gutters, and sidewalks are also lacking in portions of the El Pueblito Viejo, a small neighborhood located in the center of San Ysidro; and in neighborhoods south of Interstate 5, particularly along Sycamore Road and Sunrise Drive. The lack of adequate curbs and gutters are "blighting influences" in the Project Area.

Solid Waste

Solid waste disposal in the San Ysidro Community is provided by the combined services of the City's Environmental Services Department (ESD), formerly the Waste Management Division, and private contractors. The Refuse Collection Division of the City's ESD provides curbside collection services for single-family residences. Multi-family residences and commercial/industrial establishments utilize refuse collection bins, which are serviced by private contractors, licensed to operate in the City. All refuse collected from the Project Area is taken to the Miramar Landfill. The Miramar Landfill is located at 5180 Mercury Street and is operated by the Refuse Disposal Division of the Environmental Services Department. During fiscal year 1993, the landfill accepted approximately 1.3 million tons of waste (pers. comm., Clay, R., 1996). As of January 1996, the Miramar landfill had a remaining capacity of approximately 34.1 million cubic yards (CY) of solid waste (pers. comm., Clay, R., 1996). It is anticipated that the Miramar Landfill would reach its maximum capacity by November 2011(pers. comm., Clay, R. 1996). Although the City operates a residential curbside recycling program to collect newspaper, mixed paper, bottles, and plastics within residential communities north of the Project Area (i.e., Otay Mesa/Nestor

Community Plan Area), no such service is currently provided within the Project Area. (City of San Diego, 1995d).

The City's Environmental Services Department has prepared criteria for assessing new development's impact on solid waste facilities. The criteria are contained in the *Guide to Mitigating Impacts to Solid Waste Services* (April 1994). This guide is currently in draft form and has not yet been adopted by the City.

The Solid Waste Guide provides solid waste generation rates for varying land uses, waste generation significance criteria, and also provides mitigation measures that would reduce solid waste facility impacts to below a level of significance. The mitigation measures will also assist the City in meeting the requirements established by Assembly Bill 939 (AB 939). AB 939 mandates that all cities and counties throughout the state reduce the amount of waste being deposited in landfills 25% by 1995 and 50% by the year 2000.

4.8.2 Environmental Impacts

The proposed San Ysidro Redevelopment Project would result in a net increase of 150 single-family dwelling units, 300 multi-family residential units, 150 hotel rooms (55,000 SF) 1,295,000 SF of retail/commercial use, 150,000 SF of office space, and 30,000 SF of industrial use. The Project is anticipated to result in a annual average increase of 15 dwelling units (DU), 1,834 SF of hotel space, approximately 43,167 of commercial/retail, 5,000 SF of office space, and 1,000 SF of industrial uses over the 30-year life of the Redevelopment Plan. As discussed in Section 4.1 of this EIR, Land Use, the land uses included in the proposed Redevelopment Plan and the projected densities would be consistent with the adopted San Ysidro Community Plan.

Domestic Potable Water and Sewer Systems

Based upon the projected net increase in development that would occur within the Redevelopment Project Area, multipliers can be used to estimate the increase in demand for water and sewer services. The estimated increase in daily and peak water and sewer demands associated with the proposed San Ysidro Redevelopment Project are presented on Table 4-8-1. This table also presents the multipliers used to determine average demand, the peaking factors used to

TABLE 4.8-1
Average Daily and Peak Water and Sewer Flow Demand Increases
San Ysidro Redevelopment Project

Population Increase	=	1,745 persons
Comm'l/Office/Increase	=	1,530,000 SF
Industrial/Hotel		
Sewer Average Flow(1)	=	80 gals. per capita/day
	=	80 gals X 1,745/day
	=	139,600 gals./day
Sewer Peaking Flow(1)	=	6.2945 X (Population Increase)$^{-0.1342}$
	=	6.2945 X (1,745)$^{-.1342}$
		6.2945 X (0.367)
		2.304
Peak Sewer Flow(1)	=	(Average Flow) X (Peaking Factor)
	=	142,880 gals./day X 2.304
	=	329,196 gals./day
Average Water Flow	=	Residential Flow + Comm'l/Office Flow
Residential Flow(1)	=	150 gals. per capita increase/day
	=	150 gals. X 1,745 persons/day
	=	267,900 gals./day
Commercial Flow(1)	=	5,000 gals. X Net acre Comm'l/Office/day
	=	5,000 gals. X 28.099 Net acre Comm'l/Office/day
	=	140,495 gals./day
Net acre Comm'l/Office	=	0.8 X Gross Acre
	=	0.8 X 1,530,000 SF/43,560 SF per acre
	=	28.099 Net acres of Comm'l/Office
Total Average Water Use	=	267,900 gals./day + 140,495 gals./day
	=	408,395 gals./day
Peak Water Use	=	(Average Water Use) X (Peaking Factor)
		408,395 gals./day X 1.25(1)
		510,494 gals./day

Note: (1) Average/peak flow equations and peaking factors taken from City's Water and Sewer Design Guide, City of San Diego 1994

Sourcea: The Butler Roach Group, Inc., 1996

determine peak demand, as well as the demand calculations. As shown on Table 4.8-1, the residential and commercial components of the Project would increase the average daily demand for water by approximately 268,000 and 140,500 gallons per day, respectively. The peak combined water use for the residential and commercial components would be approximately 510,500 gallons per day. The average sewer flow would increase by approximately 329,000 gallons per day. The peak sewer flow would increase by approximately 330,000 gallons per day.

The 1990 Final *Environmental Impact Report for the San Ysidro Community Plan Revision* did not find water or sewer facilities impacts to be significant, indicating that sufficient capacity is provided within the Project Area to allow for the land use densities provided by the Community Plan Revision. It should also be noted that the net development increase that would occur with adoption of the proposed Redevelopment Plan would be consistent with the adopted Community Plan Revision and thus would not exceed the land use densities currently planned for the area. Therefore, the demand increase associated with the Redevelopment Project would not result in significant water and sewer facility impacts.

In addition, Section 440.2 of the proposed Redevelopment Plan indicates that the Redevelopment Agency would be authorized to construct, or cause to be constructed, public utilities necessary to carry out the Redevelopment Plan. These public utilities include, but may not be limited to water distribution systems, sewers, and storm drains. At present, there are no specific water or sewer projects proposed for the San Ysidro Community.

Curbs/Gutters

At present, the City's Capital Improvement Projects include reconstruction of existing streets at various locations where there are inadequate gutters, cross gutters, and curbs. In addition, Section 440.2 of the Redevelopment Plan also authorizes the Agency to improve curbs and gutters. The Agency's improvement of these facilities would eliminate the flood and ponding problems noted in the Project Area. It would also eliminate a blighting influence, which would benefit Project Area and the San Ysidro Community Impacts would be beneficial.

Solid Waste

According to the City's *Guide to Mitigating Impacts to Solid Waste Services* (Solid Waste Guide), new development has the potential to impact City solid waste services in four different ways: 1) impacts on landfill capacity; 2) impacts on Waste Management Services; 3) impacts on City collection crews; and, 4) impacts on the Miramar Landfill entrance facility.

Landfill Capacity

The proposed San Ysidro Redevelopment Project would result in a net increase in development within the Project Area. The Solid Waste Guide includes solid waste generation rates for varying land uses within the City, as well as significance thresholds for a project's total waste generation. The estimated amount of solid waste that would be generated under the proposed Redevelopment Plan, given the projected average annual net increase in development and the City's solid waste generation rates, is shown on Table 4.8-2.

The Solid Waste Guide estimates that each multi-family dwelling unit would generate approximately 1.2 tons of solid waste per year (City of San Diego, 1995d). Using the City of San Diego, Environmental Services Department's waste generation factors are shown on Table 4.8-2. Based on these factors, it is estimated that ultimate development of the Project would result in the generation of approximately 9,888 tons/year of refuse. The Solid Waste Guide indicates that for residential projects, an annual generation of more than 60 tons would be significant. While the residential component would not have a significant direct impact on landfill capacity, all projects resulting in a net increase in waste generation would result in cumulatively significant impacts on the ability of the City to provide landfill capacity (City of San Diego, 1995d). Thus, the residential component would have a significant cumulative impact on landfill capacity.

For non-residential development, the significance threshold is 52 tons per year (City of San Diego, 1995d). As shown on Table 4.8-2, the hotel rooms, office, and the industrial components of the Project would not generate more than 52 tons per year. This level of refuse is well within the threshold for these components of the project. However, the commercial component of the San Ysidro

TABLE 4.8-2

Solid Waste Table
Estimated Annual Solid Waste Generation

San Ysidro Redevelopment Project

Land Use	Average Annual Development	Rate (tons/year)	Total (tons/year)	Sign. Threshold (1) (tons/year)	Significant
Residential (DUs)	15	1.47(2)	18	60	No
Hotel Space (SF)	1,834	.0045(3)	8.25	52	No
Retail/ Commercial (SF)	43,167	.0066(3)	284.9	52	Yes
Office (SF)	5,000	.0017(3)	8.5	52	No
Industrial (SF)	1,000	.0059(3)	5.9	52	No

Notes: DUs = Dwelling Units.
SF = Square Feet.
(1) Significance Threshold numbers are provided for residential (60 tons/year) and non-residential uses (52 tons/year) by the City of San Diego, Environmental Services Department.
(2) 1/3 single-family at 2.0 tons/year and 2/3 multi-family at 1.2 tons/year
(3) Tons/Square Foot/Year

Source: The Butler Roach Group, Inc., 1996

Redevelopment Project would result in significant direct impacts, as well as significant cumulative impacts to landfill capacity.

The demolition of existing structures would also result in construction debris being deposited into the landfill. According to the Solid Waste Guide, this reduces existing landfill capacity, and would also pose handling problems within the landfill.

Waste Management Services

The City provides a number of waste management services to all sectors of the City, including: technical assistance programs, litter control, graffiti abatement, and waste reduction services. Growth in the residential, commercial, industrial, and governmental sectors has an impact on the City's ability to provide these services. However, it is not anticipated that project-related impacts to waste management services would be significant.

City Collection Crews

The City only provides collection services for single-family residences. Because the proposed project would increase the number of single-family residences, the City's existing collection program may need to be expanded to accommodate the refuse that would be generated by the proposed 150 single-family residential units. The addition of 5 single-family units per year would not substantially impact City Collection Crews.

Miramar Landfill Entrance

According to the Solid Waste Guide, the Miramar Landfill entrance facility is adequate for current trip numbers (City of San Diego, 1994b). Therefore, the proposed Redevelopment Project would not result in significant impacts to the entrance facility.

4.8.3 Significance of Impacts

Domestic Potable Water and Sewer Systems

The proposed project would result in a net increase in development within the Project Area and would also increase the demand for water and sewer facilities.

However, existing water and sewer systems are adequate throughout the community and project-related development would not exceed development currently planned for the area. The proposed Redevelopment Plan would authorize the Redevelopment to install or improve water distribution and sewer systems. Therefore, impacts to water and sewer facilities would not be significant. In addition, the City's water and sewer replacement program would also replace and upgrade a number of water and sewer lines within the Project Area.

Curbs/Gutters

Implementation of the Redevelopment Plan would improve curbs and gutters in the Project Area. This would result in a beneficial impact on the Project Area.

Solid Waste

Based on the average annual development increases of approximately 43,167 SF of retail/commercial space that would occur with the proposed Redevelopment Project, the retail/commercial component of the Project would generate approximately 285 tons of waste per year, which far exceeds the ESD significance threshold of 52 tons per year for commercial uses. Therefore, the retail/commercial component would result in significant landfill capacity impacts. In addition, the deposition of construction/ demolition debris could also have a significant impact on landfill capacity. Project-related impacts to Waste Management Services, City collection crews, and the Miramar Landfill Entrance would not be significant.

4.8.4 Mitigation Measures

Potable Water and Sewer Systems, Curbs and Gutters

The proposed project would not result in significant impacts to potable water and sewer systems. Improvement of curbs and gutters in the Project Area would result in beneficial impacts. No mitigation would be required.

Solid Waste

The City's Environmental Services Department (ESD) shall review all concept plans for the specific redevelopment activities to ensure that impacts to solid

waste facilities are mitigated to below a level of significance. Prior to approval of specific redevelopment activities, project applicants shall submit evidence to the Agency that ESD has reviewed the project and that the appropriate solid waste mitigation measures have been incorporated into the project, if required.

With respect to impacts on landfill capacity, for specific redevelopment activities that include more than 10,000 SF of construction, demolition, or remodeling, the project applicant shall prepare a waste management plan. ESD shall assist in the preparation of the waste management plan, which shall include the following elements:

1. The type and quantity of solid waste expected to enter the waste stream;

2. Source separation techniques to be used and the location of on-site storage for separated materials;

3. The method of transport and destination of separated waste and/or con struction debris not re-used on-site;

4. A "buy-recycled" program for the project ; and

5. An impact analysis spreadsheet completed by an ESD analyst.

A copy of the waste management plan shall be submitted to ESD and the Agency.

With respect to construction/demolition debris, the amount of this material being deposited in the landfill could be reduced by the implementation of any or all of the following mitigation techniques:

6. On-site re-use of demolition material in the construction of the redevelop ment activities.

7. Separating construction debris for recycling/re-use by others.

8. Using recycled materials in the construction of the redevelopment activities.

Implementation of these mitigation measures will reduce impacts to solid waste facilities to below a level of significance.

4.9 GEOLOGY/SOILS

4.9.1 Existing Conditions

A Geology and Water Resources Assessment for the San Ysidro Redevelopment Project was prepared by Geotechnical Consultants, Inc. (January 1996). In preparing the assessment, Geotechnical Consultants examined published reports and the general geologic setting of the area, and conducted surface reconnaissance of the Project Area to identify indicators of potential geologic hazards. The Geology and Water Resources Assessment is contained in Appendix F of this EIR and served as the basis for this section.

Geology

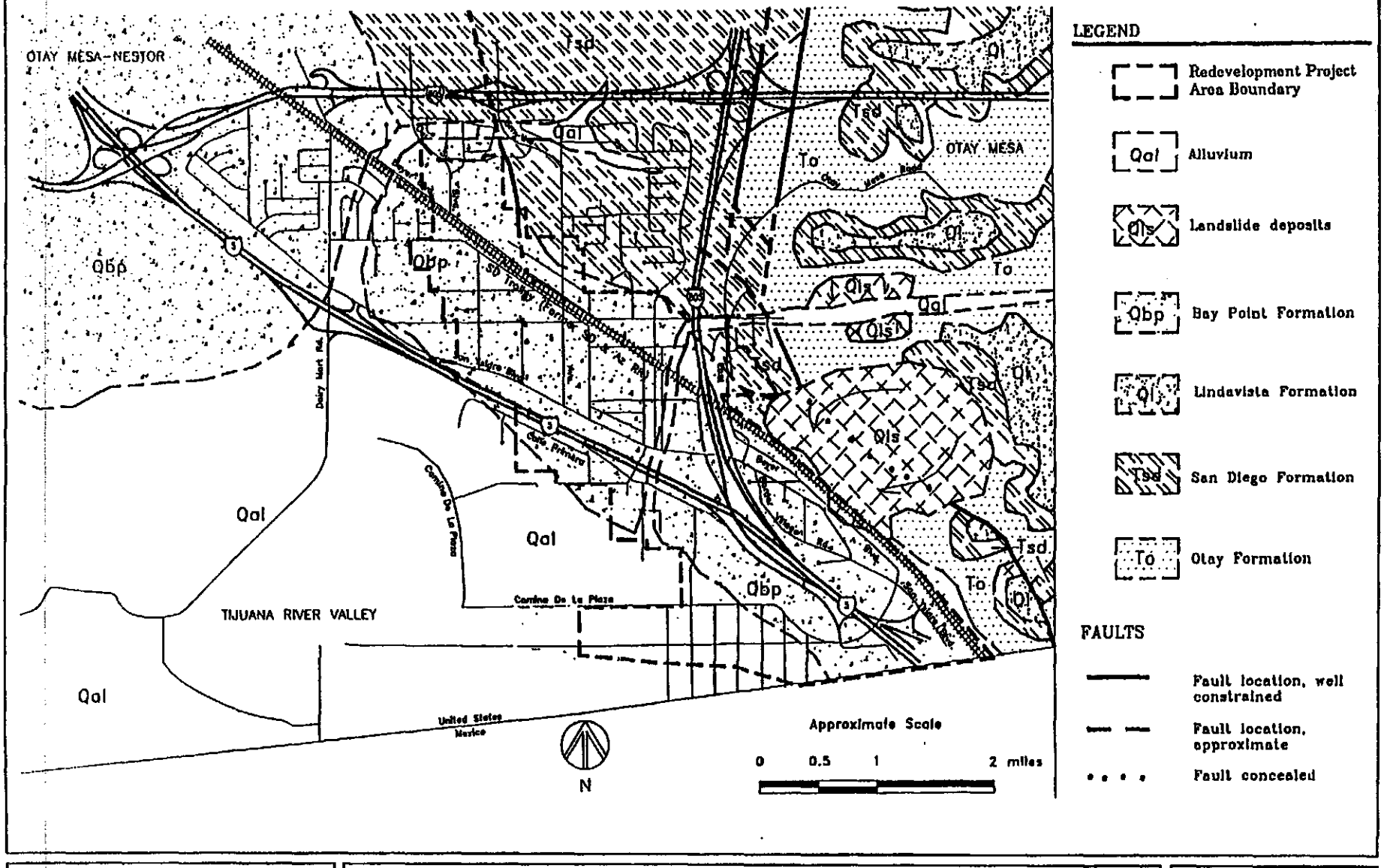
Regional Geologic Setting

The San Ysidro community is located on the Tijuana River flood plain and a gently, southwest sloping terrace within the coastal plain of San Diego County. The coastal plain measures 5 to 15 miles wide, is slightly elevated and deeply dissected into a series of broad mesas (Lajoie and others, 1991). Mountains of the Peninsular Range province rise to the east and are comprised of Mesozoic volcanic, metamorphic and intrusive rock of the Peninsular Range batholith. The coastal plain is underlain by Cretaceous and Eocene sedimentary rock deposited over the batholith. The terrace at San Ysidro is underlain by Pliocene and younger marine and nonmarine deposits. Directly to the east, adjacent to the terrace, lies Otay Mesa composed of Miocene and younger marine and nonmarine sedimentary deposits. The subsurface geology adjacent to and beneath the Project Area include the Otay Formation, San Diego Formation, Lindavista Formation, Bay Point Formation, alluvium, and artificial fill (Kennedy and Tan, 1977).

Local Geology

The principal geologic units related to the project are described below. Areal distribution of the geologic units and faults is presented on Figure 4.9-1.

Artificial Fill. Fill is not shown on geologic maps of the area but is anticipated to underlie some of the developed land. Fill thickness likely does not exceed a few



SOURCE: Geotechnical Consultants, 1996.

San Ysidro Redevelopment Project

Generalized Geologic Map

FIGURE

4.9-1

feet due to the near level surface of the terrace, however it may be considerably thicker in areas were stream channels have been infilled prior to development.

Alluvium. Recent alluvium and slope wash cover most of the Tijuana River flood plain and fill the valleys of the drainages on Otay Mesa to an unknown depth. The alluvium consists primarily of loose, poorly consolidated stream deposits of clay, silt, sand, and gravel. In the Tijuana River Valley area alluvial depths range from 50 to more than 100 feet.

Landslide Deposits. Earth movement has resulted in several large landslides along the steep slopes descending from Otay Mesa. Most of the slides lie outside the Project Area but the toe of the largest slide does extend to the eastern Project Area boundary along Beyer Blvd. Slide debris consists predominantly of disturbed San Diego and Otay Formations.

Bay Point Formation. The late Pleistocene age Bay Point Formation directly underlies most of the Project Area. The Bay Point Formation consists of marine and nonmarine sandstone that is pale brown, fine- to medium-grained, and poorly consolidated. The marine part of the Bay Point Formation is fossiliferous and interfingers with nonmarine unfossiliferous sandstone. In some areas the Bay Point Formation has not been differentiated from unnamed nearshore marine sandstone deposits of similar character.

Lindavista Formation. Pleistocene Lindavista Formation caps Otay Mesa, just to the east of the Project Area. The Lindavista Formation is typically composed of red-brown sandstone and conglomerate. Ferruginous (iron oxide) cement gives the Lindavista its characteristic color and resistant outcrop patterns (Kennedy, 1975).

San Diego Formation. The late Pliocene-early Pleistocene age San Diego Formation underlies the Lindavista Formation and is composed of interfingering sandstone and conglomerate. The sandstone part of the formation is comprised of poorly indurated, yellow-brown, fine- to medium-grained sandstone with local cemented and fossiliferous layers. The conglomeritic portion of the formation is a well indurated, pebble, cobble, boulder conglomerate with a coarse-grained sand matrix cemented with ferruginous cement.

Otay Formation. The Miocene Otay Formation is the lowest stratigraphic unit exposed in the San Ysidro area. It is exposed on the slopes of Otay Mesa, adjacent to the Project Area. The Otay Formation consists of greenish-gray to light-brown, massive sandstone and claystone. The sandstone portion of the Otay Formation is generally well-sorted, medium-grained, and poorly indurated with local cemented zones. Bentonite is the major constituent in the claystone beds, giving them a waxy appearance.

Slope Stability

Landslides of varying size are common on the slopes of the adjacent Otay Mesa and occur almost exclusively within the Otay Formation. The bentonite beds within the Otay Formation are zones of weakness in the otherwise massive sandstone and are prone to failure on the steep margins of the mesa. The large landslide in Figure 4.9-1, commonly known as the San Ysidro Slide, abuts the eastern boundary of the project area and toes into the project area beneath the former San Diego and Arizona Eastern Railroad tracks. Although the slopes of Otay Mesa appear to be highly prone to landslides, landsliding should pose little to no threat to the Redevelopment Project Area since the proposed redevelopment area does not include this unstable area.

Faulting and Seismicity

No known active faults cross the San Ysidro Redevelopment Project Area. However, two faults presently considered potentially active or active pass near the Project Area. The potentially active La Nacion fault trends north-south less than one mile northeast of the Project Area (Kennedy and Tan, 1977, Leighton and Assoc., 1983). The active Rose Canyon fault zone is located approximately 3 miles to the west (Treiman, 1990). Although the San Diego region has been seismically quiet historically, earthquakes with epicenters on the Rose Canyon fault or one of several active off-shore faults could cause strong ground shaking and possibly damage to structures in the Project Area.

The distance from an approximate center of the Project Area to significant active and potentially active faults, estimated maximum credible earthquake events (MCE) on these faults, and estimated peak ground acceleration (PGA) at the site due to MCE are listed in Table 4.9-1.

TABLE 4.9-1

Active Fault Criteria
San Ysidro Redevelopment Project

Fault	Distance to Project Area (Miles)	Maximum [a] Credible Magnitude	Peak Ground [b] Acceleration (g)
Rose Canyon	3	7.0	0.47
La Nacion	1	6.5	0.41
Palos Verdes - Coronado Banks	14	7.5	0.22
San Diego Trough -Bahia Soledad	24	7.5	0.12
San Clemente - San Isidro	44	8.0	0.07
Elsinore	46	7.5	0.05
Newport-Inglewood - Offshore	45	7.0	0.04

Notes:
(a) = Maximum Credible Earthquake (Blake, 1993)
(b) = Values of PGA are calculated using empirical relationships by Joyner & Boore (1982) Random for the maximum credible event.

Source: Geotechnical Consultants, Inc., 1996.

Liquefaction Potential

Soils susceptible to liquefaction during seismic shaking are fine-grained, saturated sands and silty sands with low relative density. Possible consequences of liquefaction include partial or complete loss of bearing capacity, large settlements, ground cracking, sand boils, and lateral spreading. Based on a geologic hazard map (Leighton and Assoc., 1983) that shows inferred susceptibility to liquefaction, the alluvium in the Tijuana River flood plain area of the study site could be considered potentially liquefiable. Liquefaction susceptibility in the southwest portion of the Project Area (west of I-5) is classified in the high category, while the remainder of the Project Area (east of I-5) is in the low susceptibility category.

Soils

The soils within the Project Area can be loosely categorized into three main types based generally on geology (Figure 4.9-1) and location. West of I-5, in the alluvium of the Tijuana River Valley, the soils are predominantly loose, poorly compacted, non-expansive sand. Most of the Project Area, generally between I-5 and the San Diego Trolley, is expected to be underlain by moderately compacted, loose to medium dense, non-expansive, sandy soils formed in the Bay Point Formation. East of I-805 the soils may become expansive due to deposition of clay, primarily bentonite, eroded from the nearby Otay Formation.

4.9.2 Environmental Impacts

There are no geologic or geotechnical conditions that impact the overall feasibility of the San Ysidro Redevelopment Project. Geologic/Soil hazards related to surface rupture of faults, liquefaction of loose, saturated, cohesionless soil or landslides are only anticipated to occur at the boundaries of the Project Area. Although seismicity is generally low in the San Diego region, strong ground shaking should be considered and addressed during design of new structures. Seismic design according to the Uniform Building Code, California Amendments to the Uniform Building Code and the City of San Diego Building Code would provide adequate mitigation of seismic hazards. Expansive soils may be present east of I-805, potentially affecting the structural integrity of new development. Because the vast majority of the Project Area has been previously

graded, it is expected that additional grading would be minimal. Nevertheless, in the absence of site specific soils information, erosion impacts must be considered potentially significant.

4.9.3 Significance of Impacts

Redevelopment activities in the Project Area would be subject to potentially significant impacts including seismic shaking, expansive soils, landslides, liquefaction, and erosion.

4.9.4 Mitigation Measures

Site specific geotechnical investigations shall be performed prior to construction of redevelopment activities, as required by the City of San Diego. The investigations shall determine soil characteristics, thickness, distribution, and seismic design criteria for new and/or rehabilitated structures. Seismic design according to the Uniform Building Code, California Amendments to the Uniform Building Code, and the City of San Diego Building Code will mitigate seismic hazards to below a level of significance. Where appropriate, the geotechnical investigation shall include subsurface exploration by drilling, logging, sampling, and laboratory testing. Potentially expansive soil conditions shall be evaluated. When required, recommendations for mitigation shall be developed on a site-specific basis and shall be used to develop appropriate soil engineering parameters and structural design. The investigations shall be documented for any required project-specific environmental documents prepared by the Agency. Structural plans for redevelopment activities shall be submitted to the City of San Diego Development Services Department and a copy of the approved plans shall be provided to the Agency prior to the issuance of any required building permit. Geotechnical recommendations shall also include site preparation, soil corrosion potential, settlement, bearing capacity and foundation support.

Implementation of erosion control measures would reduce potentially significant erosion impacts to below a level of significance. The erosional control measures shall be documented on the grading plan(s) submitted for a building permit. The grading plan(s) shall be approved by the City of San Diego

Development Services Department and a copy of the approved plan shall be provided to the Agency prior to issuance of a building permit.

Final design and grading plans for proposed redevelopment activities shall incorporate measures that would limit and control runoff and erosion of the soils in the Project Area. These measures could include, but would not be limited to, the following:

- No grading shall take place during the rainy season (as determined by a case-by-case basis).
- Depending on the extent of the proposed project; the extent of the area to be graded at one time shall be limited.
- Perimeter control measures such as water bars or sediment traps shall be applied to protect undisturbed areas' downslope.
- Erosion and runoff control measures shall be complete before beginning major grading.
- Runoff velocities shall be minimized and runoff shall be kept on-site to the extent practical through structural measures such as water bars, and by minimizing impervious surfaces.
- Disturbed areas shall be stabilized immediately after final grade has been attained. This could be accomplished by revegetating cleared areas and applying seed, straw, or hydromulch.

Implementation of these measures is expected to reduce seismic shaking, expansive soils, landslides liquefaction, and erosion impacts to below a level of significance.

4.10 WATER RESOURCES

4.10.1 Existing Conditions

A Geology and Water Resource Assessment for the San Ysidro Redevelopment Project was prepared by Geotechnical Consultants, Inc. (January 1996)). In preparing the assessment Geotechnical Consultants examined published reports and the general water resources setting of the area, and conducted surface reconnaissance of the Project Area. The Geology and Water Resources Assessment is contained in Appendix F of this EIR and served as the basis for this section.

Surface Water Resources

The local surface water supplies are limited by seasonal flow, poor water quality, and the interception of flow within the upper reaches of the watershed by large supply reservoirs. Water quality has been degraded by urban runoff and sewage overflows in Tijuana, Mexico. During the winter months rainfall events cause the greatest river flows. The limited summer flows result from agricultural and urban runoff, occasional dam releases, and seasonal groundwater discharge to the surface (Dudek, 1994a). Winter storm flood waters have been devastating to the lower valley as recently as 1980, 1983, and 1993. A large storm water diversion and energy dissipater constructed along the International Border protected the low lying land within the Project Area.

Flow in the Tijuana River is reduced between the International Border and Hollister Street, indicating the surface flow is supplying recharge to the groundwater basin. Surface water quality is highly variable and seasonally controlled. Higher volume winter and spring flows have better water quality (Izbicki, 1985). The sewage overflows from Tijuana are probably contributing factors to occasional high fecal coliform counts in surface water samples (DWR, 1967). Surface water from the Tijuana River is not currently utilized for potable water and likely represents a limited resource potential for future supplies.

Ground Water Resources

Groundwater occurs in three aquifers beneath the Project Area: alluvium, the Bay Point Formation, and the San Diego Formation (Figure 4.9-1). Terrace

deposits of the Bay Point Formation locally contain groundwater in limited quantities sufficient only for nominal use (Izbicki, 1985). The alluvial aquifer of the Tijuana River Valley and the deeper San Diego Formation aquifers contain appreciable volumes of water and could potentially provide sustainable supplies for beneficial use. Within the Project Area, this aquifer lies generally south of I-5. The lower Tijuana River Groundwater Basin has been managed by the Tia Juana Valley County Water District (TJVCWD) since 1946. TJVCWD's main goal since that time has been the prevention of salt water and chemical intrusion into the water table beneath the valley (TJVCWD, October 1995).

The alluvial aquifer is comprised of unconsolidated sand, silt, clay, and gravel deposited by the Tijuana River and extends from the ocean to Tijuana, Mexico, a distance of 6.5 miles (Dudek, 1994a). Most of the aquifer lies north of the International Border and ranges from 1 to 1.5 miles in width. Near the project area alluvial thicknesses range from 50 to 75 feet in the valley, thin to zero at the terrace, and reach a maximum thickness of 150 feet near the Pacific Ocean (Dudek, 1994a).

Groundwater levels and flow direction have historically been influenced by pumping. As agricultural pumping demands increased from the 1930's to the early 1960's water levels dropped 20 to 30 feet resulting in eastward migration of sea water. During the 1970's a decrease in agriculture and the increased availability of imported water resulted in a recovery of water levels and partial mitigation of the deteriorated water quality (Dudek, 1994a). Since the 1980's water levels are approximately 5 to 20 feet below ground surface with a westward flow direction (Izbicki, 1985: Dudek, 1994a).

Groundwater storage in the alluvial aquifer north of the International Border is estimated between 50,000 and 80,000 acre-feet (af) (Izbicki, 1985). Production wells for agricultural and domestic use are generally 50 to 100 feet deep and produce an average 500 gallons per minute (700 af per year). Due to poor water quality, primarily high total dissolved solids, the alluvial aquifers are currently not relied on as a domestic potable water supply. Water treatment by demineralization and chlorination are probably necessary to meet drinking water standards.

Recent studies by TJVCWD have begun to evaluate the deeper aquifer within the semi-consolidated San Diego Formation as a groundwater resource with better

water quality and fewer environmental issues related extracting groundwater from beneath sensitive habitats (Art Letter, General Manager TJVCWD, personal communication). Preliminary test results indicate that a 250 foot thick sand and gravel aquifer is present at a depth of 900 feet. The lateral extent and continuity of such aquifers must be determined before estimates of sustained yield can be made. However, the deep groundwater resource, along with plans for recharge with highly treated reclaimed water from proposed treatment plants, conjunctive use plans, water quality monitoring, and enhanced recharge with storm water, has resulted in a project to produce approximately 2500 acre-feet per year of potable water for the region (Dudek, 1995b). Longterm groundwater production may rely on injection of deep aquifers with treated reclaimed water and off-peak imported water.

4.10.2 Environmental Impacts

The Project Area currently produces non-point source urban runoff that has the potential to impact surface and ground water quality. With the implementation of the proposed Redevelopment Plan, the Project Area would experience an increase in development density, potentially resulting in a greater volume of urban runoff. Also, construction activity-related storm water pollution levels may increase as the proposed Redevelopment Plan is implemented. The pollutants carried by urban runoff and construction activity storm water could significantly impact surface and ground water resources in the Tijuana River Valley.

4.10.3 Significance of Impacts

Increases in urban runoff and construction-related storm water pollution would potentially impact surface and ground water resources in the Tijuana River Valley.

4.10.4 Mitigation Measures

Redevelopment activities shall comply with all applicable existing and future non-point source urban runoff and storm water regulations. Appropriate Best Management Practices shall be incorporated into all construction plans and specifications reviewed by the Redevelopment Agency. Public drainage improvement, shall incorporate Municipal Best Management Practices as set

forth by the State Water Resources Control Board (SWRCB). Storm water discharges from activities, industrial uses, and construction shall only occur according to the requirements of SWRCB Order Nos. 91-13-DWQ, 92-08-DWQ, and 92-12-DWQ as set forth in General Industrial Activities Storm Water NPDES Permit No. CAS000001 and General Construction Activities Storm Water NPDES Permit No. CAS000002.

4.11 HUMAN HEALTH AND PUBLIC SAFETY

Human health and public safety impacts associated with adoption of the San Ysidro Redevelopment Plan can derive from a number of sources. These include structural design and seismic safety of buildings, potentially contaminated soils, asbestos and lead-based paint contamination, and vectors.

Potential seismic impacts are fully described in Section 4.9 of this EIR, Geology/Soils. Therefore, this section focuses on the health and safety impacts that may derive from potentially contaminated soils, asbestos and lead-based paint contamination, and vectors.

4.11.1 Existing Conditions

Potential Site Contamination

Hazardous materials contamination is a concern because of its potential to damage human health and the environment. A Preliminary Site Assessment (PSA) for the proposed San Ysidro Redevelopment Project was prepared by Geotechnical Consultants, Inc. (Appendix H). The PSA was undertaken to assess the probability that hazardous materials may have been discharged to the underlying soils within the Project Area. The survey provides an initial screening of properties for potential contamination, with the objective of forecasting the level of site specific investigation that likely will be required during the redevelopment process.

Regulatory Framework

Contaminated soils and hazardous waste are regulated by the California Code of Regulations (CCR). The California Health and Safety Code is the law which guides the CCR. Chapters 6.5 and 6.7 of the California Health and Safety Code define the law for the handling and use of hazardous waste and underground storage tanks, respectively.

Much of the contaminated soil that exists today is from leaking underground storage tanks (USTs). UST regulations are contained in Title 23 CCR. Hazardous waste regulations are contained in Title 22 CCR.

The Porter Cologne Water Quality Control Act, updated in 1989, regulates contaminates in surface or groundwater in the State of California. The Act is administered by the State of California, Regional Water Quality Control Board (RWQCB). The Hazardous Materials Management Division (HMMD) of the County Health Services Department is often a responsible agency along with the RWQCB.

Methodology

The methodology used to evaluate the potential for contamination to exist consisted of reviewing historical land uses, conducting an area-wide reconnaissance of the Project Area, and reviewing published regulatory lists documenting suspected or known discharges of hazardous materials. The assembled data were analyzed for indicators of soil contamination with the objective of determining the potential impacts associated with implementation of the proposed redevelopment activities and the need for additional environmental assessment.

Historical Land Usage. Historical land usage was researched and compiled by Gallegos and Associates (Appendix F). This study identified that the area has been populated since the late 1700's/early 1800's. The area was used primarily for agriculture and ranching. In the 1880's and 1890's residential land use began to increase, creating a small rural community. This rural community remained primarily agricultural and continued to grow until the end of World War II. During the 1950's and 60's the population of San Ysidro boomed and the community became less rural and more urban, although agricultural remained predominant in the Tijuana River Valley area. Currently the San Ysidro Redevelopment Project Area is primarily urban residential with service oriented businesses scattered throughout. Due to San Ysidro's long popularity as a tourist crossing (since the late 1920's) it is probable that it has always had a significant number of gas stations and that some of the old gas station underground fuel storage tanks may not have been properly removed.

Federal, State and Local Directories Review. Vista Environmental Information (Vista) (1995) performed an environmental data search of federal, state, and local directories listing sites as potential or known discharges of hazardous materials. The database search identified all sites with active environmental status or

closed status, within a 1.5 mile radius of a central point within the Project Area, defined as the intersection of Hall Avenue and West Park Avenue.

Area-Wide Reconnaissance. The field reconnaissance component of the PSA consisted of a visual survey of surface conditions to identify properties where storage containers (chemicals, paint, oil) were present or evidence of stained soil or corroded pavement was visible, suggesting chemical spillage to the ground.

This survey was concentrated on sites identified by the Vista database and was limited to viewing properties from adjacent public streets and alleys; no attempt was made to gain access to any properties. Visual inspection verified current residential and commercial use of the properties within and adjacent to the proposed Project Area, with no clear evidence of significant ground contamination or impacts to the Project Area.

Asbestos and Lead-Based Paint Contamination

Asbestos and lead-based paint are materials that have been shown to adversely affect human health. The Project Area has been developed since before the period asbestos and lead-based paints were introduced to the market. Asbestos was banned from pre-molded electronic parts in 1975 and from all uses (e.g., spray on insulation) in 1979; however, roof and floor tile containing asbestos is still imported into this country and is used in construction. Lead-based paint was banned from all residential uses in 1978. Any structure built before 1979 may contain these materials, and roof and floor tiles in newer homes could also contain asbestos.

Vectors

The Tijuana River Valley is a known breeding spot for mosquitoes. Also, because the Tijuana River frequently contains raw sewage, there is an increased likelihood that mosquitoes from the Tijuana River carry human pathogens. The presence of these mosquitoes possess a potential human health threat in the vicinity of the Tijuana River.

4.11.2 Environmental Impacts

Contaminated Soils

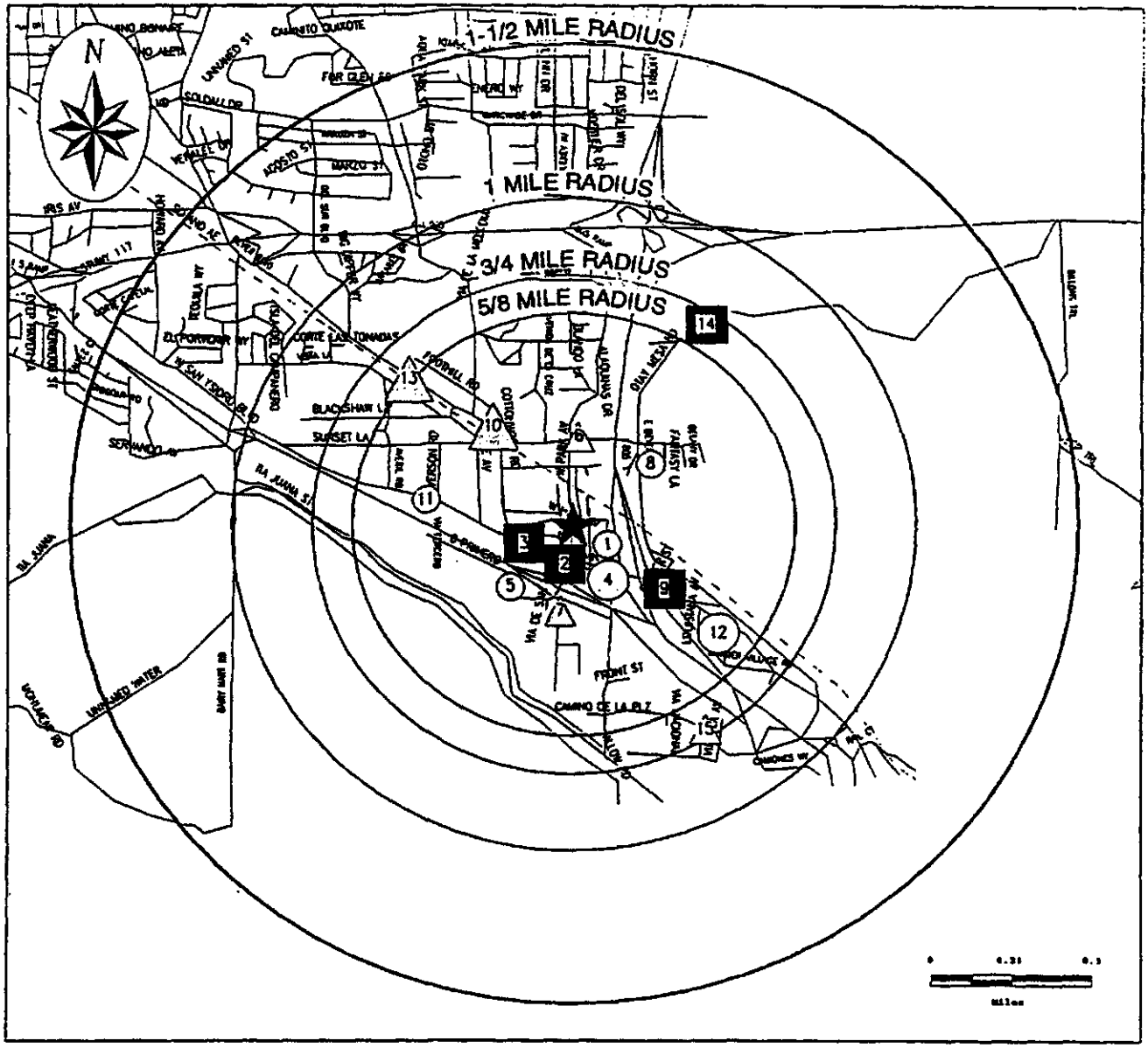
Current commercial land use activities within the proposed Project Area have resulted in localized areas of hazardous substance contamination. Implementation of the San Ysidro Redevelopment Project could expose workers and the public to these hazardous materials. Review of the State and Federal directories identified a total of 30 different sites within the search radius, although only a total of 22 sites occur within the Redevelopment Project Area (Figure 4.11-1). Site identification numbers were assigned to each site identified by the PSA, using a system of numbers and letters. Sites clustered in close proximity to one another were issued the same Site number. Letters of the alphabet were assigned to individual facilities within each site cluster. For example, site 12 in the vicinity of E. San Ysidro Boulevard and Virginia Avenue consists of sites 12A and 12B.

The review of the sites identified by the regulatory listing indicates several sites with leaking USTs undergoing preliminary assessment or remediation action.

In addition, the PSA assigned an impact potential to each site of "none", "low", "moderate" or "high" potential. Table 4.11-1 describes each of these designations. These designations represent each site's potential to result in significant adverse contaminated soils impacts as a result of implementing the proposed San Ysidro Redevelopment Project.

The lack of substantial industrial or manufacturing facilities within the study area suggests environmental contamination likely is confined to individual or immediately adjacent properties that should be evaluated on a site-specific basis.

Table 4.11-2 provides a summary of the 26 potentially contaminated properties identified within the study area and their potential to impact the project. Of the 26 potentially contaminated properties, three (3) were included that were not in the database, but were identified during the site reconnaissance. Of the 26 potentially contaminated properties, six (6) had no potential for impacts, three (3) have a "low" impact potential, ten (10) have a "medium" impact potential, and seven (7) have a "high" impact potential.



Subject Site	Category: Databases Searched to:	A 1 1/2 mi.	B 1 mi.	C 3/4 mi.	D 5/8 mi.
★	Single Sites	◆	■	△	○
	Multiple Sites	◆	■	△	○
		NPL, SPL, SCL, TSD	CERCLIS, LUST, SWLF	UST	ERNS, GENERATORS

Roads
Highways
Railroads
Rivers or Water Bodies
Utilities

SOURCE: Geotechnical Consultants, 1996.

San Ysidro Redevelopment Project

Location of Potentially Contaminated Sites in the Project Area

FIGURE 4.11-1

Asbestos and Lead-Based Paint

The proposed Redevelopment Plan would require the demolition and remodeling of existing structures. Because many of the structures within the Project Area potentially contain asbestos and lead-based paint, these materials could be released into the environment and could be inhaled or ingested by the local population and construction workers. The inhalation of asbestos fibers and ingestion of lead-based paint by local residents and construction workers could result in adverse impacts to human health.

Vectors

In a response to the 1989 Draft Update to the San Ysidro Community Plan, the County of San Diego Department of Health Services expressed a concern for mosquito-related impacts to potential future residents of a 90-acre industrial area (labeled Industrial Site T in the San Ysidro Community Plan) that is designated by the Community Plan for either industrial or exclusively single-family residential development. This area is located south, southwest, west, and northwest of the San Ysidro Athletic Area. The portion of this site that is located south and southwest of the San Ysidro Athletic Area is included in the Project Area. Development of this area with residential housing could expose residents to mosquito-related human health impacts.

4.11.3 Significance of Impacts

Contaminated Soils

Implementation of the San Ysidro Redevelopment Project would not likely result in significant contaminated soils impacts if properties with a low impact potential designation are redeveloped. Nevertheless, impacts would be potentially significant. Development activities on those properties with a medium or high impact potential designation would result in potentially significant contaminated soils impacts.

TABLE 4.11-1

Contaminated Sites Impact Criteria
San Ysidro Redevelopment Project Area

Impact Potential Designation	Criteria
High	- Leaking underground storage tank sites. - Sites where site assessment efforts are reported to be in progress. - Sites where remediation/cleanup efforts are reported to be in progress.
Moderate	- Sites where underground storage tanks have been removed. - Sites where remediation efforts have been completed. - Underground storage tank sites within the area of Project disturbance. - Sites within area of Project disturbance that generate large quantities of hazardous materials.
Low or None	- Sites located outside anticipated area of Project disturbance. - Sites where no further action is required. - Sites where case has been closed following site remediation/ cleanup. - Sites within area of Project disturbance where historic or current use may be associated with hazardous materials, i.e. sites that generate small amounts of hazardous waste.

Source: Geotechnical Consultants, Inc., 1996.

TABLE 4.11-2

Potential Contaminated Sites
San Ysidro Redevelopment Project

Site No.	Company	Street Address	Regulatory List	Regulatory Status	Impact Potential	Notes
2A	Mobile Service Station #19D4D	120 San Ysidro Blvd.	LUST UST	PA Active/ Rmvd	High	- Gasoline tank leak - 3 UST's in service and 4 UST's removed
2B	Shell Service Station #204-7026-0108	108 W. San Ysidro Blvd.	Gen ERNS LUST UST	Sm Gen NAR RA Active/ Rmvd	High	- Spill of approx 10 gallons of gasoline - Gasoline tank leak - 2 UST's in service and 5 UST's in service and 5 USt's removed
2B	Chevron Service Station	104 W. San Ysidro Blvd.	LUST UST	PA Active/ Rmvd	High	- Gasoline tank Leak - 3UST's in service and 4 UST's removed
3	City of San Diego Fire Station #29	179 W. San Ysidro Blvd.	LUST UST	PA Active/ Rmvd	High	- Diesel tank leak - 1 UST in service and 1 UST removed
4	Pacific Bell	183 San Ysidro Blvd	Gen	Lg Gen	None	- Facility no longer present
6	7-Eleven #26909	4210 Beyer Blvd.	UST	Active/ Rmvd	Moderate	- 3 UST's in service and 2 UST's removed
7	Chevron #95195	220 E. Sycamore Road	UST	Active	Moderate	- 4 single wall UST's in service
9A	Sevel Garage Service Station	299 E. San Ysidro Blvd.	LUST UST	PA Rmvd	High	- Gasoline tank leak - All 4 UST's removed

LUST = Leaking Underground Storage Tanks, include leaing tanks listed under LUST Infromation System, Cal EPA, CORTESE, and HE-17
UST = Registered Underground Storage Tanks
SCL = Sites under review by Cal EPA
ERNS = Emergency Response Notification System
Clsd = Case closed, remediation completed
Rmvd = Underground Storage Tank removed
NFA = No Further Action Required

Gen = Hazardous Waste Generator, includes CORTESE hazardous Waste Information System Listings
Sm Gen = Less than 100 Kg/month of non-acutely hazardous waste
Lrg Gen = At least 1,000 Kg/month of non-acutely hazardous waste or 1 Kg/month of acutely hazardous waste
NAR = No Action Required
Active = Underground Storage Tank in service
PA = Preliminary/contamination assessment underway
RA = Remedial assessment/action underway

Source: Geotechincal Consultants, January 1996.

TABLE 4.11-2
(Continued)

Site No.	Company	Street Address	Regulatory List	Regulatory Status	Impact Potential	Notes
9A	Arco Service Station #6086	301 E. San Ysidro Blvd.	LUST UST	PA Active/ Rmvd	High	- Gasoline tank leak - 5 UST's in service and 5 UST's removed
9B	Unknown	320 Bolton Hall Road	ERNS	NAR	None	- Spill of approx. 75 gallons of Phosphoric Acid
10A	San Ysidro Health Center	4004 Beyer Blvd.	Gen	SmGen	None	- Medical clinic
10B	Pacific Bell	3930 Beyer Blvd.	Gen UST	LgGen Active	Moderate	- 1 UST in service
11	Magic Flow Cleaners No. 4	416 W. San Ysidro Blvd.	Gen	SmGen	None	- Facility no longer present
12A	Unknown	444 E. San Ysidro Blvd.	ERNS	NAR	None	- Spill of approx. 10 lbs. of medical waste
12B	San Ysidro Cleaners	199 Virginia Avenue	Gen	LgGen	Moderate	
13	U.S. Border Patrol HQS -Garage	3752 Beyer Blvd.	UST	Active	Moderate	- 5 UST's in service
15	K-Mart	4340 Camino De La Plaza	UST	Rmvd	Moderate	- 1 UST removed
A	Gene's Express	120 Calle Primera	UST	Active/ Rmvd	Moderate	- 4 UST's in service and 4 UST's removed

LUST = Leaking Underground Storage Tanks, include leaing tanks listed under LUST Infromation System, Cal EPA, CORTESE, and HE-17
UST = Registered Underground Storage Tanks
SCL = Sites under review by Cal EPA
ERNS = Emergency Response Notification System
Clsd = Case closed, remediation completed
Rmvd = Underground Storage Tank removed
NFA = No Further Action Required

Gen = Hazardous Waste Generator, includes CORTESE hazardous Waste Information System Listings
Sm Gen = Less than 100 Kg/month of non-acutely hazardous waste
Lrg Gen = At least 1,000 Kg/month of non-acutely hazardous waste or 1 Kg/month of acutely hazardous waste
NAR = No Action Required
Active = Underground Storage Tank in service
PA = Preliminary/contamination assessment underway
RA = Remedial assessment/action underway

Source: Geotechincal Consultants, January 1996.

TABLE 4-11-2
(Continued)

Site No.	Company	Street Address	Regulatory List	Regulatory Status	Impact Potential	Notes
B	Unlocal Service Station #6412	121 E. San Ysidro Blvd.	UST	Active	Moderate	- 3 UST's in service
C	Texaco Service Station	314 E. San Ysidro Blvd.	LUST UST	RA Active/ Rmvd	High	- Gasoline tank leak - 5 UST's in service and 1 UST removed
D	San Diego City-Police Southern	663 E. San Ysidro Blvd.	UST	Active	Moderate	- 2 UST's in service
E	Red Cab Company of San Diego Inc.	803 E. San Ysidro Blvd.	UST	Active	Moderate	- 1 UST in service
*	Unknown	102 E. Park			Low	- Auto repair shop
*	Vacant lot	160-170 W. San Ysidro Blvd.			Low	- Possible former gas station/ automobile repair shop
*	South Bay Farmers Co-op	567 Vista Lane			Low	- Abandoned packing plant with possible fuel tanks

LUST = Leaking Underground Storage Tanks, include leaing tanks listed under LUST Infromation System, Cal EPA, CORTESE, and HE-17
UST = Registered Underground Storage Tanks
SCL = Sites under review by Cal EPA
ERNS = Emergency Response Notification System
Clsd = Case closed, remediation completed
Rmvd = Underground Storage Tank removed
NFA = No Further Action Required
Gen = Hazardous Waste Generator, includes CORTESE hazardous Waste Information System Listings

Sm Gen = Less than 100 Kg/month of non-acutely hazardous waste
Lrg Gen = At least 1,000 Kg/month of non-acutely hazardous waste or 1 Kg/month of acutely hazardous waste
NAR = No Action Required
Active = Underground Storage Tank in service
PA = Preliminary/contamination assessment underway
RA = Remedial assessment/action underway
* = Suspect property identified during site reconnaissance, but not listed in database

Source: Geotechincal Consultants, January 1996.

Asbestos and Lead-Based Paint

The potential presence of asbestos and lead-based paint in existing structures that would be demolished or remodeled under the propose Redevelopment Plan could result in potentially significant human health impacts.

Vectors

Mosquito-related impacts to residents of single-family homes that may be developed on that portion of Industrial Site T that lies within the Project Area could result in potentially-significant, redevelopment-related, human health impacts.

4.11.4 Mitigation Measures

Contaminated Soils

The following mitigation measures were developed for those contaminated sites with a low, medium, or high impact potential as identified on Table 4.11-2. The following mitigation measures shall be completed prior to, or in conjunction with, implementation of future redevelopment activities.

Low Potential

Review available environmental records, complete a thorough historical land use assessment, and perform a detailed site inspection. Visual inspection shall look for evidence of spills or discharge of hazardous substances (stains, corroded drains, floors or pavement) and insure any hazardous substances, including asbestos and lead-based paint, are removed prior to site work or demolition. Sampling and testing of potentially contaminated soil or building materials may be required to complete the mitigation. Results of the site inspection or sampling may lead to further site investigation and assessment.

Medium Potential

A detailed site inspection should be performed to verify current conditions and perform additional sampling judged necessary by the record review. Former leaking underground storage tank sites where new basements, subterranean parking or deep (greater than 5 feet) foundation excavations are planned should

consider drilling tests holes and collecting samples as confirmation of remediation. Discoveries of residual contamination may require additional remediation of a risk assessment that considers the future use.

Redevelopment of sites with non-leaking underground storage tanks shall include tank removal according to local regulations. Inspections during tank removal and piping removal and soil sampling shall verify tank and piping integrity. Discovery of unknown contamination shall require the preparation and implementation of remedial plans.

High Potential

All available records shall be researched, a site inspection shall be performed, and the responsible party shall be contacted to determine if the remediation in progress is compatible with redevelopment plans and schedule. Where practical, remediation may continue during planning or be included or enhanced by the redevelopment plans. Abandoned sites or sites judged to be not fully characterized may require further investigation and preparation of remedial plans.

Asbestos and Lead-Based Paint

Asbestos and lead-based paint sampling shall be conducted for any pre-1979 building that would be demolished or remodeled as a result of the proposed project. The sampling, analysis, and removal of such materials shall comply with all applicable laws and regulations. A report documenting the results of the testing and the implementation of any required remediation shall be presented to and approved by the Agency prior to the issuance of a demolition or building permit.

Vectors

Prior to the approval of a tentative map for Site T, evidence that the developer of the property will participate in the County of San Diego Environmental Health Services' Vector Surveillance and Control Program would be required. The evidence required shall be either, a letter from the County of San Diego Environmental Health Services (EHS) indicating that the developer has entered into a binding agreement for participation in the Vector Surveillance and

Control Program, including a mechanism to pay any and all required fees; or a letter from EHS indicating that the County is otherwise satisfied that mosquitoes would not pose a significant health threat to residents of a residential development on Site T.

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4.12 CULTURAL RESOURCES

A Cultural Resources report was prepared by Gallegos & Associates for the proposed San Ysidro Redevelopment Project (January 1996). This report assessed the prehistoric and historic cultural resources within the proposed Project Area.

The cultural resources assessment for the proposed Say Ysidro Redevelopment Project was based on record searches of previously reported prehistoric and historic sites within a one-mile radius of the Project Area, provided by the South Coastal Regional Information Center at San Diego State University; a review of historic maps and 1928 aerial photography of the area; a review of research files and photographic archives at the San Diego County Historical Society; historical topographic maps; County Survey records; an interview with a long-time resident; and, a review of historic folders at the San Ysidro Public Library. Additional tasks included a review of the *San Ysidro Historic Resources Survey,* prepared for the City of San Diego in 1989; newspaper articles; and, various secondary publications. The Cultural Resources Report is included as Appendix H of this EIR, and is summarized in this section.

4.12.1 Existing Conditions

Applicable Historic Criteria

Appendix K, Section III, of the State CEQA Guidelines defines "Important Archaeological Resources" as those that meet one or more of the following criteria:

A. Is associated with an event or person of:
    1. Recognized significance in California or American history; or,
    2. Recognized scientific importance in prehistory;

B. Can provide information which is of both demonstrable public interest and useful in addressing scientifically consequential and reasonable or archaeological research questions;

C. Has a special or particular quality, such as oldest, best example, largest, or last surviving example of its kind;

D. Is at least 100 years old and possesses substantial stratigraphic integrity; or,

E. Involves important research questions that historical research has shown can be answered only with archaeological methods.

Record Searches

Prehistoric Resources

A literature review and record search were conducted at South Coastal Information Center (SCIC), San Diego State University, and the San Diego Museum of Man. Only one prehistoric resource, CA-SDI-5555, is located within the Project Area. Site CA-SDI-10613 was recorded adjacent to the eastern boundary and is outside of the Project Area. CA-SDI-5555 was recorded during a survey for the San Diego Guideway Project, Centre City to San Ysidro. The site was described as a quarry area consisting of flakes, debitage, and blade fragments, disturbed by railroad construction and foot and vehicular traffic. A subsequent survey at the southern end of the site adjacent to the U.S./Mexico International Border failed to identify artifacts in a highly disturbed two-acre parcel. CA-SDI-10613 was recorded as a surface scatter of lithic artifacts consisting of three flakes and one unifacially flaked tool. The artifacts were mapped and collected.

It should be noted that a high number of prehistoric resources have been identified across the Otay Mesa area to the northeast and east of the Project Area. The lack of recorded prehistoric resources within the San Ysidro Redevelopment Project Area reflects development prior to the California Environmental Quality Act (CEQA) in 1970. However, the presence of prehistoric artifacts within the study area have been reported. Given the location of the Project Area near the Tijuana River, and the large number of prehistoric resources located on Otay Mesa support the high probability that the San Ysidro area contains or contained a number of prehistoric sites.

Historic Resources

The literature review, record search, and historical map research identified one listed historic resource within the Project Area. This resource is listed in the National Register of Historic Places as the U.S. Inspection Station/U.S. Custom House, located at Tia Juana Street and Virginia Avenue in San Ysidro. The National Register resource could not be relocated during the current survey. The San Ysidro Chamber of Commerce, when interviewed, indicated that this building had recently been demolished.

Previous Historic Survey

Although not on file at SCIC, a historic resources survey within San Ysidro, the *San Ysidro Historic Resources Survey,* was conducted by Roth and Berryman (1989). The survey area was bound by San Ysidro Boulevard on the south, Smythe Avenue on the west, Beyer Boulevard on the north, East Beyer Boulevard on the east, and is completely within the proposed San Ysidro Redevelopment Project Area boundaries. The 1989 Survey identified 128 buildings within San Ysidro which appeared to be over 50 years old. Evaluation of the buildings was based on an evaluation system established by the City of San Diego Historic Site Board (HSB). A simple grading system was utilized to indicate the structure's eligibility for nomination to the U.S. National Register of Historic Landmarks or the City of San Diego Historic Site Board listing (or listing as a community cultural resource). The grading system ranged from Grade One to Grade Four. Grade One indicates that the structure is currently listed on the U.S. National Register of Historic Landmarks. Grade Two indicates the structure is potentially eligible for nomination to the U.S. National Register of Historic Landmarks. Grade Three indicates the structure is currently listed on the San Diego Historic Sites Board Register. Grade Four indicates the structure is potentially eligible for nomination to the San Diego Historic Sites Board Register. Of the 128 buildings identified, four were considered to be of potential National Register significance (Grade One), two were considered potential state significance (Grade Two), 24 of potential local level significance (Grade Three), and 98 of unspecified significance (Grade Four). The potentially significant sites identified in this Previous Survey are listed on Table 4.12-1. It should be noted that although the "International" and the El Toreador Motel are both outside of the original survey area, these structures were included in the Previous Survey.

Current Historic Survey

A windshield survey of the proposed Project Area was conducted as part of the Cultural Resource Assessment (Current Survey) for the proposed San Ysidro Redevelopment Project. The identification of buildings with potential architectural importance was determined primarily on the basis of estimated dates of the building's construction and architectural integrity. Buildings were identified as having potential architectural importance if they were constructed by or before 1940 and displayed limited alterations or additions with a feasibility

TABLE 4.12-1

Potentially Significant Historic Structures Within Project Area, Previous Survey

Street Address	Architectural Style	Condition	Grade No.
West Park			
314	Spanish Eclectic-flat	Fair	4
312	Vernacular	Deteriorated	4
279	Vernacular	Fair	4
233*	Craftsman	Good	4
227	Vernacular	Fair	4
207	Vernacular	Fair	4
159*	Spanish Eclectic-flat	Fair	3
155	Vernacular	Fair	4
147	Spanish Eclectic-multiple	Fair	4
143	Vernacular	Deteriorated	4
139	Craftsman	Good	4
129	Vernacular	Fair	4
121	Vernacular	Fair	4
112	Vernacular	Fair	4
Cypress			
125*	Vernacular	Good	3
122	Vernacular	Fair	4
124	Vernacular	Fair	4
Pepper			
130	Vernacular	Fair	4
218	Vernacular	Good	4
240*	Craftsman	Fair	3
East Beyer			
2313	Spanish Eclectic-flat	Fair	3

Notes: * Structure selected by City of San Diego for significance study.
Grade 1 = Listed on the U.S. National Register
Grade 2 = Potentially eligible for nomination to the U.S. National Register
Grade 3 = Listed on the San Diego HSB Register
Grade 4 = Potentially eligible for nomination to the San Diego HSB Register

Source: Roth and Berryman, 1989.

TABLE 4.12-1
(Continued)

Street Address	Architectural Style	Condition	Grade No.
Sanger			
98	Vernacular	Deteriorated	4
97	Spanish Eclectic-multiple	Good	4
93	Spanish Eclectic-multiple	Fair	4
Blanche			
98	Vernacular	Fair	4
Olive			
136	Vernacular	Fair	4
159	Vernacular	Fair	4
151-155	Vernacular	Deteriorated	4
149	Vernacular	Fair	4
147	Vernacular	Deteriorated	4
129*	Vernacular	Deteriorated	4
Sellsway			
169	Vernacular	Deteriorated	4
167	Spanish Eclectic-flat	Deteriorated	4
149	Vernacular	Fair	4
145	Vernacular	Fair	4
139	Vernacular	Fair	4
Seaward			
295	Spanish Eclectic-flat	Fair	4
285	Spanish Eclectic-flat	Fair	4
129	Spanish Eclectic-multiple	Good	4
123*	Craftsman	Deteriorated	3

Notes: * Structure selected by City of San Diego for significance study.
Grade 1 = Listed on the U.S. National Register
Grade 2 = Potentially eligible for nomination to the U.S. National Register
Grade 3 = Listed on the San Diego HSB Register
Grade 4 = Potentially eligible for nomination to the San Diego HSB Register

Source: Roth and Berryman, 1989.

TABLE 4.12-1
(Continued)

Street Address	Architectural Style	Condition	Grade No.
Seaward			
117*	Vernacular	Deteriorated	3
124	Vernacular	Good	4
163	Vernacular	Good	4
108	Vernacular	Good	4
Mesa			
260*	Craftsman	Excellent	1
252*	Spanish Eclectic-multiple	Good	4
West San Ysidro Blvd.			
171	Spanish Eclectic-flat	Fair	4
165	Spanish Eclectic-flat	Fair	4
159	Craftsman	Fair	4
147-149*	Spanish Eclectic-flat	Fair	1
143	Spanish Eclectic-flat	Fair	4
Rear 143*	Vernacular	Deteriorated	3
140	Spanish Eclectic-flat	Fair	4
133*	Vernacular	Deteriorated	1
125	Spanish Eclectic-flat	Fair	4
109	Vernacular	Fair	4
101*	Spanish Eclectic-flat	Excellent	2
64, 73, 83	Spanish Eclectic-flat	Fair	4
150 A	Vernacular	Deteriorated	4
150-152	Spanish Eclectic-flat	Fair	4
128-134	Vernacular	Fair	4
148*	Spanish Eclectic-flat	Fair	3
154	Spanish Eclectic-flat	Fair	4

Notes: * Structure selected by City of San Diego for significance study.
Grade 1 = Listed on the U.S. National Register
Grade 2 = Potentially eligible for nomination to the U.S. National Register
Grade 3 = Listed on the San Diego HSB Register
Grade 4 = Potentially eligible for nomination to the San Diego HSB Register

Source: Roth and Berryman, 1989.

TABLE 4.12-1
(Continued)

Street Address	Architectural Style	Condition	Grade No.
West San Ysidro Blvd.			
138	Spanish Eclectic-flat	Fair	4
305	Craftsman	Good	3
East San Ysidro Blvd.			
631*	Spanish Eclectic-multiple	Fair	3
755*	Art Deco	Fair	2
Hall			
172	Vernacular	Good	4
166	Vernacular	Good	4
158	Spanish Eclectic-multiple	Excellent	4
148*	Vernacular	Fair	4
146	Craftsman	Fair	4
144	Vernacular	Deteriorated	4
138	Vernacular	Good	4
122	Vernacular	Fair	4
114*	Mission Revival	Good	3
110	Vernacular	Fair	4
195-197	Vernacular	Deteriorated	4
109	Vernacular	Fair	3
119	Spanish Eclectic-flat	Fair	4
123	Craftsman	Fair	3
127	Vernacular	Fair	4
141	Vernacular	Fair	4
145	Craftsman	Fair	4
159	Spanish Eclectic-flat	Fair	3
167	Spanish Eclectic-multiple	Good	4
173*	Mission Revival	Good	1

Notes: * Structure selected by City of San Diego for significance study.
Grade 1 = Listed on the U.S. National Register
Grade 2 = Potentially eligible for nomination to the U.S. National Register
Grade 3 = Listed on the San Diego HSB Register
Grade 4 = Potentially eligible for nomination to the San Diego HSB Register

Source: Roth and Berryman, 1989.

TABLE 4.12-1
(Continued)

Street Address	Architectural Style	Condition	Grade No.
East Park			
106	Vernacular	Good	4
110	Vernacular	Fair	4
130*	Vernacular	Fair	4
134	Craftsman	Good	4
144-146	Spanish Eclectic-flat	Deteriorated	4
154*	Vernacular	Fair	3
158*	Vernacular	Fair	3
206	Craftsman	Good	4
210	Vernacular	Deteriorated	4
212	Vernacular	Deteriorated	4
216*	Spanish Eclectic-multiple	Fair	4
218*	Craftsman	Good	3
254	Vernacular	Deteriorated	4
266	Spanish Eclectic-flat	Fair	4
Cottonwood			
315	Vernacular	Deteriorated	4
261	Vernacular	Deteriorated	4
257	Vernacular	Good	4
255	Vernacular	Fair	4
253	Vernacular	Fair	4
251*	Craftsman	Good	3
251 1/2*	Vernacular	Good	4
215	Vernacular	Deteriorated	4
211 1/2	Vernacular	Deteriorated	4
209	Vernacular	Deteriorated	4
207	Craftsman	Fair	3

Notes: * Structure selected by City of San Diego for significance study.
Grade 1 = Listed on the U.S. National Register
Grade 2 = Potentially eligible for nomination to the U.S. National Register
Grade 3 = Listed on the San Diego HSB Register
Grade 4 = Potentially eligible for nomination to the San Diego HSB Register

Source: Roth and Berryman, 1989.

TABLE 4.12-1
(Continued)

Street Address	Architectural Style	Condition	Grade No.
Cottonwood			
201	Vernacular	Deteriorated	4
220	Vernacular	Deteriorated	4
224	Vernacular	Good	4
Smythe			
2383	Craftsman	Fair	3
2375	Vernacular	Good	4
2371	Craftsman	Fair	4
2367	Vernacular	Fair	4
2311	Vernacular	Fair	4
2303	Vernacular	Fair	4
2285	Craftsman	Fair	3
2277	Craftsman	Deteriorated	3
2267	Craftsman	Deteriorated	4
2362	Vernacular	Fair	4
2374	Vernacular	Fair	3

Notes:

Grade 1 = Listed on the U.S. National Register
Grade 2 = Potentially eligible for nomination to the U.S. National Register
Grade 3 = Listed on the San Diego HSB Register
Grade 4 = Potentially eligible for nomination to the San Diego HSB Register

Source: Roth and Berryman, 1989.

of being returned to their original condition. Buildings with major structural changes, regardless of the estimated date of construction, were not considered as significant or potentially significant resources. Exceptions include those buildings included in the 1989 survey, which were referred to as the "International Building" and the "El Toreador Motel." The current survey also identified a school building that was constructed post-1940, yet was considered a potentially significant historic resource.

The potentially significant structures identified in the Current Survey are summarized on Table 4.12-2. All structures or sites within the Project Area that demonstrated architectural and/or historical potential for eligibility for listing in the local or U.S. National Register of Historic Landmarks were examined. The current assessment identified an additional 16 significant or potentially historic structures within the proposed Project Area (Table 4.12-2). Of this total, six (6) structures met the Grade Four criteria, eight (8) structures met the Grade Three criteria, and one structure met the Grade Two criteria. None of the structures identified during the Current Survey met the Grade One criteria.

In summary, the Cultural Resource Assessment for the proposed San Ysidro Redevelopment Project identified a total of 144 potentially significant historic structures in the Project Area. This includes the 128 structures identified in the 1989 Survey (i.e., the Previous Survey) and the 16 structures identified in the Current Survey.

4.12.2 Environmental Impacts

Archaeological Resources

Because there is a potential for prehistoric and historic archaeological resources to exist within the Project Area, implementation of the proposed San Ysidro Redevelopment Project (i.e., implementation of the specific redevelopment or public improvement activities) could result in potentially significant impacts to subsurface archaeological resources. The specific redevelopment proposals should include archaeological monitoring during initial ground disturbing activities at the respective sites where archaeological resources may be present. The presence of the archaeological monitor would assure that potential impacts

TABLE 4.12-2

Potentially Significant Historic Structures within the Project Area, Current Survey
San Ysidro Redevelopment Project

Street Address	Current Use	Architectural Style	Est. Date of Construction	Estimated Condition	Grade No.
112 Alverson Road	Residential	Craftsman	1915-1920's	Fair	3
117 Alverson Road	Residential	Craftsman	1915-1920's	Fair	3
Beyer Blvd. & Smythe Ave.(a)	Residential Court	Eclectic International	1920s	Fair	4
535 Blackshaw Lane	Residential	Mission	1930s	Fair	4
567 Blackshaw Lane	Residential	Craftsman	1915-1920's	Poor	4
329 Hill Street	Residential	Folk Victorian	1890-1910	Poor	3
407 W. San Ysidro Blvd.	Residential Court	Eclectic International	1920s	Fair	3
299 E. San Ysidro Blvd.	Sevel's Garage	Mission	1930s	Poor	4
631B E. San Ysidro Blvd.(b)	El Toreador Motel	Spanish Eclectic	1948	Fair	4
751 E. San Ysidro Blvd.(c)	Commercial	Art Deco	1920-1935	Fair	2/3
2378 Smythe	Residential	Craftsman	1915-1920s	Good	3
3616 Sunset Lane	Residential	Spanish Eclectic	1920s-1930s	Good	3
3645 Sunset Lane	Residential	California Bungalow	1915-1930s	Good	4
3825 or 3795 Sunset Lane	School	Modernistic	1948	Good	3
3892 Sunset Lane	Residential	Folk Victorian	1890-1910	Fair	3
117-127 Virginia Avenue	Residential Court	Bungalow	1915-1930s	Fair	4

Notes: (a) Formerly El Rey Motel; (b) Local Historical Landmark (HSB No. 236); (c) Evaluated in 1989 Roth Survey as being potentially eligible for State Listing

Grade 1 = Listed on the U.S. National Register
Grade 2 = Potentially eligible for nomination to the U.S. National Register
Grade 3 = Listed on the San Diego Historical Site Board Register
Grade 4 = Potentially eligible for nomination to the San Diego Historical Site Board Register

Source: Gallegos & Associates, 1996.

to any prehistoric and historic resources encountered during grading would not be significant.

Historic Structures

Any demolition, redevelopment or rehabilitation of the structures listed on Tables 4.12-1 or 4.12-2 could result in significant historic structure impacts. It should be noted that one of the public improvement activities listed on Table 3-2 includes the replacement of the San Ysidro Public Library, at 101 W. San Ysidro Boulevard. This structure was identified as a Grade Two structure in the Previous Survey. Demolition of the existing library would result in a potentially significant historic structure impact.

4.12.3 Significance of Impacts

Because there is a potential for prehistoric and historic archaeological resources to occur within the Project Area, implementation of the proposed San Ysidro Redevelopment Project would result in potentially significant impacts to subsurface archaeological resources. The proposed San Ysidro Redevelopment Project could result in significant adverse impacts to historical resources by the disturbance of structures that are either listed with, or eligible for nomination to, the San Diego Historical Site Board Register, or the U.S. National Register.

4.12.4 Mitigation Measures

Archaeological Resources

A qualified archaeologist familiar with prehistoric and historic resources shall be retained to monitor initial ground disturbance activities to avoid significant archaeological resource impacts. The archaeologist shall monitor initial ground disturbing activities, inspect any resources that may be encountered, and determine the extent of any archaeological resources present. In the event that archaeological resources are discovered, the archaeologist shall temporarily direct, divert or halt grading activities in the area of the discovery to allow recordation or recovery of potentially significant cultural resources.

Prior to the commencement of ground disturbing activities, the applicant shall retain a qualified archaeologist to carry out the resource mitigation identified below. A qualified archaeologist is defined as an individual certified by the

Society of Professional Archaeologists. This monitoring program shall be conducted in compliance with Appendix K of the State CEQA Guidelines.

- The qualified archaeologist familiar with prehistoric and historic resources shall attend any pre-construction meeting to make comments and/or suggestions concerning the monitoring program and discuss grading plans with the excavation contractors. The archaeologist shall be on-site to monitor initial ground disturbance activities and inspect any archeological resources uncovered at the site.
- In the event that archaeological resources are discovered, the archaeologist shall temporarily direct, divert or halt construction activities in the area of discovery to allow recordation or recovery of potentially significant cultural resources. The degree of significance of the resource discovered shall be determined by the archaeologist. All significant cultural artifacts shall be photographed at the site and mapped before they are collected in an appropriate manner. Any human bone fragments of Native American origin shall be turned over to the appropriate Native American group for reburial. The entire salvaging effort will be handled in an expeditious manner.
- Collect any significant cultural remains; clean, catalog, and analyze all recovered cultural materials; and curate them with an appropriate scientific institution.
- Any sites or features encountered shall be recorded with the South Coastal Information Center at the San Diego State University and the San Diego Museum of Man.

A brief letter report summarizing the above program (with map showing site locations) shall be prepared and submitted to the Agency within three months following termination of the archaeological monitoring program. Also, any sites or features encountered shall be recorded with the South Coastal Information Center at San Diego State University and the San Diego Museum of Man.

Historic Structures

Full mitigation of the significant historic structure impacts is possible only with avoidance of any impact through the preservation and restoration of the structures either listed with, or eligible for nomination to, the San Diego Historical Site Board Register, or the U.S. National Register. Ideally, these structures will remain at their present locations. The Previous Survey recommended the creation of a historic district in San Ysidro to preserve historic resources and mitigate significant impacts to historic structures (Roth and Berryman, 1989). The Cultural Resources Assessment for the San Ysidro

Redevelopment Project also recommends the preservation of historic or architecturally important resources.

If preservation of these buildings is not possible, implementation of one of the following measures is recommended to lessen the significance of the impacts:

1. Relocation of buildings in the vicinity of the Project Area. Placed in areas with other structures of similar historical character, this would serve to develop regional historical areas.
2. Provide photographic documentation of the building exterior prior to relocation, or
3. Document the structure through drawings and photographs to standards similar to those of the Historical American Buildings Survey (HABS) guidelines. Such documentation will require the following measures, subject to the approval of the City of San Diego Historical Sites Board:

    a) Drawings: measured drawings of the exterior of the buildings to be conducted by a qualified individual, of at least draftsman status. A description of exterior architectural features should be keyed to the drawings, using guidelines provided in Appendix B of the Cultural Resources Report. These represent an abbreviated version of HABS "Guidelines for Preparing Written and Historical Descriptive Data". Architectural terminology should be consistent with that recommended by the State Office of Historic Preservation for the completion of Historic Resources Inventory forms.

    b) Photographs: Black/white photographs of the building exteriors. These are to include complete views of each wall as well as detail photographs of structural and decorative features. The photographs should be keyed to the drawings. Interior photographs are recommended only if it is evident, upon examination of building interiors, that the historic fabric has survived with a minimum of alterations.

4. Documentation of buildings should be made available to the public by providing copies of the drawings and photographs through the main branch of the San Diego Public Library and the San Diego Historical Society.

Because the fate of the 144 structures identified in this section cannot be determined at this time, impacts are considered to be potentially significant even with the aforementioned mitigation. Prior to redevelopment of any of the 144 structures identified in this section, a site specific CEQA review will be required to determine eligibility, identify impacts and mitigation measures, and alternatives to avoid or reduce impacts.

4.13 AESTHETICS

4.13.1 Existing Conditions

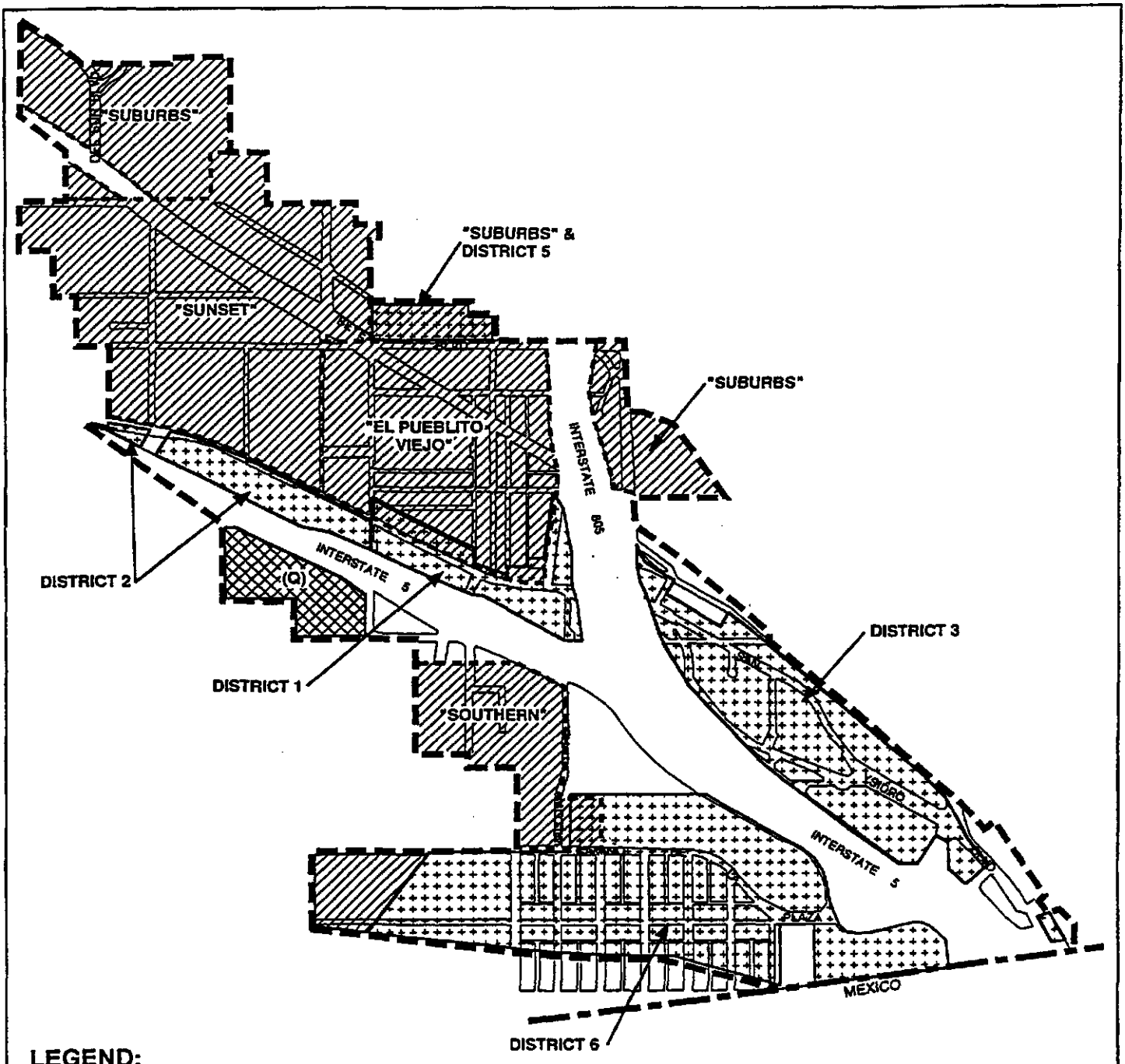
Existing Neighborhood Character and Aesthetics

The following discussion provides a description of the existing character of the proposed San Ysidro Redevelopment Project Area.

The San Ysidro Redevelopment Project contains approximately 766 acres of land. The Project Area survey was completed by the Redevelopment Agency Program in late 1995 as part of the Preliminary Report conducted for the Project (City of San Diego Redevelopment Agency, 1996b). The surveys revealed that the Project Area contains a number of structurally deficient buildings; poor traffic circulation; and, an incompatible mixture of land uses along the major corridors in the area. Numerous commercial and residential structures were found to be deficient, deteriorated, or dilapidated.

Public infrastructure deficiencies were also noted in the Project Area, including streets in poor condition and a lack of curbs, gutters and sidewalks. In addition, the Preliminary Report noted visual clutter from a proliferation of signage that does not meet City regulations, utility poles that obstruct the sidewalk, inadequate street lighting, and minimal or non-existent landscaping on the major thoroughfares. In addition, the Preliminary Report noted a prevalence of older houses converted to commercial uses located along newer strip retail centers.

Five of the six commercial districts and portions of all five residential neighborhoods in San Ysidro are included in the Project Area (Figure 4.13-1). Other key community elements that define the community within the Project Area are the International Gateway, Industrial Site Q, and portions of Industrial Site T (Figure 4.13-1). Parks, public facilities, and transportation and circulation also serve to define a community's character. These elements are described elsewhere in this EIR. The descriptions of these elements, that are provided below, are taken from the 1993 version of the *San Ysidro Community Plan*.



SOURCE: San Ysidro Community Plan, 1993.

BASE MAP: The Butler Roach Group, Inc., 1996.

San Ysidro Redevelopment Project

Residential Neighborhoods, Commercial Districts, and Industrial Areas to Comprise the Project Area

FIGURE **4.13-1**

Commercial Districts

Historic-District 1. The commercial district along San Ysidro Boulevard between I-805 and Cottonwood Road is the historic and geographic center of the community. Businesses along the Boulevard were first established in the 1920's and 1930's to serve the, then growing, rural community of San Ysidro. Over the past twenty years, this area has declined in importance and deteriorated due to the growth of the border commercial area and the construction of newer commercial centers in surrounding communities. Business such as clothing and hardware stores, used car lots, fabric outlets, and a neighborhood pub are located here. The Hotel San Ysidro, a single room occupancy hotel and one of the oldest structures in the community, is also located along this section of the Boulevard. Many of the buildings in this area have potential historic significance (see Section 4.12, Cultural Resources), but they are in need of rehabilitation. This district is characterized by small lots with minor or no front setbacks. Most of the structures are one or two story buildings, many with clapboard siding or stucco facades.

Despite the absence of sidewalks, curbs and gutters, this area is a major pedestrian thoroughfare. Although somewhat dilapidated, this section of the Boulevard is a landmark in the community, and it has the greatest potential for becoming a focused center, a downtown for San Ysidro.

Community Commercial - District 2. The commercial district, along San Ysidro Boulevard between Cottonwood Road and Averil Road, consists of community-serving strip commercial centers which contain uses such as the Max Foods grocery store, fast food restaurants, a bank, the Southwestern College annex, and the Post Office. Many of the business in this area are heavily patronized by Mexican consumers. The district continues southeast of District 1 on Olive Drive and contains a popular community-serving restaurant and supermarket. Both portions of the district are loosely connected and uninviting, lacking unifying signage, landscaping and building design. Pedestrian and vehicular access into the shopping centers is difficult due to the traffic congestion within center parking lots (for example, Max Foods regularly conducts outdoor sales in its front parking lot) and on San Ysidro Boulevard.

Cases de Cambio and Visitor Serving - District 3. The border commercial (visitor serving commercial) district occupies San Ysidro Boulevard from Interstate 805 to the border. It is the site of numerous "casas de cambio" (money exchange businesses), Mexican insurance establishments, curio shops, motels, fast-food franchises, and discount clothing stores. Only a few sit-down restaurants exist in this area. It is also the primary location for offices that cater to persons seeking assistance with immigration matters. Setbacks and street widths vary, and landscaping is minimal. The vast array of signage and telephone poles contribute to the visual clutter along this portion of the Boulevard. The majority of business in this area appeal to the Mexican consumer/tourist. Since the completion of the Community Plan, additional landscaping and aesthetic improvements have been added to San Ysidro Boulevard.

The border trolley sub-district encompasses the area immediately adjacent to the border crossing. This site includes the border trolley station, a grocery store, discount store, bus station, several fast-food outlets, a bank and a tourist parking lot. The sub-district, with its dirty, littered streets has a history of being poorly maintained. The area is congested with both pedestrian and vehicular traffic. Most of the buildings are of recent construction with the exception of a potentially historic site, the International Building, which is an example of the Art Deco style. This structure is a bus station located at the eastern terminus of San Ysidro Boulevard. A number of small, temporary stands stocked with curios, crafts, and miscellaneous goods from Mexico are also located here.

In general, the sub-district lacks unifying design elements and is an uninviting entrance into the community and the country. It is beautifully sited, as it is framed by Mexico to the south and the slopes of Otay Mesa to the east. Tremendous potential exists for transforming this area into an aesthetically appealing international gateway. The sub-district is also served by Interstate 5 and 805, a rail line, and the San Diego Trolley.

Neighborhood Service - District 5. A small neighborhood-serving center is located along Beyer Boulevard between Cottonwood Road and Alaquinas Drive. It includes a convenience store, gas station, grocery store, and the San Ysidro Health Center. These few facilities are the only commercial uses serving the northern portion of the planning area. The health center is the only medical facility within the community boundaries. This area is loosely connected and is

actually a string of businesses rather than a center. It lacks landscaping and unifying design elements, and it is poorly maintained.

Visitor Commercial and Discount Center - District 6. The sixth commercial district is located west of Interstate 5 and consists of a factory outlet mall (San Diego Factory Outlet Center) which opened in 1988 and several tourist-oriented businesses, including a motel, restaurants, and Mexican insurance. With the exception of the outlet center, the remainder of the commercial area is disjointed and lacks unifying design elements. Most of San Ysidro's vacant land is in this district (just south and west of the outlet center) and is ideal for new development. Although surrounded by single and multi-family development to the east, and despite the presence of a growing population in this sector of the community, there are few neighborhood-serving commercial businesses.

In recent years, approximately 47 acres of commercially zoned land have been developed as multi-family housing. Residential development in the City of San Diego is permitted by right in commercially zoned areas at densities up to 29 unites per acre). Residential development in commercial areas, combined with a rapidly growing population, has led many residents to believe that the existing commercial uses (and public facilities and services) are insufficient.

The Residential Neighborhoods

El Pueblito Viejo Neighborhood. A small neighborhood of circa 1920 homes and the remaining portion of the historic Little Landers Colony from the turn-of-the-century is located in the geographic center of San Ysidro. This neighborhood provides the community's small scale, single-family, village character. This area consists primarily of single-family homes, several units on one lot, bungalow courts, and small-scale attached units. Several large-scale, multi-family developments, on two or more consolidated lots, disrupt the character of this neighborhood.

Sunset Neighborhood. The area west of the historic neighborhood is also generally small in scale and single-family in character. A neighborhood in transition, it contains single-family homes on one-acre lots, a few with corrals and stables, and at the same time, medium-to-large-scale, multi-family developments.

In these older central neighborhoods, there are few safe, well-designed walkways between the areas north and south of the trolley/railroad corridor and none between the Beyer Trolley Station and the surrounding neighborhoods, linear park, and nearby commercial districts. Pedestrians must walk directly on the trolley tracks. In addition, the trolley/railroad corridor passes through these neighborhoods with no buffer between the corridor's chain link edge and the neighborhoods immediately adjacent.

The East Beyer and Hill Street Neighborhood. This neighborhood is located just east of I-805 and immediately south of the railroad and trolley corridor. It consists of single family homes. A dilapidated multi-family development and several deteriorated duplexes are located at the extreme west of the neighborhood. The neighborhood is bounded on the south by the San Ysidro Boulevard tourist commercial area.

The Southern Neighborhood. This neighborhood is located south of I-5 and consists primarily of recently built multi-family developments, including several San Diego Housing Commission projects (both multi-family and a mobile home park). This dense development surrounds a pocket of older single family homes.

The Suburb Neighborhoods. The northern, western, and easternmost portions of the community primarily contain single-family tract homes built in the 1970's and early 1980's. These homes are generally well-maintained. In addition, the northern and western "suburbs" each contain several medium to large scale multi-family developments. The majority of this neighborhood is not within the Project Area Boundaries.

Many residences, both single and multi-family, are deteriorated and need maintenance and repair. Even in the new neighborhoods, some areas (e.g. Foothill Road off Smythe) lack basic services such as paved roads, curbs, gutters, sidewalks, sewer, and gas. It is not uncommon to find properties with shacks, makeshift buildings, or old trailers being used as dwellings (City of San Diego Redevelopment Agency, 1996).

Site T is located at the extreme southwest corner of the Project Area, between Camino de la Plaza and Tia Juana Street, in the vicinity of the San Ysidro Athletic Area and the recently closed Virginia Avenue commercial crossing.

The majority of Site T is not included in the Project Area. Although the Community Plan identifies Site T as being designated for industrial or commercial use, a portion of the site within the Project Area has been rezoned for residential use.

Tourism and the International Gateway

The location of the International Gateway is generally along San Ysidro Boulevard, north of the San Ysidro Port of Entry, and south of Interstate 805 and along Camino de la Plaza and Tia Juana Street, west of Interstate 5. Commercial Districts 3 and 6 comprise the International Gateway. It is a major entrance into San Ysidro, San Diego, the United States and Mexico; however, traffic congestion, litter, overburdened sewers and storm drains, and visual clutter all detract from its potential. Visitors enter the area, buy gas and auto insurance, exchange money, and cross into Tijuana. Community residents seldom enter this area except to cross into Mexico.

The San Ysidro Port of Entry, at the hub of the International Gateway area, is reported to be the world's busiest border crossing. American tourists, going to Tijuana on a typical holiday weekend, number about seven times San Ysidro's population.

Despite the community's proximity to the border, San Ysidro businesses have not been able to benefit from this potential market because there are few tourist facilities or amenities. Instead, the community's businesses have been dependent on the Mexican economy. Discussed below are several of the conditions which have contributed to the unrealized potential of the International Gateway:

- There is no public urban space in which to promote cultural exchange and entertainment activities.
- There are few good restaurants and shops to attract residents and visitors to linger in the area.
- There are no public restroom facilities to serve visitors going to and coming from Mexico.
- There is a shortage of secure parking.
- Providers of Mexican insurance and money exchange houses are scattered throughout the commercial areas of the community, causing traffic

congestion and confusion among tourist as they search for these businesses.

- There is no signage to direct tourists to parking areas, insurance providers, and money exchange houses, contributing further to the traffic congestion.
- The International Gateway at the Border Trolley Station is congested with many different types of vehicular traffic. These vehicles conflict with one another and threaten the safety of the many pedestrians that use this area. In addition, the large volume of pedestrians crossing at the border gate makes it difficult to move across the border.
- The entrances into the community are ill-defined.

Undocumented immigrants crossing into the United States is a major community character issue. The 1993 Community Plan reported that the Border Patrol makes approximately 1,200 apprehensions a day in San Diego County, most of them in the San Ysidro area. They estimated that this is only 35 to 45 percent of the illegal crossings number approximately one sixth of the population of San Ysidro. The Border Patrol, in response to the almost constant flow of illegal immigration, covers the border day and night. Their late-night helicopter patrols disturb the community with noise and search lights.

This situation has created a feeling of insecurity, oppression, tension, and fear among San Ysidro residents. Residents fear the undocumented immigrants because the residents associate crime problems with the undocumented immigrants. (Although some crime is attributed to the undocumented immigrant, they are often the victims. According to the City of San Diego Southern Division police, there is a great deal of violent crime being committed by "alien robbers" or highway men against the vulnerable immigrant especially at night and in the area of the levee of the Tijuana River). In addition, the Immigration Detention and Border Patrol Center, headquarters for one of the largest single concentrations of patrol agents in the United States, is inappropriately located in the center of this Hispanic community and is adjacent to schools and residential developments. When the facility was built, in the late 1950's, it was surrounded on three sides by vacant land and most of the residential population was concentrated to the south.

Industrial Areas

As of January 1989, 69 acres of land in San Ysidro were zoned for industrial use. Approximately 30 acres were developed for that use. The major industrial developments are multi-tenant industrial parks containing mostly warehouse, light manufacturing, and distributing uses. Occupancy levels was at approximately 80 percent in 1989.

Site Q, which includes the International Business Park and adjacent industrial areas, is located on Calle Primera, southwest of Interstate 5. Existing uses include storage facilities, warehouses, a retail outlet, and a swap meet. This area is highly visible from Interstate 5, yet vehicle access is a concern.

Industrial development in the Project Area is hampered by a number of obstacles. The Virginia Avenue commercial crossing was recently closed and its future use is uncertain. As a result, some of the distribution and warehouse uses have already relocated from San Ysidro to Otay Mesa. Also, other types of industry, such as research and development or scientific research, are reluctant to locate in San Ysidro because it is immediately adjacent to the border. Unlike the maquiladoras across the border, these industries depend upon a skilled work force rather than the availability of low cost Mexican labor and they prefer to situate in the North City and North County area.

There is potential for a limited amount of industrial development in San Ysidro because the community offers good railroad and highway access as well as residential and commercial support to industrial development. Also, industrial land costs are low (compared with other areas of the City).

Existing Urban Design Guidelines

San Ysidro Community Plan Urban Form Element

The *Urban Form Element* of the *San Ysidro Community Plan* (Urban Form Element) contains the goals and objectives for all new development and rehabilitation projects within the Community. The Plan was adopted by the City Council in September 1990, and was subsequently amended in April 1991, February 1992, March 1992 and March 1993 (City of San Diego, 1993). The Urban Form Element provides general guidelines for new development,

redevelopment, streetscapes, parkways, landscaping, pedestrian links and places, parkways, lighting and parking. It also provides general guidelines for transition areas within the community (i.e. those area between old and new development, as many older structures are small or human scale). In addition, the Urban Form Element establishes a series of specific guidelines for land use types; residential; commercial; industrial; institutional; streets; and defensible space.

San Ysidro Implementing Ordinance

The *San Ysidro Implementing Ordinance* also contains urban design standards for the San Ysidro Community. The *San Ysidro Implementing Ordinance* (Ordinance) was adopted by the City Council in February 1991. The purpose of the Ordinance is to provide development criteria for the construction or alteration of quality commercial and industrial development throughout the San Ysidro Community. The intent is also to implement the *San Ysidro Community Plan* through the use of design standards contained in the Ordinance.

The Ordinance contains regulations for commercial and industrial uses. The regulations govern allowable uses, development density, lot size, maximum building height, setbacks, off-street parking and landscaping. Section 103.2203 of the Ordinance lists the types of development and development thresholds for which a San Ysidro Development Permit would be required. In order for the Planning Director to issue such a permit, the proposed use and/or project design must be in conformance with the *San Ysidro Community Plan;* must meet the purpose and intent of the *San Ysidro Implementing Ordinance;* must be compatible with surrounding development; must cause no detriment to health, safety and welfare; and must comply with the relevant regulations in the San Diego Municipal Code.

4.13.2 Environmental Impacts

Neighborhood Character and Aesthetics

The proposed San Ysidro Redevelopment Plan is intended to improve the character of the Project Area. Implementation of the Plan would modify the character of the Project Area either through the establishment of a different use on a given parcel, or through the rehabilitation of the existing use. As stated in

the proposed San Ysidro Redevelopment Plan, the objectives of the Project that would improve aesthetic quality and neighborhood character are summarized as follows:

- Eliminate and prevent the spread of blight and deterioration, and conserve, rehabilitate, and redevelop the Project Area in accordance with the General Plan, specific plans, this Plan, and local codes and ordinances.
- Improve, promote, and preserve the positive neighborhood characteristics in San Ysidro, while correcting physical and economic deficiencies in the community.
- Increase parking, enhance the quality of mobility, and improve transportation facilities, which support the vitality, safety, and viability of San Ysidro.
- Expand and improve park and recreation facility options and green belt and open space opportunities which meet or exceed General Plan requirements for San Ysidro.
- Enhance infrastructure facilities which improve the community and support public safety, health, and local vitality.
- Provide a full range of employment opportunities, medical facilities, public, educational, social, and recreational facilities and services in San Ysidro.
- Recognize, preserve, and rehabilitate historically and architecturally significant buildings, districts, landscaped areas, archeological sites, and urban environments.

Because redevelopment would specifically implement these objectives, the neighborhood character and aesthetic qualities of the Project Area would be generally improved with adoption and implementation of the Plan. The public improvement activities shown on Table 3-2, would also implement these objectives as they relate to parks and recreation, transportation, water and sewer, fire, and library services in the Project Area.

The redevelopment process would create short-term aesthetic effects associated with demolition and construction, such as increased dust and noise, reduced air quality, and construction-related traffic. These effects are considered short-term with respect to the construction of individual redevelopment activities; however, they are expected to occur over a long period of time as each redevelopment activity is constructed.

Implementation of the proposed Redevelopment Plan would eliminate blighting influences within the Project Area. This would be a beneficial impact to the community.

Urban Design Guidelines

In the long-term, the overall appearance of the Project Area would be improved. Incorporation of the urban design guidelines set forth in the *Urban Form Element of the San Ysidro Community Plan,* and the *San Ysidro Implementing Ordinance* would enhance the appearance of major streets through the design of new development, public improvements, and landscaping. The appearance of the area would also be improved through the provision of strong elements of continuity and identity to include the following examples:

- Orienting new development and rehabilitation of existing structures to the pedestrian.
- Transitioning between old and new development.
- Undergrounding utilities.
- Screening parking areas, trash enclosures, mechanical equipment, utility areas, and storage areas.
- Preserving natural features such as streambeds and rock outcroppings.
- Landscaping to maintain the colorful and lush quality of San Ysidro Gardens.

Implementing the proposed San Ysidro Redevelopment Plan would also eliminate visual clutter, including non-conforming signs, unsightly utility poles, inadequate street lighting, and minimal or non-existent landscaping along the community's major thoroughfares. The Plan would provide incentives to replace or rehabilitate dilapidated and deteriorating structures and would improve curbs, gutters, and alleys in the Project Area. By requiring that all redevelopment in the Project Area comply with the regulations and standards contained in the *Urban Form Element of the San Ysidro Community Plan* and the *San Ysidro Implementing Ordinance,* aesthetic impacts would be beneficial.

4.13.3 Significance of Impacts

Most redevelopment impacts are beneficial over the long-term. However, there are short-term impacts associated with demolition and construction. These

impacts include the generation of dust, smoke and noise by demolition, and construction. These short-term impacts are largely mitigable by the enforcement of standard construction practices such as storm water pollution prevention and noise ordinances, and are not considered significant. Long-term impacts associated with the elimination of blighting influences would improve the neighborhood character and aesthetic quality of the Project Area. This would be a beneficial impact.

4.13.4 Mitigation Measures

Mitigation of the short-term localized aesthetic effects related to construction may be achieved through careful planning and conformance with existing City and State regulations. Noise and dust emissions from construction activities would be largely mitigated by contractor compliance with equipment standards and standard construction procedures, including the designation of truck routes, and contractor clean-up of any construction debris in the public right-of way. The hours of construction would be regulated by the City of San Diego's Noise Ordinance.

Adherence to the design standards and guidelines contained in the *Urban Design Element of the San Ysidro Community Plan, and* the *San Ysidro Implementing Ordinance* will specifically mitigate potential adverse aesthetic and urban design impacts. In addition, the Redevelopment Agency shall review all discretionary development permits and make recommendations of design review for discretionary development permits within its area of responsibility.

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4.14 ENERGY

The State CEQA Guidelines indicate that potentially significant energy implications of a project should be considered in an EIR. The following section includes a discussion of the proposed San Ysidro Redevelopment Project's effect on local electrical and natural gas facilities/supplies, requirements for additional capacity, and additional energy use associated with the proposed project.

4.14.1 Existing Conditions

The San Diego Gas and Electric Company (SDG&E) provides electricity to the Project Area. The nearest substation is located on Otay Mesa Road. An extensive system of overhead electrical lines exists within the Project. The major gas supplier is the Southern California Gas Company.

4.14.2 Environmental Impacts

Energy Requirements

The proposed San Ysidro Redevelopment Plan would result in an expected net increase of 150 single family DUs, 300 multi-family DUs, 150 hotel rooms, approximately 1,295,000 SF of commercial retail/entertainment use, 150,000 SF of office space and 30,000 SF of industrial use over the 30-year life of the Plan.

The San Diego Gas and Electric Company (SDG&E) was contacted to obtain natural gas and electricity usage information for residential and non-residential uses. The information provided included average monthly gas and electrical usage rates for single-family and multi-family dwelling units (DU). SDG&E also provided energy use rates for various non-residential building types (by the square of the building) including small and large offices; restaurants; retail ships; grocery stores; warehouses; schools; colleges; health facilities; lodging; and miscellaneous (San Diego Gas & Electric, 1995).

The Butler Roach Group estimated the annual energy use rates for residential uses by multiplying the monthly rates by 12. These figures are shown on Table 4.14-1. For proposed commercial and office uses, because the specific commercial use (restaurant, retail, or grocery) and/or the size of the proposed office (small or

TABLE 4.14-1

Electrical and Natural Gas Rates
San Ysidro Redevelopment Project

Proposed Building Type	Annual Electric Use Rate (kilowatts hours/SF)	Annual Gas Usage (Therms/SF)
Single-Family (DU)	4,440 (1)	32 (2)
Multi-Family (DU)	6,504 (3)	18 (4)
Commercial		
Restaurant	38.6	319.0
Retail	10.8	7.9
Grocery	47.0	22.7
Commercial Total	96.4	349.6
Commercial Average	**32.1**	**116.5**
Office		
Large Office	15.6	53.0
Small Office	13.0	13.4
Office Total	28.6	66.4
Office Average	**14.3**	**33.2**
Industrial	4.40	3.8
Hotel	12.30	85.4

Notes: DU = Dwelling Unit
SF = Square Feet
(1) Based on usage of 370 kilowatt-hours per month.
(2) Based on usage of 32 therms per month.
(3) Based on usage of 542 kilowatt-hours per month.
(4) Based on usage of 18 therms per month.

Source: SDG&E, 1995.

large is not known at this stage of the redevelopment process, the EIR used an average of the commercial use rates to determine the anticipated project-related energy demand for proposed commercial developments. Similarly, the EIR used an average of small and large office use rates to determine the anticipated project-related energy demand for proposed office development (Table 4.14-1). For proposed industrial uses, the EIR used the energy usage rates for "warehouses". For the proposed hotel uses, the EIR used the energy usage rates for "lodging". The anticipated electricity and natural gas that is expected to be required for this additional development is presented on Table 4.14-2.

As shown on Table 4.14-2, upon completion of the proposed Redevelopment Project, the residential component would likely require approximately 2.3 million kilowatt hours of electricity per year. The non-residential commercial component would likely require approximately 44.5 million kilowatt hours of electricity per year. Therefore, the total project demand would total approximately 46.8 million kilowatt hours of electricity. This represents an annual average increase of approximately 1.6 million kilowatt hours over the life of the project.

With respect to natural gas, the residential component would require approximately 0.12 million therms of natural gas, for an annual average increase of 4,080 therms per year over the life of the project. The non-residential component would require approximately 160 million therms of natural gas. This represents an average annual increase of 5.3 million therms per year over the life of the project.

Electrical and Natural Gas Facilities

SDG&E was contacted to determine whether existing electrical and natural gas facilities would be adequate to accommodate the additional energy demands associated with implementation of the proposed San Ysidro Redevelopment Plan. According to SDG&E, the existing San Ysidro Substation on Otay Mesa Road can be expanded to provide additional capacity if required. It should be noted that SDG&E's five-year planning forecast takes into consideration the additional electrical load that would be required for the proposed San Ysidro Redevelopment Project, and does not indicate that expansion of the substation would be required (San Diego Gas & Electric, 1995).

TABLE 4.14-2

Anticipated Energy Usage
San Ysidro Redevelopment Project

Proposed Use	Density	Electrical Use Rate (kilowatts hours/SF)	Annual Electrical Use (kilowatts hours/SF)	Annual Gas Usage Rate (Therms/SF)	Annual Gas Usage (Therms/SF)
Residential					
Single-Family	150 DU	6,504 (1)	975,600	384 (2)	57,600
Multi-Family	300 DU	4,440 (1)	1,332,000	216 (2)	64,800
Residential Subtotal			**2,307,600**		**122,400**
Non-Residential					
Commercial	1,295,000 SF	32.13	41,608,350	116.50	150,867,500
Office	150,000 SF	14.30	2,145,000	33.20	4,980,000
Industrial	30,000 SF	4.40	132,000	3.80	114,000
Hotel	55,000 SF	12.30	676,500	85.40	4,697,000
Non-Residential Subtotal			**44,561,850**		**160,658,500**
TOTAL			**46,869,450**		**160,780,900**

Notes: DU = Dwelling Units
SF = Square Feet

Source: SDG&E, 1995.

Similarly, SDG&E indicated that existing gas facilities would also be sufficient to handle the increased demand for natural gas associated with the Redevelopment Project, and that no facility improvements would be required (San Diego Gas & Electric, 1995).

In addition, the proposed San Ysidro Redevelopment Plan would assist in the effort to underground electrical powerlines in the area. The proposed Redevelopment Plan indicates that the Redevelopment Agency shall require that all utilities be placed underground when physically and economically feasible.

4.14.3 Significance of Impacts

According to SDG&E, the proposed San Ysidro Redevelopment Project would not result in significant impacts to available energy resources. In addition, the existing electrical and gas distribution facilities are adequate to accommodate present and anticipated development within the San Ysidro redevelopment area. Therefore, the proposed project would not result in significant energy impacts.

4.14.4 Mitigation Measures

Implementation of the proposed San Ysidro Redevelopment Project would not result in significant energy impacts. No mitigation would be required.

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4.15 PALEONTOLOGICAL RESOURCES

An assessment of the potential for paleontological resources to be located within the Project Area was based upon a the Geology and Water Resources Assessment for the San Ysidro Redevelopment Project, prepared by Geotechnical Consultants, Inc. (January 1996); a review of the Geology of the San Diego Metropolitan Area, California (Kennedy, 1975); and the Paleontological Literature Review For The Water Reclamation Master Environmental Assessment, San Diego, California, prepared by RMW Paleo Associates, (January 1990).

4.15.1 Existing Conditions

The San Ysidro community is located on the Tijuana River flood plain and a gently, southwest sloping terrace within the coastal plain of San Diego County. The terrace at San Ysidro is underlain by Pliocene and younger marine and nonmarine deposits. The subsurface geology adjacent to and beneath the Project Area includes the Otay Formation, San Diego Formation, Lindavista Formation, Bay Point Formation, alluvium, and artificial fill (Figure 4.9-1) (Kennedy and Tan, 1977).

It should be noted that many fossil sites presently on record in San Diego have been discovered only during the construction process. This close correlation between fossils sites and construction is due to the fact that surface weathering quickly destroys most fossil materials. It is not until fresh unweathered exposures are made by grading that well preserved fossils can often be recovered. Therefore, the past fossil potential of a particular geologic formation in one area is relied upon to determine the resource potential of that formation in other areas.

Six geologic units exist in the project vicinity. These units include Alluvium, Landslide Deposits, Bay Point Formation, Lindavista Formation, San Diego Formation, and the Otay Formation. Each of these units is described below.

Alluvium

Recent alluvium and slope wash cover most of the Tijuana River flood plain and fill the valleys of the drainages on Otay Mesa to an unknown depth. The

alluvium consists primarily of loose, poorly consolidated stream deposits of clay, silt, sand, and gravel. In the Tijuana River Valley area alluvial depths range from 50 to more than 100 feet. Alluvial deposits are not considered to be important sources of fossils for the following reasons: The deposits are very young geologically, and the high energy environmental of the transport and deposition of such deposits limits the ability of important fossil remains to be discovered.

Landslide Deposits

Earth movement has resulted in several large landslides along the steep slopes descending from Otay Mesa. Most of the slides lie outside the Project Area but the toe of the largest slide does extend to the eastern Project Area boundary along Beyer Boulevard. Slide debris consists predominantly of disturbed San Diego and Otay Formations, and the paleontological sensitivity of these formations is discussed below.

Bay Point Formation

The late Pleistocene age Bay Point Formation directly underlies most of the Project Area. The Bay Point Formation consists of marine and nonmarine sandstone that is pale brown, fine- to medium-grained, and poorly consolidated. The marine part of the Bay Point Formation is fossiliferous and interfingers with nonmarine unfossiliferous sandstone. In some areas the Bay Point Formation has not been differentiated from unnamed nearshore marine sandstone deposits of similar character. The fossils found in this formation typically occur between 0 and 30 meters above mean high tide and include mollusks, foraminifera, and ostrapods. These together indicate a brackish water estuarine depositional environment and a late Pleistocene age (Kennedy, 1975). The Bay Point Formation has a moderate paleontological sensitivity (RMW, 1990).

Lindavista Formation

Pleistocene Lindavista Formation caps Otay Mesa, just to the east of the Project Area. The Lindavista Formation is composed of nearshore marine and nonmarine sediments that were laid down on a wave cut platform 10 km wide. These deposits are composed of moderate reddish-brown interbedded sandstone and conglomerate. Ferruginous cement, mainly hematite, gives the Lindavista

formation its characteristic reddish-brown color and resistant nature. The formation in known to contain invertebrate and occasional vertebrate fossils. The Lindavista Formation has a moderate paleontological sensitivity (RMW, 1990).

San Diego Formation

Marine sandstone and siltstones of the San Diego Formation were deposited during the last advance and retreat of the sea from the San Diego area in the Late Pliocene. While most of this formation is marine in origin, the upper layers are nonmarine. Abundant invertebrates and vertebrates are reported for this unit throughout the greater San Diego area. A large and diverse assemblage of marine vertebrates, including whales, sea lions, walrus relatives, fish, birds, and sharks have been collected from these rocks.

The San Diego Formation is considered to have a high potential for producing significant paleontological resources and therefore is sensitive to impacts such as those associated with grading operations (RMW, 1990).

Otay Formation

The Late Oligocene to Early Miocene age Otay Formation was deposited on an alluvial plain by streams flowing across the San Diego area. Before 1985, no fossils were known from this formation; however, because of grading monitoring at the Eastlake Development in Chula Vista, hundreds of important vertebrate fossils are now known from this unit. Vertebrate fossils from this unit represent over 18 taxa, including extinct turtles, lizards, and birds, a hedgehog, a rabbit, several rodents, two types of oreodonts, three types of dog-like animals, and two types of camels. These fossils came from exposures along Otay Lakes Road.

The Otay Formation is considered to have an extremely high potential for producing significant paleontological resources and therefore is sensitive to impacts such as those associated with grading operations (RMW, 1990).

4.15.2 Environmental Impacts

Based on the paleontological resource potential of the Otay Formation, San Diego Formation, Lindavista Formation, and Bay Point Formation, development

within the Project Area may result in impacts to significant paleontological resources. These impacts would occur when earthwork operations cut into fossil bearing layers.

4.15.3 Significance of Impacts

Based on the known fossiliferous nature of segments of the San Diego Formation and Otay Formation, and the potential fossiliferous nature of the Bay Point Formation and Lindavista Formation, impacts to these geologic formations would be potentially significant.

4.15.4 Mitigation Measures

Approval of the proposed project would contain the following conditions for a monitoring program in areas of fossil-bearing geologic formations, or potential fossil-bearing geologic formations, to mitigate potentially significant impacts to paleontological resources. Prior to the issuance of a grading permit, the project applicant would present a letter to the Redevelopment Agency indicating that a qualified paleontologist would be retained to carry out the resource mitigation.

1. Grading plans and schedule shall be provided to a qualified paleontologist in advance of actual construction activities.
2. A qualified paleontologist shall be present at any pre-grading meetings to discuss grading plans with the grading and excavation contractors.
3. During grading, a qualified paleontologist shall be on-site during the original cutting of previously undisturbed sediments of potential fossil bearing formations.
4. In the event that well preserved fossils are discovered, the paleontologist shall be given the authority to temporarily direct, divert or halt grading operations to allow recovery of fossil remains in a timely manner. It may be necessary to set up a screen-washing operation on the site. The City of San Diego Building Services Department must concur with the salvaging methods to be performed before construction activities are allowed to resume.
5. Fossil remains collected during the salvage program shall be cleaned, sorted and catalogued and then, with the owner's permission, deposited in a scientific institution with paleontological collections.

CHAPTER 5.0

OTHER REQUIRED CONSIDERATIONS

5.1 LOCAL SHORT-TERM USES OF MAN'S ENVIRONMENT AND LONG-TERM PRODUCTIVITY

Implementation of the proposed Redevelopment Plan would result in both short-term and long-term effects in the Project Area. The short-term physical effects of implementing the proposed Project include construction-related impacts on aesthetics, air and noise. Short-term construction related effects include anticipated increase in noise and air pollution. Short-term aesthetic effects would also result from construction activities.

Short-term socioeconomic impacts include impacts from the relocation of businesses and residents in the area. During redevelopment, land uses in the area would be affected in the short-term, as land and buildings are temporarily withdrawn from productive use. To accommodate the proposed redevelopment activities, some existing businesses and residents may be relocated.

Notwithstanding these short-term effects, implementation of the proposed Redevelopment Project would create gains in long-term productivity of the Project Area. Implementation of the Project would alleviate blighting influences within the area, create a more efficient use of land, and redevelop small obsolete commercial structures to allow for more productive uses. A net increase in commercial uses would create increased employment opportunities. These long-term productivity gains in land use and economic character would ultimately result in higher assessed property values and increased tax revenues.

Long-term gains in the aesthetic quality of the Project Area would also occur. New developments would be required to conform to approved design guidelines and development criteria. The public improvement activities would also improve the aesthetic quality of the urban environment. Implementation of the proposed Redevelopment Project would therefore create a more aesthetically attractive environment.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Implementation of the proposed San Ysidro Redevelopment Plan would irretrievably commit human labor, raw materials, and non-renewable energy resources. These resource commitments would be relatively small compared to the amount of resources expended each day in San Diego County. In addition, the proposed Redevelopment Project could significantly impact potentially significant archaeological resources and potentially significant historic structures that could be eligible for listing on the national and/or local register of historic places. However, the mitigation measures described in Section 4.12 would avoid significant archaeological resource impacts and preserve historic structures.

5.2.2 Paleontology

The potential destruction of paleontological resources during construction activities would result in the loss of a non-renewable resource. The mitigation measures described in Section 4.15 would allow for the collection and preservation of these resources.

5.3 GROWTH INDUCING IMPACTS

According to State CEQA Guidelines, Section 15126 (g) an EIR must "discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment." Furthermore, this section also states that "it must not be assumed that growth in any area is not necessarily beneficial, detrimental, or of little significance to the environment."

The primary goals and objectives of the San Ysidro Redevelopment Plan include the elimination and prevention of the spread of blight and deterioration within the Project Area; promotion and enhancement of varied housing opportunities by improving housing stock and expanding affordable housing opportunities; and by the promotion and preservation of positive neighborhood characteristics. The Plan also intends to enhance infrastructure facilities, expand and improve park and recreational options, increase parking, and improve transportation facilities to support the vitality, safety and viability of the Project Area. In order to accomplish these goals, the Redevelopment Agency is authorized to construct

the necessary public improvements, and provide site assemblage assistance, and may also provide technical and, when available, financial assistance.

Implementation of the proposed San Ysidro Redevelopment Plan would generate residential and employment growth. Implementation of the proposed redevelopment activities would result in a net population increase of approximately 1,745 in Project Area population. Based on the estimated employment generation rates identified in Section 4.5, it is anticipated that development under the proposed Redevelopment Plan would create up to an estimated 5,510 new employment positions.

As discussed in Chapter 4.1 of this EIR, the proposed redevelopment activities recommended for the San Ysidro Redevelopment Project would be consistent with the land use proposals contained in the San Ysidro Community Plan. Thus, implementation of the proposed San Ysidro Redevelopment Plan would not result in development densities that would exceed what is currently planned for the area.

The redevelopment and public improvement activities identified for the San Ysidro Redevelopment Project would accommodate the land use proposals contained in the San Ysidro Community Plan. Because the implementation of the San Ysidro Redevelopment Plan would accommodate the growth anticipated for the buildout of the community, it would merely be growth accommodating, not growth inducing. It should be noted that because the proposed San Ysidro Redevelopment Plan contains a program of activities that are intended to alleviate the current constraints to rehabilitation and development in the Project Area, development may occur at a faster rate than would occur without the proposed Redevelopment Plan.

5.4 CUMULATIVE IMPACTS

5.4.1 Cumulative Projects

Section 15130 of the California Environmental Quality Act (CEQA) Guidelines requires that "Cumulative impacts be discussed when they are significant" (Section 15130 (a)) and that all projects, (past, present, and reasonably anticipated future projects), producing related or cumulative impacts be considered in preparing an Environmental Impact Report. Cumulative impacts can result

from individually minor but collectively significant actions taking place over a period of time.

The City of San Diego Redevelopment Agency Program and the City of San Diego Planning Department were contacted to assist in the identification of projects which could potentially produce related or cumulative effects. A listing of private development activities (cumulative projects) in the vicinity of the Project Area is shown on Table 5-1.

5.4.2 Cumulative Impacts

As shown on Table 5-1, a number of new developments are planned or are currently under consideration in the communities surrounding the proposed Project (i.e., Otay-Nestor, Otay Mesa West, and San Ysidro). However, as shown on Table 5-1, only a limited number of these are located within the San Ysidro Community. It should also be noted that SANDAG is currently preparing a feasibility study for the re-opening of the Virginia Avenue Crossing. There are currently no approved plans for this re-opening. However, should the Virginia Avenue crossing reopen, it could affect traffic circulation patterns in the immediate vicinity.

The proposed Redevelopment Project may encourage the rehabilitation/ redevelopment of other parcels outside the Project Area over the life of the Project, but the extent and nature of individual reuse applications cannot be known at this time. Redevelopment of individual parcels will likely be on a smaller scale, as illustrated by recent development proposals shown on Table 5-1.

The cumulative impacts of the proposed San Ysidro Redevelopment Plan have been identified and analyzed in the body of this EIR. This discussion will briefly review the cumulative impacts of implementing the proposed San Ysidro Redevelopment Plan.

Implementation of the San Ysidro Redevelopment Plan would result in a cumulative change in the existing character of the Project Area as a whole. The land use mix would change and the amount of single-family, multi-family, commercial/ office, industrial and hotel use within the Project would be increased. The long term effects of redevelopment would be a more efficient use of land and the reduction in incompatible land uses.

TABLE 5-1

Cumulative Projects in the Area
San Ysidro Redevelopment Project

Project Name	Project. No.	Location	Acres	Size/Type	Status
Otay Nestor					
Hoffer Estates	91-0280	1215 and 1229 Saturn Blvd.	10.07	47 DU (1)	Tentative Map Approved 3-4 years ago. Permit is being processed
River Trails	94-0546	West side of Hollister Street between Madreselva Way and Sunset Avenue	10.05	50 DU (1)	Permit is being processed
Rios South	91-0832	West of I-805 and Chula Vista City Limits	---	130 DU (2)	---
Otay Mesa West					Permit is being processed
Palm Ridge	90-0574	---	---	---	EIR approved 11/16/93
Gateway Fair	90-0242	East of 1-805, north of Palm Ave., south of Otay River Valley	32	234,750 SF/ Commercial	Adopted 5/10/88
Palm Plaza/Walmart	CUP 35-0345	East of I-805, south of Palm Ave.	88	617,000 SF/ Commercial	Construction started 1994
Otay Corporate Center North	88-1144	North of Otay Mesa Road, approx. 1,360 ft. west of Brown Field	178.7	79 lots/ Industrial	EIR approved 11/2/92 Adopted 7/27/93
Otay Corporate Ceter South	88-0302	South of Otay Mesa Road about one-mile southwest of Brown Field Airport	20	Industrial	----

Notes:
DU = Dwelling Unit
SF = Square Feet
--- = information not provided
(1) = Single-family dwelling unit
(2) = Multi-family dwelling unit
(3) = Type of dwelling unit unknown.

Source: Economic Development Services Division, October 1995.

TABLE 5-1
(Continued)

Project Name	Project. No.	Location	Acres	Size/Type	Status
Otay Mesa West (Cont'd)					
Otay Rio Vista Business Park	---	---	---	--- Industrial	---
Baja Vistas	---	---	175	--- Residential	Precise Plan initiated 10/91; project on hold
California Terraces	86-1032	Bounded by SR-905, I-805, Otay Valley Road, 4,000 ft. west of Brown Field Airport	664.8	5,375 DU (3)/ Residential/ Commercial/ OS	Adopted 5/12/94
Dennery Ranch	88-0785	.25 miles east of I-805 and .25 miles south of Otay Valley Road	245	1,503 DU (3)/ Residential	Adopted 11/9/93. EIR approved 4/14/93
Hidden Trails	89-0739	North of Otay Mesa Road, South of Otay Valley Road, east of I-805 and 1-5 miles northwest of Brown Field Airport	226	962 DU (3)/ Residential	Permit in abeyance
Remington Hills	91-0141	East of I-805 between SR 905 and Otay Mesa Road.	76.5	254 DU (1)/ Residential	EIR approved 4/20/95
Robinhood Ridge	86-1014	East of I-805 and west of Otay Valley Road	310	1,116 DU (3)/ Residential	EIR approved 10/20/88. Adopted 6/4/94
South Palm	90-0574	---	162	1,245 DU (3)/ Residential	Project account being closed, due to account deficit
Santee Investment	92-0397	South of I-905, east of Otay Mesa Road, north of future extension of Beyer Blvd.	130	591 DU (3)/ Residential 13.2 CU/ Commercial	Adopted 11/9/93

Notes: DU = Dwelling Unit; SF = Square Feet; --- = information not provided; (1) = Single-family dwelling unit; (2) = Multi-family dwelling unit; (3) = Type of dwelling unit unknown.

Source: Economic Development Services Division, October 1995.

TABLE 5-1
(Continued)

Project Name	Project. No.	Location	Acres	Size/Type	Status
San Ysidro					
Pep Boys	---	630 Front Street	---	Commercial	Plan Amendment and rezone application submitted. Permit process initiated
Coral Gate	89-1391	West of Larsen Rec. Field, northeast of Tijuana River Levee	---	444 DU (1)/ Residential	Final Map approved several years ago, project may be in abeyance due to market conditions.
Lopez Subdivision	94-0646	South side of Vista Lane, between via Ls Tonadas and Via Encantadora	---	8 to 10 DU (1)/ Residential	Revised subdivision map awaiting permitting process. Some units constructed on ex. lots.
Corral Estates	94-0284	3687 Sunset Lane at Averil Road	1.16	17DU(1)/Res	Permits approved October 4, 1995

Notes: DU = Dwelling Unit; SF = Square Feet; --- = information not provided; (1) = Single-family dwelling unit; (2) = Multi-family dwelling unit; (3) = Type of dwelling unit unknown.

Source: Economic Development Services Division, October 1995.

Redevelopment of deteriorated and dilapidated structures would result in new development in accordance with city codes and local and state requirements. This is considered a positive cumulative effect on the health, safety and welfare of the inhabitants of these buildings.

Positive economic effects of the proposed Plan are the continued growth in investment, increased employment, appreciating property values and commercial revitalization. The Project's social impacts are related to the creation of new jobs, improvement in the physical condition of the community; as well as the reduction in crime, unemployment and various social problems.

As indicated in the air quality impact discussion in Section 4.4, pollutant emissions from construction activities and motor vehicle trips associated with various land uses in the Project Area are predicted to contribute additional pollution to the local air pollution background. This project-related increase would be in addition to existing vehicular and stationary source emissions in the area, as well as emissions from any other local projects that would be completed before the completion of regional air quality management plans. Therefore, implementation of the Redevelopment Plan would cause significant cumulative air quality impacts.

Implementation of the Redevelopment Plan would result in a cumulative increase in the demand for solid waste facilities. The City of San Diego Environmental Services Division has indicated that all projects resulting in a net increase in waste generation would result in cumulatively significant impacts on the ability of the City to provide landfill capacity (City of San Diego, 1994d). Thus, the proposed San Ysidro Redevelopment Project would have a significant cumulative impact on landfill capacity. Implementation of the mitigation measures identified in Section 4.8 will reduce impacts.

The public improvement provisions included in the Redevelopment Plan would replace existing and install new storm drains; improve roadway surfaces; improve traffic circulation; install curbs and gutters; and, improve the neighborhood character and aesthetics of the Project Area. These impacts would be beneficial.

5.5 EFFECTS FOUND NOT TO BE SIGNIFICANT

5.5.1 Biological Resources

Implementation of the proposed San Ysidro Redevelopment Project would not result in significant biological impacts for the following reasons:

The proposed San Ysidro Redevelopment Project Area is located in a fully urbanized area of San Diego County. The proposed redevelopment actions proposed by the Project would occur in areas containing existing development, or in areas that are fully disturbed. Demolition of existing development, including landscaping, could change the number and diversity of various species of decorative and exotic plants. This would not be considered a significant biological impact because none of these plants are considered unique, rare, or endangered.

Landscaping for the proposed Redevelopment Project could potentially introduce new species of plants into the area. However, it is not anticipated that these plants would act as a barrier to the normal replenishment of existing species. Prior urbanization of the Project Area has altered the vegetation which now contains non-native plants; therefore, impacts would not be considered significant.

The fully urbanized Redevelopment Project Area provides virtually no natural habitat for wildlife. A few small parcels of undeveloped disturbed lands are located within the Redevelopment Project Area. However, because these parcels are disturbed; surrounded by development; and, are relatively small in size, their habitat value is minimal. Redevelopment of existing urbanized areas would not impact any unique, rare, threatened, or endangered species. It would not introduce new species of animals, or create a barrier to animal migration or movement, no impacts to wildlife would occur as a result of the proposed project. Site specific environmental review would be required during future redevelopment efforts within the project area.

The Draft Multiple Species Conservation Program, MSCP Plan, prepared by the City of San Diego, identifies one small habitat area within the project area. The area identified is approximately five acres in size containing disturbed habitat. The MSCP Plan has not included this disturbed habitat area in its Preserve Lands

for the Southern Subarea. Because the identified parcel is disturbed, surrounded by development, relatively small in size, and not linked to a core biological resource area, it was not proposed for inclusion in the preserve lands (City of San Diego, 1995c)

No biological resources were identified in the San Ysidro Community Plan (1993) as occurring within the Project Area. According to the Community Plan, all areas within the redevelopment area are developed or disturbed. All identified sensitive biological resources occur outside of the redevelopment area (City of San Diego, 1993).

South of I-5, and east and south of the San Ysidro Swap Meet a large area of the Tijuana River Valley has been designated as critical habitat for the least Bell's vireo, a federal and state designated endangered species. The proposed project would not impact this habitat directly, because the habitat is outside of the Project Area. The Redevelopment Project is consistent with the San Ysidro Community Plan, which calls for the improvement of Camino de la Plaza west of Dairy Mart Road, and Dairy Mart Road south of I-5 to 4-lane collector standards (i.e., 72-foot-wide roadway in a 92-foot-wide ROW).

These designations were made in 1990, prior to the designation of critical habitat. Therefore, the future improvement and use of these roads was considered in developing the critical habitat designation. The indirect impacts of project-related vehicle trips on these road segments would not be significant because the planned capacity of these streets would not be exceeded, considering future growth and project-related vehicle trips. Likewise, the San Ysidro Swap Meet parcel is immediately adjacent to the designated critical habitat. The legal use of this parcel was considered in developing the critical habitat designation. Therefore, the indirect impacts of project-related redevelopment activities on this parcel would not be significant, because such activities would have to be consistent with the underlying zoning and land use designation, or a discretionary review would be required.

Finally, the U.S. Fish and Wildlife Service and the California Department of Fish and Game were provided copies of the Notice of Preparation, and as of the date this Draft EIR was published, failed to respond. Therefore, the Redevelopment

Agency has received no substantial evidence that project-related biological impacts (direct, indirect, or cumulative) would be significant.

5.5.2 Natural Resources

Construction of the proposed San Ysidro Redevelopment Project would require the use of some renewable and nonrenewable resources. Although the project could create an increase in the rate of use of natural resources, it would not result in a substantial depletion of nonrenewable natural resources; therefore, the use of the natural resources is not considered a significant impact.

5.5.3 Risk of Upset

The proposed Project would not create additional risk of upset due to the release of hazardous substances. The City of San Diego Fire Department is responsible for administering the Uniform Fire Code (UFC) regulations under the City's Combustible, Explosive and Dangerous Materials (CEDMAT) Inspection Program. The UFC establishes regulations for storage, handling and use of hazardous substances including flammable and combustible liquids. The UFC regulations are designed to prevent or mitigate hazards from fire or explosion. The threshold quantities established in the Uniform Fire Code are lower than the threshold quantities used by the state to require disclosure. For example, a CEDMAT permit is required if more than five gallons of flammable liquids or more than 25 gallons of combustible liquids are stored or used indoors.

Should any of the proposed activities included in the redevelopment plan involve the use of potentially hazardous substances, the operator would be required to complete and update the Material Safety Data Sheet (MSDS) for all substances contained and used at the project site. Each MSDS describes the substance, its chemical and physical properties, potential hazards associated with the chemical and special protection information. Specifically, the MSDS for each substance indicates the boiling point and flashpoint of the substance.

If there is an accidental spill of a substance, information about the chemical, such as a MSDS is kept on-site. On-site employees must be educated as to the handling and disposal of the substance. The MSDS indicates the clean up and disposal method of the substance. The operators will be required to clean up and dispose of accidental spills as required by the Department of Health Services, the

Metropolitan Sewerage System Industrial Waste Program, and the City of San Diego Fire Department.

The potential risk would be reduced to below a level of significance through the following conditions to insure compliance with existing laws regulating hazardous materials.

To ensure proper storage, handling and use of chemicals in accordance with the requirements of the UFC, the operators shall adhere to the following conditions:

a) Prior to issuance of a building permit, a hazardous materials information form (form FPB-500) shall be completed and submitted to the Fire Department.

b) Prior to issuance of an occupancy permit, a letter shall be sent to the Fire Department requesting that the Fire Department conduct a CEDMAT inspection of the new facility

c) Copies of items a) and b) above shall also be provided to the Agency and the Development Services Division of the Building Department (DSD).

To ensure compliance with Section 6.95 of the California Health and Safety Code, operators shall submit a business plan to the County of San Diego, Department of Health Services, HMMD prior to the issuance of an occupancy permit. Proof of submittal of the business plan to the HMMD shall be provided to the Agency and DSD.

Therefore, the proposed redevelopment activities included in the San Ysidro Redevelopment Plan would not result in the creation of a health hazard, nor would it expose people to such hazards. The activities would not create a future risk of explosion or the release of hazardous substances.

With respect to potential exposure to asbestos and/or soil or groundwater contamination, please refer to Section 4.10 of this EIR.

In addition, the proposed Project would not interfere with any emergency response or evacuation plans. As discussed in Section 4.2 of the EIR, Transportation/ Circulation, implementation of the proposed Redevelopment Plan would add additional traffic to the surrounding street system. This would result in significant impacts to two key street segments. However, mitigation

measures have been recommended that would reduce these impacts to below a level of significance.

5.5.4 Light/Glare and Shading

All commercial and industrial redevelopment activities within the San Ysidro Community Plan boundaries must comply with the design standards contained in the San Ysidro Implementing Ordinance (SYIO). The Commercial and Industrial Regulations of this ordinance require that any artificial lighting be directed or shaded so as not to fall onto adjacent properties. The maximum heights of the proposed redevelopment activities are dictated by building height limits and the floor area ratios (FAR) contained in the SYIO. This would tend to minimize the shading of other properties as a result of the proposed redevelopment activities. Therefore, no adverse effects due to light, glare, and shading would be expected.

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CHAPTER 6.0

ALTERNATIVES TO THE PROPOSED ACTION

The State CEQA Guidelines require the evaluation of a "range of reasonable alternatives to the project, which could feasibly attain the basic objectives of the project" (Section 151269(d)), and that the discussion of alternatives should focus on "alternatives capable of eliminating any significant adverse impacts or reducing them to below a level of significance, even if these alternatives could impede to some degree the attainment of the project objectives or would be more costly." Section 15126 (d) further directs that ". . . the significant effects of an alternative shall be discussed, but in less detail than the significant effects of the project as proposed." The proposed project consists of the adoption of the San Ysidro Redevelopment Plan. The primary goal of the Redevelopment Plan is to eliminate and prevent the spread of blight via redevelopment, rehabilitation, and revitalization of the Project Area.

This chapter evaluates alternatives that could lessen or avoid the significant impacts not mitigated by the Redevelopment Project as proposed. The No Project Alternative and the Reduced Density Alternative.

6.1 NO PROJECT ALTERNATIVE

The No Project Alternative is defined as not adopting the proposed San Ysidro Redevelopment Plan, thereby maintaining the status quo conditions in the Project Area. Under the No Project Alternative, no further action would be taken by the Redevelopment Agency Program, or any city agency to initiate the policies or programs necessary to encourage private or public investment in the area. This alternative would result in a continuation of the physical, social, and economic characteristics found in the area.

Specifically, factors that contribute to the existing blighted conditions would be expected to remain, including the deteriorated and dilapidated structures; and structures with defective design, faulty construction, code violations, and faulty utilities. In addition, those factors that have worked against the economic success of businesses in the Project Area's commercial corridors would also continue.

Similarly, the prevalence of incompatible land uses without adequate buffering, would also continue. These conditions would only be changed as the individual structures were targeted either for reuse or demolition by individual development proposals. Implementation of development proposals would be influenced solely by private market forces.

Under the No Project Alternative, the public infrastructure deficiencies noted in the Preliminary Report for the San Ysidro Redevelopment Project would only be improved as adjacent areas are developed or as the City implements its Capital Improvement Projects (CIP).

Table 3-2 presents a list of the Capital Improvement Projects (CIP) projects currently planned for the San Ysidro Redevelopment Project Area. However, it should be noted that only three of those improvements are currently funded. CIP projects in the Project Area would be ranked as to their priority along with all other CIP projects in other areas of the City. These projects would be scheduled for implementation as funding becomes available. There is no guarantee that CIP funds would be available in the future.

The social and economic characteristics noted in the Project Area would continue under the No Project Alternative. Particularly, the No Project Alternative would not correct the blighting influences noted in the area and would not accomplish the goals of the San Ysidro Redevelopment Plan.

Under the No Project Alternative, the Agency would not be authorized to acquire and dispose of property. This would increase the difficulty encountered in assembling privately owned lots necessary to implement larger scale development projects.

It should be noted that with the No Project Alternative, the Project Area would not experience the beneficial impacts identified for the proposed Project. These include the beneficial neighborhood character and aesthetic impacts, the beneficial recreation impacts associated with the CIP projects, and the beneficial impacts to public infrastructure.

Land Use

Implementation of the No Project Alternative would not reduce the occurrence of incompatible land uses within the Project Area. The blighting influence associated with the prevalence of incompatible land uses would continue.

Transportation and Circulation

Under the No Project Alternative, development within the Project Area would continue, although at a reduced rate than that anticipated under the Redevelopment Plan. It is assumed that the No Project Alternative would result in the Year 2015 future traffic volumes without the Project shown on Figure 4.2-3. These volumes are lower than the Year 2010 + Project volumes. With the No Project Alternative, key street segments in the Project Area would still operate at levels of service (LOS) C or D. However, the No Project Alternative would avoid the significant impact to levels of service on Willow Road, north of Camino de la Plaza, and Camino de la Plaza, east of Virginia Avenue.

Noise

Although implementation of the No Project Alternative would result in lower future traffic volumes compared to the proposed project, significant traffic noise impacts associated with the exposure to traffic noise levels that exceed City standards would not be avoided. Future (Year 2015) traffic noise levels would exceed City standards (i.e., 65, 70 or 75 dBA CNEL) with or without the proposed Redevelopment Project. Therefore, the No Project Alternative would not avoid this impact.

The No Project Alternative would avoid construction noise impacts identified for the proposed project.

Utilities, Geology/Soils, Human Health, Paleontological and Cultural Resources

The No Project Alternative would avoid the significant utilities, geology/soils, human health, paleontological and cultural resource impacts identified for the proposed project.

6.2 Reduced Density Alternative

Under the Reduced Density Alternative, the proposed San Ysidro Redevelopment Plan would not be adopted as proposed. The Plan would be modified to provide for a reduced intensity of development within Project Area. The Reduced Density Alternative assumes that only the amount of development within the Project Area would be changed. The remaining characteristics of the Redevelopment Project (i.e., Project Area boundary, public infrastructure improvements, etc.) are assumed to be similar to those identified for the proposed project.

The Reduced Density Alternative assumes that the Redevelopment Project would result in a net increase of 125 to 150 single-family DUs, a net increase of 250 to 300 multi-family DUs, a net increase of 600,000 to 750,000 SF of commercial use, a net increase of 90,000 to 120,000 SF of office space, a net increase of 15,000 to 30,000 SF of industrial use, and a net increase of 100 to 150 hotel rooms. The development densities associated with this alternative represent a 17 percent decrease in residential uses, up to a 58 percent decrease in commercial use, up to a 40 percent decrease of office space, up to a 50 percent decrease in industrial space, and up to a 33 percent decrease in hotel use.

Redevelopment Agency activities such as land acquisition, demolition, disposition, and implementation of the proposed redevelopment program would occur as proposed. However, revenues to the Redevelopment Agency, particularly tax increments, would be less than that projected to be generated through implementation of the proposed project. As a result, the ability of the Redevelopment Agency to carry out all aspects of the proposed redevelopment program would be reduced.

Transportation and Circulation, Noise, Air Quality

Implementation of the Reduced Density Alternative would increase traffic volumes and traffic noise levels compared to existing conditions. However, these increases would be less than those identified for the proposed project. Most key street segments in the Project Area were found to operate a LOS C and above in the future. While the Reduced Density Alternative would reduce traffic volumes, it would not reduce impacts to below a level of significance. Therefore,

the Reduced Density Alternative would not avoid the significant traffic impact associated with the proposed project.

The noise analysis found that land uses in the Project Area would be subjected to traffic noise levels that exceed City standards with or without the Redevelopment Project. Therefore, the Reduced Density Alternative would not avoid significant traffic noise impact. Because new construction would occur, the Reduced Density Alternative would not avoid construction noise impacts.

Increased traffic volumes would contribute to the sub-regional and regional air pollution burden. Therefore, the Reduced Density Alternative would not avoid the significant cumulative air quality impact identified for the proposed Project.

Geology/Soils, Human Health, Paleontological and Cultural Resources

For those impacts associated with ground disturbance, construction and demolition, the Reduced Density Alternative would result in impacts similar to the proposed project. Therefore, the Reduced Density Alternative would not avoid the significant geology/soils, human health, paleontological and cultural resource impacts identified for the proposed project.

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CHAPTER 7.0

REFERENCES

7.1 REFERENCES

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Kastelick, R., 1995
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Munduate, F., 1995
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Olalde, A., 1995
Personal Communication, Ms. Amel Olalde, Student Worker, Admissions and Records, Southwestern Community College, November 30, 1995.

Perez, A., 1995
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Silva, T., 1995
Personal Communication, Mr. Thomas Silva, Director of Planning, Sweetwater Union High School District, November 28, 1995.

7.3 ORGANIZATIONS AND PERSONS CONSULTED

Area Agency on Aging
Felipe Munduate, Case Worker, November 29, 1995.

City of San Diego

Miramar Landfill
Rory Clay, Facilities Manager, January 29, 1996.

Fire Department
Todd Dubler, Fire Engineer, Station #29, December 4, 1995.

San Ysidro Branch Library
Angelica Lopez, Librarian, December 1, 1995.

County of San Diego
Nick Marinovich, Department of General Services, February 1, 1996.

7.3 ORGANIZATIONS AND PERSONS CONSULTED (Continued)

San Diego Gas & Electric Company
Ray Miller

San Ysidro Elementary School District
Alicia Perez, Executive Secretary to Business Manager, November 28, 1995.

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Irene Stallard-Rodriguez (Vice Chair)
Christine Garde (Secretary)
Isaura V. Gomez
Consuelo Hernandez
Juan Leyva
Susana Rivas
June M. Thompson
Edmund R. Alvarado
Rosemary Gonzalez
Jose Campos (staff)

South Bay Union School District
K.C. Dunlap, Director of Facilities and Services, November 28, 1995.

Southwestern Community College
Amel Olalde, Student Worker, November 30, 1995.

Sweetwater Union High School District
Thomas Silva, Director of Planning, November 28, 1995.

Rudy Kastelick, School Principal, San Ysidro Adult Education Center, November 28, 1995.

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CHAPTER 8.0

LIST OF PREPARERS

This Final Environmental Impact Report was prepared by the City of San Diego Redevelopment Agency, Redevelopment Program through its consultant, The Butler Roach Group, Inc., at 1550 North Hotel Circle Drive, Suite 320, San Diego, California 92108. The following professionals participated in its preparation:

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Todd A. Sexauer, Biologist and Environmental Analyst

Susan Vandrew, Assistant Environmental Analyst

Louis R. Cruz, Planning Intern

Tom Sheehan, Graphics and Mapping

Kecia Woodstra, Word Processing

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John Keating, P.E., Senior Transportation Engineer
John Boarman, Traffic Engineer

Giroux & Associates, Inc. - Air Quality and Noise
Hans Giroux, President

Geotechnical Consultants, Inc. - Geology/Soils, Water Resources, and Hazardous Materials Assessment
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Gallegos & Associates - Cultural Resources
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Appendix B

Traffic Report

Prepared by

Linscott, Law & Greenspan

January 1996

TRAFFIC IMPACT ANALYSIS
SAN YSIDRO REDEVELOPMENT
SAN DIEGO, CALIFORNIA

Prepared for:

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January 31, 1996

JPK/JAB/cmp
3-930557

LINSCOTT LAW & GREENSPAN
ENGINEERS

TRAFFIC IMPACT ANALYSIS
SAN YSIDRO REDEVELOPMENT PROJECT
SAN DIEGO, CALIFORNIA

INTRODUCTION

The following traffic study has been prepared to determine and evaluate the traffic impacts on the local circulation system due to the proposed redevelopment of the San Ysidro area. **Exhibit 1** shows a vicinity map. **Exhibit 2** shows a project area map. **Exhibit 3** shows the redevelopment project area boundaries.

Included in this traffic analysis are:

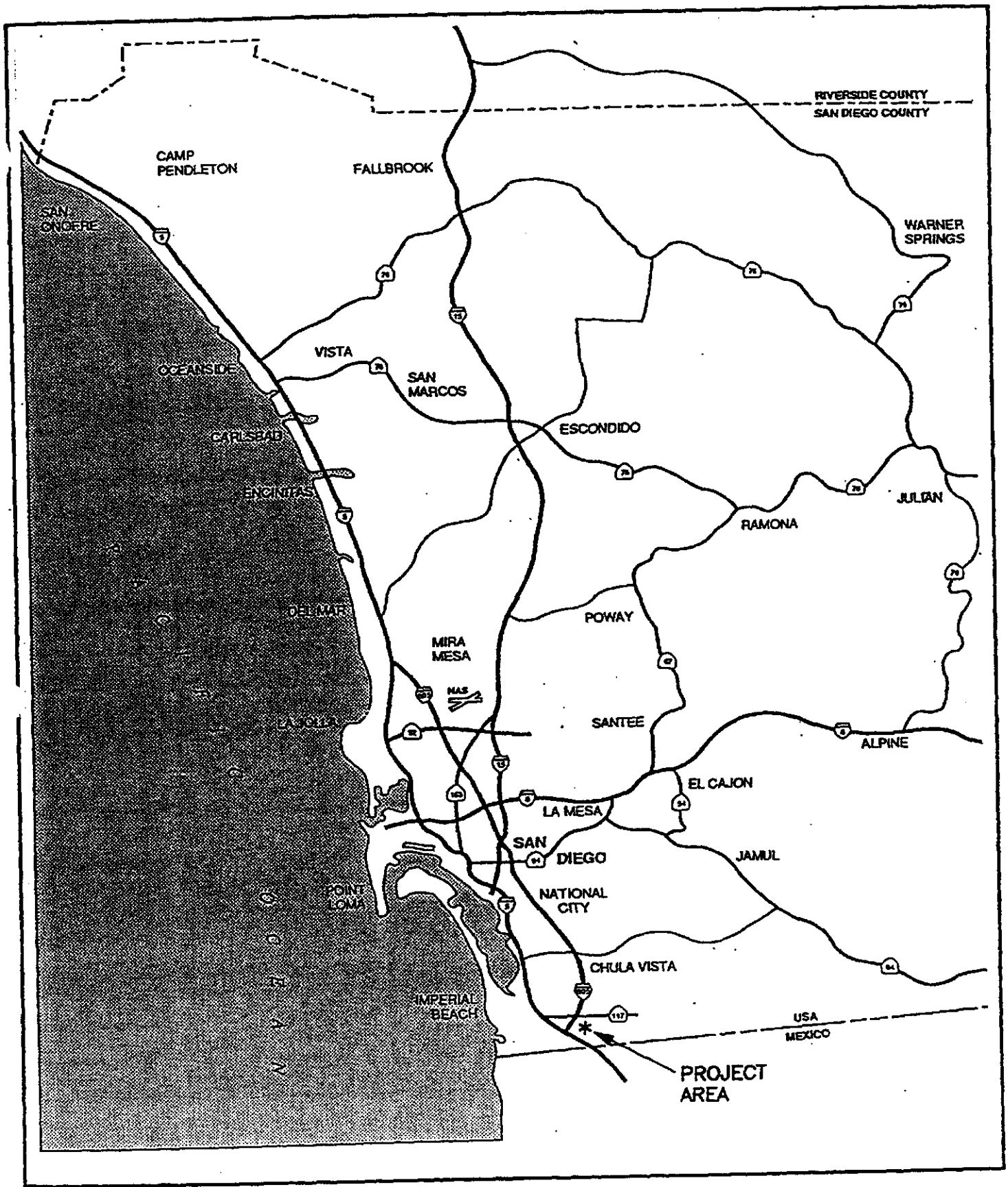
- Project description
- Existing conditions assessment
- Estimated traffic generation of the proposed redevelopment projects
- Future (year 2015) capacity analysis both with and without the redevelopment project
- Identification of potential significant impacts
- Recommended mitigation measures

PROJECT DESCRIPTION

The San Ysidro Redevelopment Project area is located within the southern portion of the City of San Diego, approximately 14 miles southeast of Downtown San Diego. The approximately 766-acre area contains the majority of the San Ysidro Community Planning Area and is generally bound by Beyer Street on the north, the Otay Mesa Community on the east, the international border on the south and the Tijuana River on the west.

The proposed San Ysidro Redevelopment Project is based on an ultimate development scenario over a 30-year period. The ultimate development scenario represents the "net increase" in development densities anticipated to occur with implementation of the Redevelopment Plan. A total net increase of approximately 1.5 million square feet (SF) of commercial, office, and hotel uses; approximately 30,000 SF of industrial uses; and approximately 450 dwelling units (DUs) is projected to occur over the 30-year life of the Redevelopment Plan. The ultimate development scenario estimates the total amount of development that is anticipated to occur within the Project Area based upon historic development trends, future market conditions, and adopted land use plans.

Table 1 presents the increase in development that is anticipated to occur under the proposed Redevelopment Plan. The objectives of the Redevelopment Plan are to improve and promote the business environment and to expand affordable housing opportunities. In accordance with these objectives, the net land use increases projected in the ultimate development scenario were distributed throughout the Project area in a manner that was consistent with the recommendations of the Community Plan.



1

VICINITY MAP

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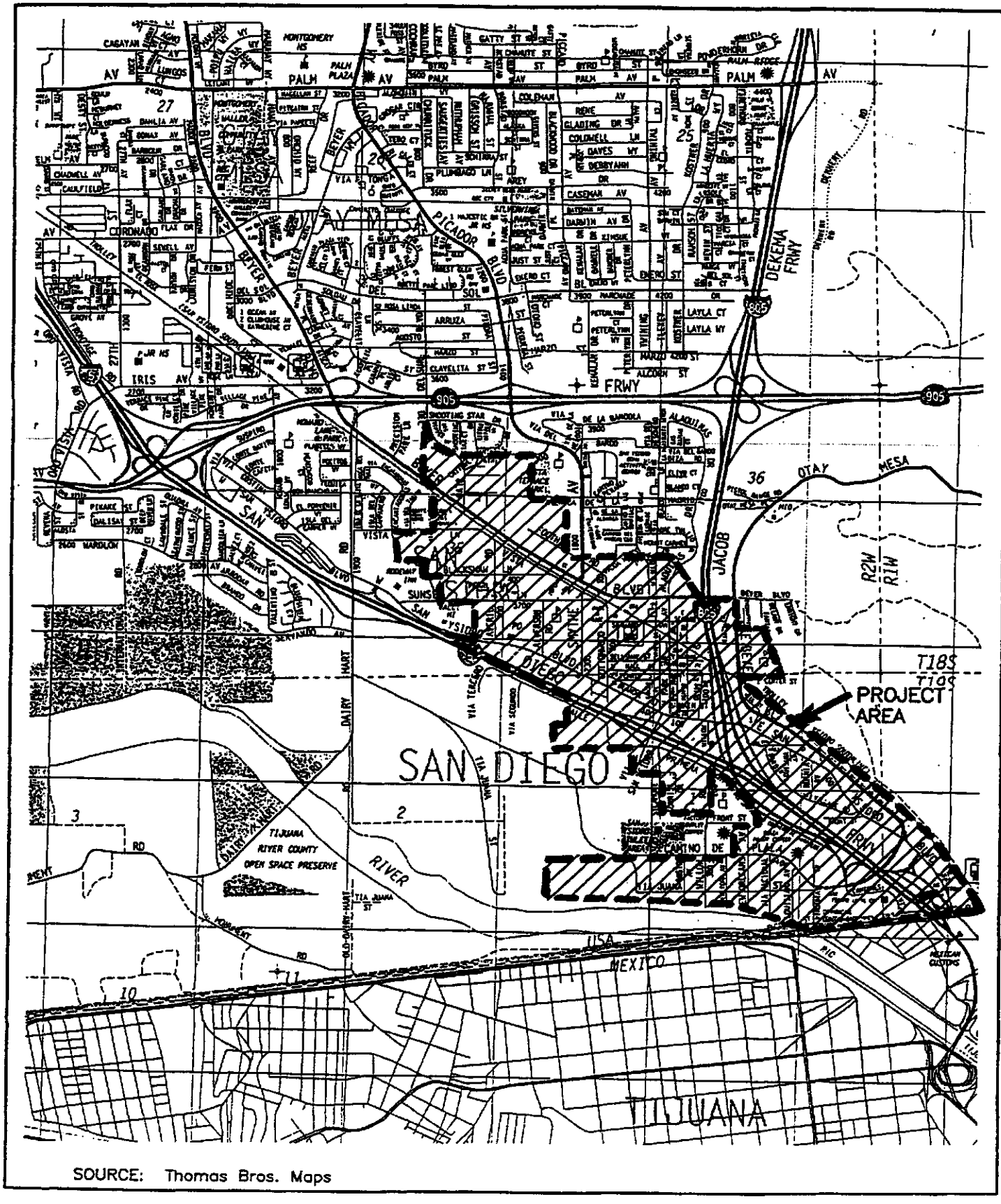
MILES

LINSCOTT, LAW & GREENSPAN

SAN YSIDRO REDEVELOPMENT



SOURCE: Thomas Bros. Maps

NO SCALE

2

PROJECT AREA MAP

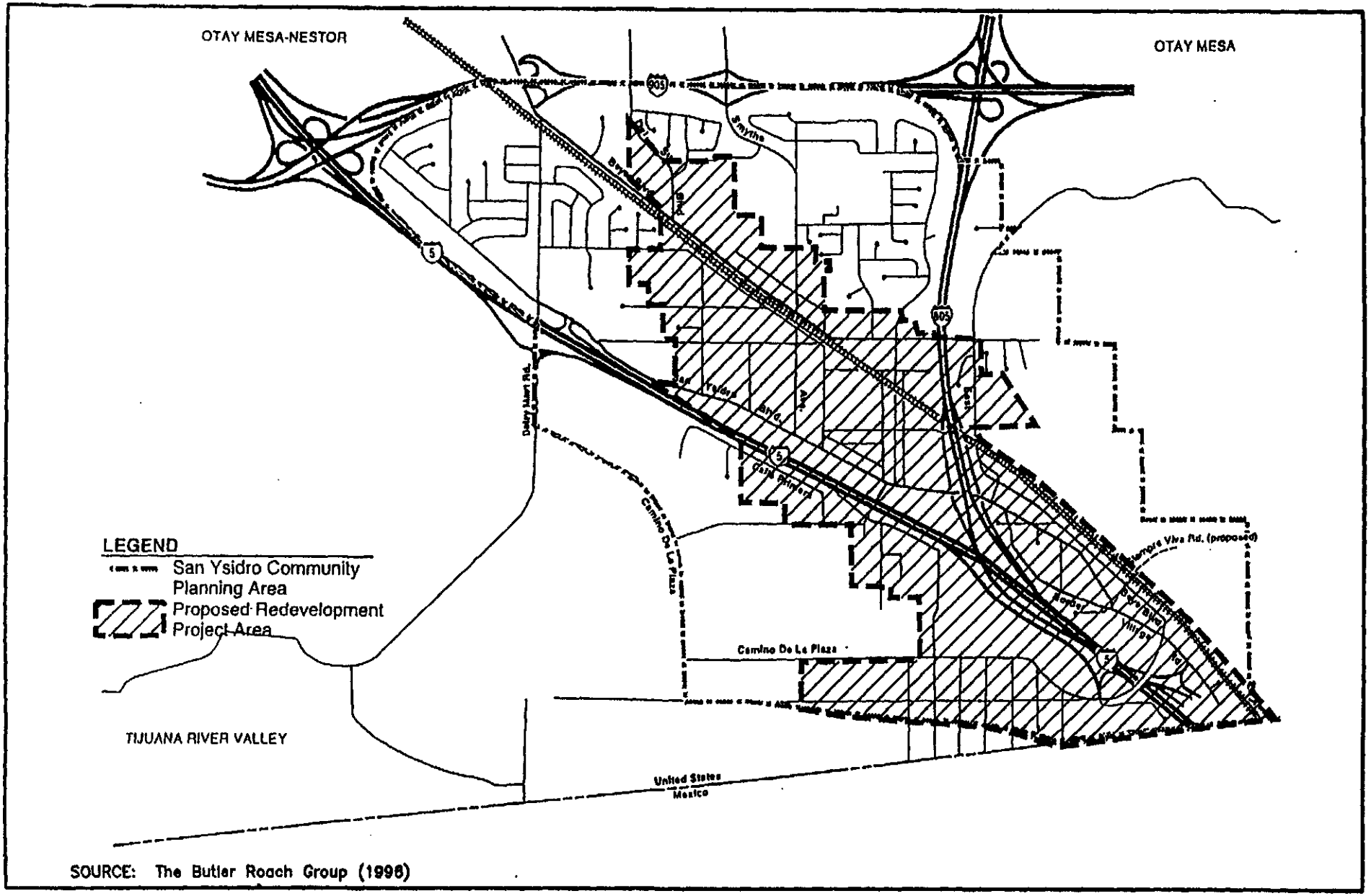

OTAY MESA-NESTOR
OTAY MESA
LEGEND
San Ysidro Community Planning Area
Proposed Redevelopment Project Area
TIJUANA RIVER VALLEY
Camino De La Plaza
Dairy Mart Rd.
Otay Mesa Rd.
Virginia Ave.
Beyer Blvd.
Yturbide
Via De La Amistad
Camino De La Plaza
Otay Mesa Viva Rd. (proposed)
Port Blvd.
Village 1
Village 2
Village 3
Village 4
Village 5
Village 6
Village 7
Village 8
Village 9
Village 10
Village 11
Village 12
Village 13
Village 14
Village 15
Village 16
Village 17
Village 18
Village 19
Village 20
Village

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TABLE 1

ULTIMATE DEVELOPMENT SCENARIO
SAN YSIDRO REDEVELOPMENT PROJECT

LAND USE	DEVELOPMENT DENSITY	
	TOTAL NET INCREASE	AVERAGE ANNUAL NET INCREASE [2]
COMMERCIAL (SF)		
Retail/Entertainment	1,295,000	43,167
Office	150,000	5,000
Hotel [1]	55,000	1,833
Subtotal	**1,500,000**	**50,000**
INDUSTRIAL (SF)	**30,000**	**1,000**
RESIDENTIAL (DU)		
Single-Family	150	5
Multi-Family	300	10
Subtotal	**450**	**15**

Note: (1) = Represents 150 additional hotel rooms
(2) = Equivalent to net increase ÷ 30-year life of Redevelopment Plan
SF = Square Feet
DU = Dwelling Unit

Source: Redevelopment Agency of San Diego Economic Development Services Dept., November 1995

tables/tab1.557

This traffic study assumes the following production of land uses over the next 30 years:

1. New development and/or replacement development activities would occur throughout the Project Area in a manner that is consistent with the San Ysidro Community Plan, the San Ysidro Implementing Ordinance, and the underlining zone classifications.

2. A net increase of approximately 450 dwelling units (DU) would occur as a result of the San Ysidro Redevelopment Project. The ultimate development scenario assumes approximately 150 of the DUs would be single-family units and approximately 300 would be multi-family units.

3. A net increase of approximately 1,500,000 SF of commercial, office, and hotel space would occur as a result of the San Ysidro Redevelopment Project. Of this total, approximately 1,295,000 SF would be retail and entertainment uses; 150,000 SF would be for office use and approximately 55,000 SF would be for hotel use.

4. A net increase of approximately 30,000 SF of industrial space would occur as a result of the San Ysidro Redevelopment Project. It is assumed that an average annual net increase of approximately 1,000 SF of industrial uses would occur over the 30-year life of the project.

5. The net increase in "commercial" development is assumed to include commercial and/or office use, as permitted in the CFS and CT zones.

6. The net increase in "industrial" development is assumed to include manufacturing and light industrial uses, as permitted in the I-1 zone.

7. The 55,000 SF of hotel uses is assumed to result in approximately 150 hotel rooms. It was assumed that the hotel would be constructed in the border trolley area, consistent with the San Ysidro Community Plan's recommendations for the International Gateway.

8. Existing institutional and utility uses are assumed to remain after redevelopment (i.e., schools, fire stations, libraries, hospitals).

9. Minor improvements to existing structures (i.e., repair, remodeling, painting, and/or landscaping) may be induced by the implementation of the proposed redevelopment plan. No increase in development densities is expected with these types of minor improvements.

Implementation of the San Ysidro Redevelopment Plan would be accomplished by a variety of actions and activities. The schedule for implementation activities in the San Ysidro Redevelopment Project would primarily be driven by prevailing market forces, property owners' interest and abilities to renovate or redevelop their property, and the Redevelopment Agency's ability to assist property owners and attract and negotiate with responsible

developers. For this reason, the basis of analysis assumes an even distribution of the net increases in land use over the 30 year life of the Redevelopment Plan. Individual project schedules would be based on land acquisition, relocation of businesses and/or residents, demolition of structures, and ultimately, construction.

Exhibit 4 shows the project area subdivided into seven subareas. The project area was subdivided this way for the purposes of traffic distribution and assignment. **Table 2** shows the Redevelopment Project proposed land uses summarized by subarea. This table shows that the majority of development is proposed in Subareas F and G. **Appendix A** shows a block-by-block summary of the proposed redevelopment project proposed land uses. **Appendix B** presents a list of the transportation-related City of San Diego Capital Improvement Projects (CIPs) in the San Ysidro Redevelopment Area.

EXISTING STREET SYSTEM

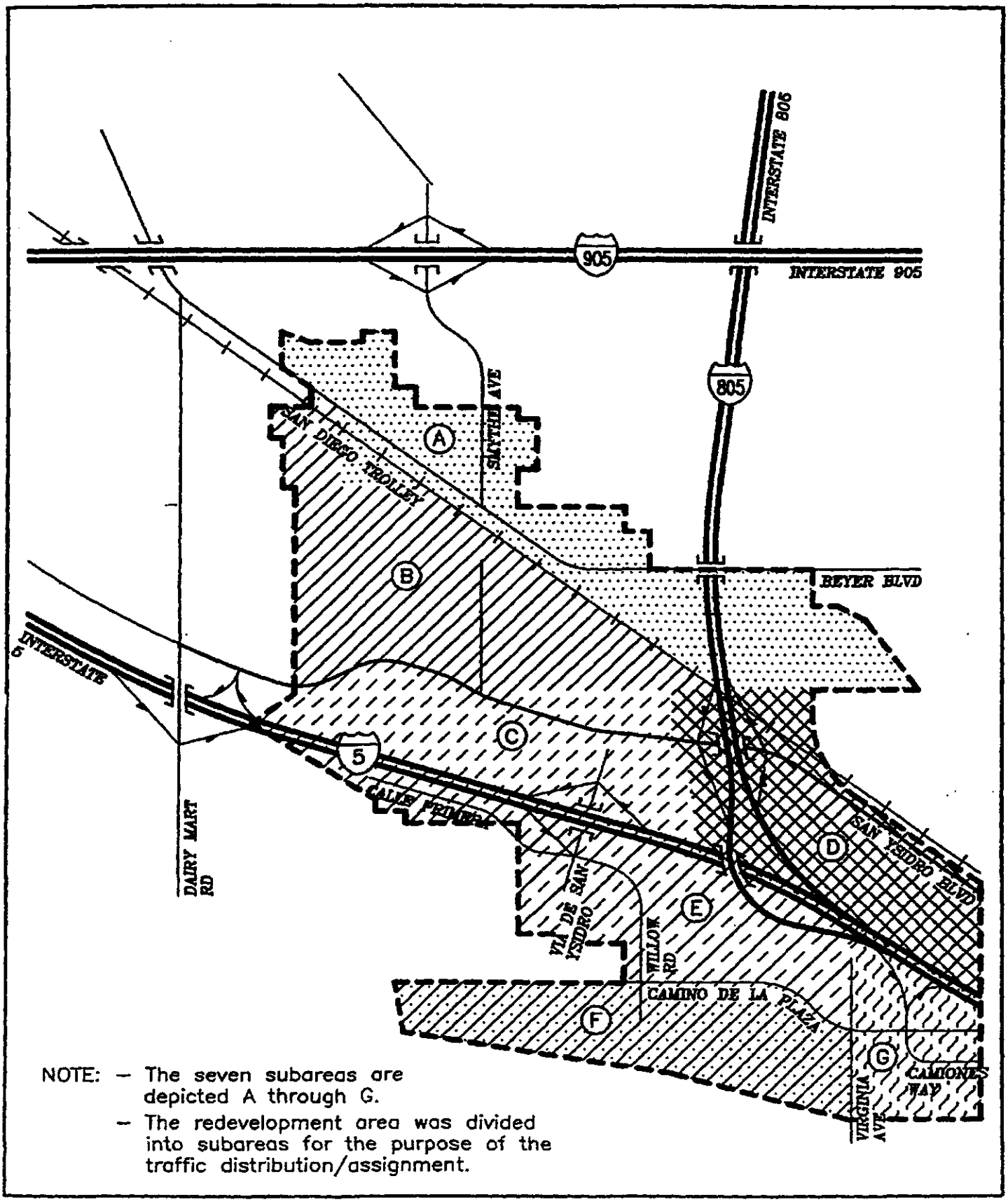
According to the City of San Diego Street Design Manual, Six-Lane Prime Arterials should be 102 feet wide in 122 feet of Right of Way (R/W), providing six thru lanes, a raised median/left-turn lane and curbside parking. Six-Lane Majors should be 102 feet wide in 122 feet of Right of Way (R/W), providing six thru lanes, a raised median/left-turn lane and curbside parking. Four-Lane Majors should be 78 feet wide in 98 feet of R/W, providing four thru lanes, a raised median/left-turn lane and curbside parking. Four-Lane Collectors should be 72 feet wide in 92 feet of R/W, providing four thru lanes, a painted median/left-turn lane and curbside parking. Two-lane Collectors should be 40 feet wide in 60 feet of R/W and provide two thru lanes.

The following is a brief description of the significant roadways in the project area. **Exhibit 5** shows an existing conditions diagram. **Table 3** shows the most recent available daily traffic volumes (ADT's). **Exhibit 6** shows the existing daily traffic volumes graphically.

Interstate 5 (I-5) is a north-south facility which extends from the United States/Mexico border, the length of California and beyond. It generally provides four lanes in each direction in the project vicinity with interchanges at Dairy Mart Road, Via De San Ysidro and Camino De La Plaza.

Interstate 805 (I-805) is a north-south facility which extends from the San Ysidro area to Sorrento Valley. It generally provides four lanes in each direction in the project vicinity with an interchange at San Ysidro Boulevard.

State Route 905 (SR 905) is an east-west facility which extends from I-5 to east of I-805 and forms the northern boundary of the San Ysidro Community. It generally provides two lanes in each direction with interchanges at Beyer Boulevard and Smythe Avenue.



NOTE: – The seven subareas are depicted A through G.
– The redevelopment area was divided into subareas for the purpose of the traffic distribution/assignment.

4

SEVEN REDEVELOPMENT SUBAREAS

NO SCALE

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TABLE 2
PROPOSED REDEVELOPMENT LAND USE AND INTENSITIES

SUBAREA	SINGLE-FAMILY (DU)	MULTI-FAMILY (DU)	COMMERICAL (KSF)	OFFICE (KSF)	INDUSTRIAL (KSF)	HOTEL (KSF)
A	65	130	9.524	1.575	3.00	--
B	73	145	--	--	--	--
C	4	10	37.209	6.150	--	--
D	--	--	56.424	9.346	2.70	55.0
E	8	15	9.215	1.524	24.30	--
F	--	--	982.242	109.140	--	--
G	--	--	200.385	22.265	--	--
TOTAL	150	300	1,295	150	30	55,000

Source: The Butler Roach Group
DU = Dwelling Unit
KSF = 1,000 square feet

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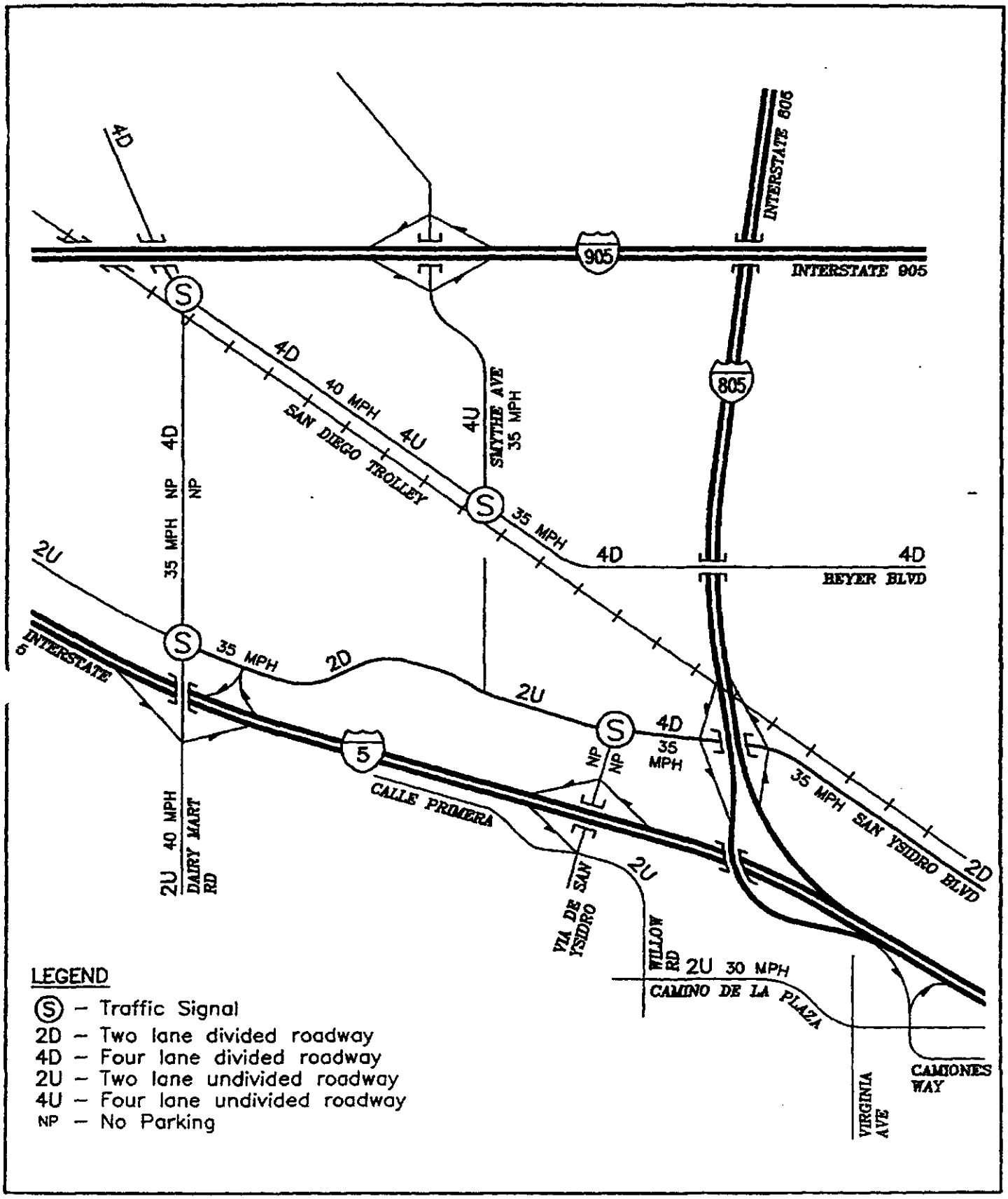

5

EXISTING CONDITIONS DIAGRAM

NO SCALE

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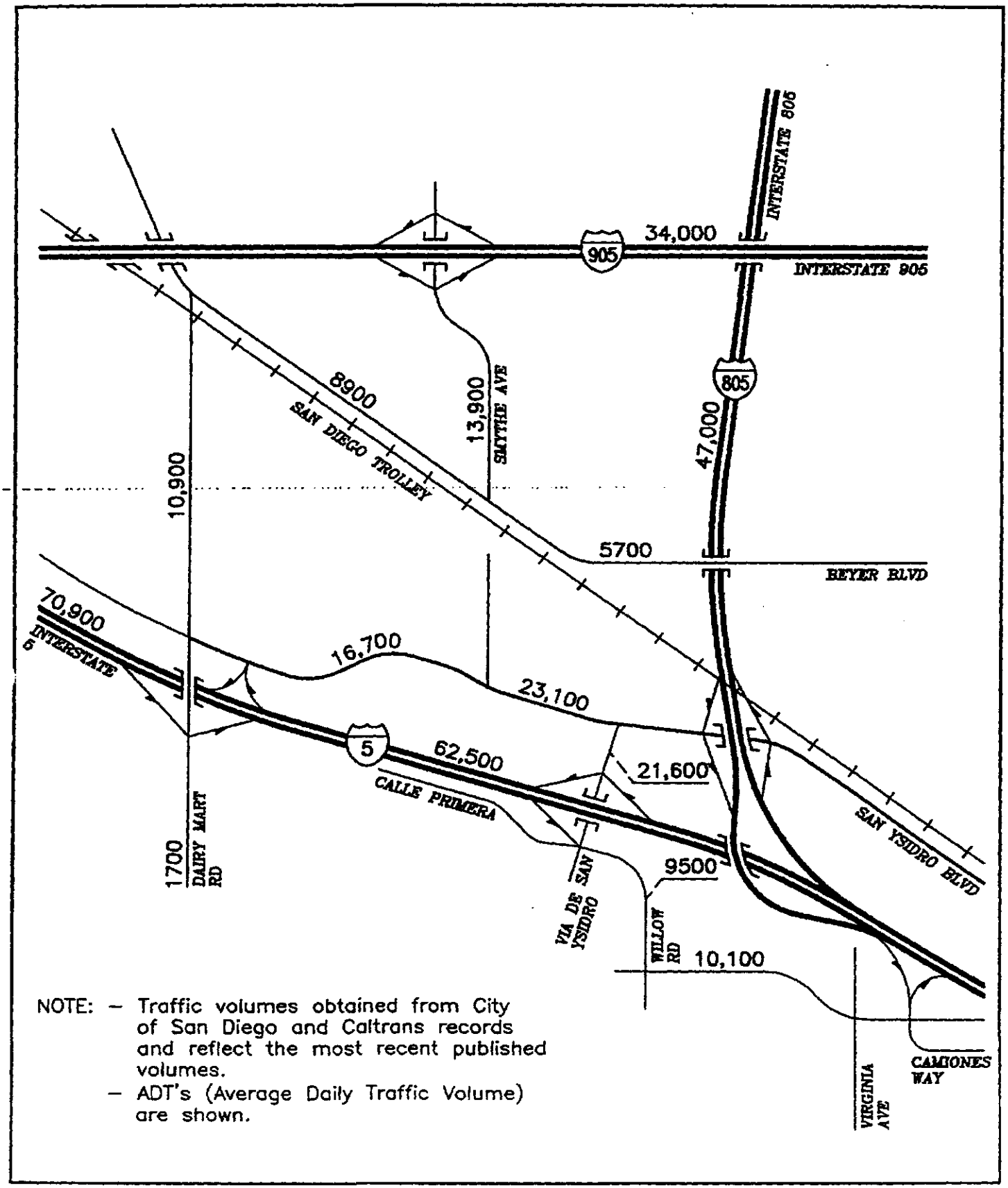
TABLE 3

EXISTING DAILY TRAFFIC VOLUMES

STREET SEGMENT	DAILY TRAFFIC VOLUME
Dairy Mart Road	
n/o I-5	10,900
s/o I-5	1,700
Smythe Avenue	
n/o Beyer Boulevard	13,900
Willow Road	
n/o Camino de la Plaza	9,500
Beyer Boulevard	
w/o Smythe Avenue	8,900
e/o Smythe Avenue	5,700
San Ysidro Boulevard	
w/o Smythe Avenue	16,700
e/o Smythe Avenue	23,100
Camino de la Plaza	
e/o Dairy Mart Road	DNE
e/o Willow Road	10,100

NOTE: Traffic volumes are the most recent available published volumes from City of San Diego records.
DNE = Does Not Exist

tables/tab3.557



NOTE: – Traffic volumes obtained from City of San Diego and Caltrans records and reflect the most recent published volumes.
– ADT's (Average Daily Traffic Volume) are shown.

NO SCALE

6

EXISTING TRAFFIC VOLUMES
ADT's

San Ysidro Boulevard is classified as a modified Four Lane Collector between Dairy Mart Road and Smythe Avenue, as a Two/Three Lane Major between Smythe Avenue and Via de San Ysidro and as a Four Lane Major west of Via de San Ysidro in the San Ysidro Community Plan. It generally provides only one lane in each direction with some portions providing two lanes in each direction west of Via de San Ysidro. Curbside parking is generally allowed and the speed limit varies between 25 mph and 35 mph. San Ysidro Boulevard is the primary thoroughfare within the community boundaries. It is congested during peak periods with both vehicular and pedestrian traffic.

Dairy Mart Road is classified as a Major Street north of I-5 and as a Collector Street south of I-5. It currently provides four thru lanes between San Ysidro Boulevard and Beyer Boulevard and two thru lanes between I-5 and Monument Road. Cross street traffic on this facility is controlled by traffic signals at Beyer Boulevard and San Ysidro Boulevard. The current speed limits on this roadway north and south of I-5 are 35 mph and 40 mph, respectively. Curbside parking is generally not permitted.

Beyer Boulevard is classified as a Major Street. It extends from I-805 northward into Otay Mesa and generally provides a total of four travel lanes. It is STOP sign controlled at East Beyer Boulevard and signalized at Dairy Mart Road, Del Sur Boulevard, Smythe Avenue, and Alaquinas Drive. Curbside parking is generally allowed along this roadway. The speed limit is posted at both 35 mph and 40 mph.

Smythe Avenue is classified as a Four Lane Collector Street north of Beyer Boulevard; and a Two Lane Collector Street south of Beyer Boulevard. The roadway north of Beyer Boulevard is generally constructed as a four-lane undivided facility. Cross street traffic on this facility is controlled by traffic signals at Beyer Boulevard and the I-905 ramps. One thru lane in each direction is provided south of Beyer Boulevard. Curbside parking is generally allowed along this entire roadway. Speed limits vary from 25 mph to 35 mph. Smythe Avenue does not extend across the trolley tracks.

Via De San Ysidro is classified as a Two/Three Lane Major which extends from San Ysidro Boulevard to Willow Street. It generally provides one lane in each direction. The San Ysidro Boulevard/Via De San Ysidro intersection is currently signalized. Curbside parking is not allowed and there is no posted speed limit.

Willow Road is classified as a Four-Lane Collector Street and extends between Camino De La Plaza and Calle Primera. It generally provides one lane in each direction. Curbside parking is generally allowed and the speed limit varies from 25 mph to 35 mph. Willow Road is heavily traveled by truck traffic.

Camino de la Plaza is classified as a Four-Lane Collector between Dairy Mart Road and the I-5 ramps. It currently provides one lane in each direction. Camino de la Plaza is a dirt road between Dairy Mart Road and Willow Road. The speed limit is posted at 30 mph.

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EXISTING TRAFFIC OPERATIONS

Table 4 shows the existing operations of the street system in the project area on a daily basis. The capacities and Level of Service thresholds are based on City of San Diego standards, as shown in **Appendix C**. This table shows that each of the street segments is calculated to operate at LOS D or better, with one exception. The two-lane sections of San Ysidro Boulevard between Dairy Mart Road and Via de San Ysidro are calculated at LOS F.

PROJECT TRAFFIC GENERATION

Table 5 shows the proposed San Ysidro Redevelopment Project land uses summarized by subarea. These land uses are in addition to existing land uses. Table 5 shows a summary of the calculated traffic generation of each of the subareas. The traffic generation rates are based on City of San Diego standards.

Table 5 shows that a total of 54,704 daily trips are calculated to be generated by the redevelopment project. This table also shows that over 80 percent of this traffic would be generated in Subareas F and G.

TRAFFIC IMPACT ASSESSMENT METHODOLOGY

The project traffic impacts were determined in the year 2015 time frame for reasons explained in the following section. The SANDAG Series 8 traffic forecast was initially run without the redevelopment project land uses. The major land use proposals from the redevelopment project were then coded into the SANDAG computer model and the model was rerun. A capacity analysis was then conducted using both sets of volumes and the results were compared. Mitigation measures are recommended at locations where the future daily Level of Service are calculated to be worse than LOS D with the redevelopment project.

FUTURE (2015) TRAFFIC VOLUMES

Redevelopment is planned to occur over a 30-year period. Therefore, it was necessary to choose a base year for analysis purposes. The year 2015 was chosen since 20 years into the future is a common horizon year to study and since this is the study year for the SANDAG Series 8 traffic forecast. The City of San Diego directed that the SANDAG Series 8 forecast should be utilized as opposed to a City forecast since the Series 8 forecast was more up to date.

SANDAG provided future volumes from their Series 8 forecast. This forecast does not include the redevelopment project. **Exhibit 7** shows the year 2015 volumes **without** the redevelopment project.

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TABLE 4

EXISTING STREET SEGMENT OPERATIONS

STREET SEGMENT	EXISTING CAPACITY	EXISTING CONDITION	
		VOL	LOS
Dairy Mart Road			
n/o I-5	30,000	10,900	C
s/o I-5	15,000	1,700	A
Smythe Avenue			
n/o Beyer Boulevard	30,000	13,900	C
Willow Road			
n/o Camino de la Plaza	15,000	9,500	C
Beyer Boulevard			
w/o Smythe Avenue	30,000	8,900	B
e/o Smythe Avenue	30,000	5,700	A
San Ysidro Boulevard			
w/o Smythe Avenue	15,000	16,700	F
e/o Smythe Avenue	15,000	23,100	F
Camino de la Plaza			
e/o Dairy Mart Road	DNE	—	-
e/o Willow Road	15,000	10,100	D

DNE = Does Not Exist
VOL = Volume
LOS = Level of Service

tables/tab4.557

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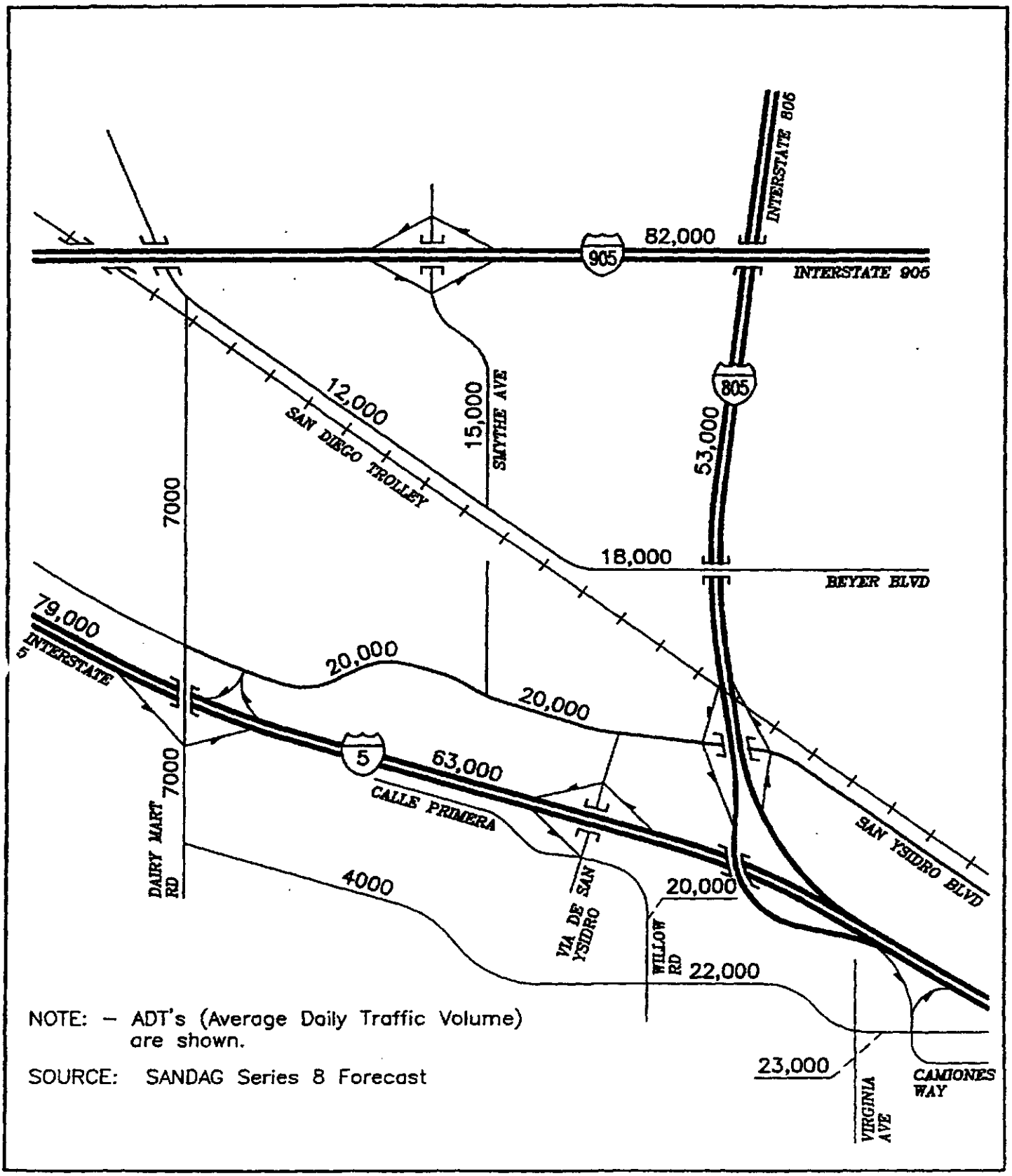
TABLE 5
PROJECT TRAFFIC GENERATION

USE	SIZE	DAILY TRIP ENDS (ADT)	
		RATE	VOLUME
SUBAREA A			
Single Family	65 DU	9	585
Multi Family	130 DU	6	780
Commercial	9.524 KSF	36	343
Office	1.575 KSF	20	32
Industrial	3.000 KSF	16	48
Subtotal			**1,788**
SUBAREA B			
Single Family	73 DU	9	657
Multi Family	145 DU	6	870
Subtotal			**1,527**
SUBAREA C			
Single Family	4 DU	9	36
Multi Family	10 DU	6	60
Commercial	37.209 KSF	36	1,340
Office	6.150 KSF	20	123
Subtotal			**1,559**
SUBAREA D			
Commercial	56.424 KSF	36	2,031
Office	9.346 KSF	20	187
Industrial	2.700 KSF	16	43
Hotel	150 ROOMS	10	1500
Subtotal			**3,761**
SUBAREA E			
Single Family	8 DU	9	72
Multi Family	15 DU	6	90
Commercial	9.215 KSF	36	332
Office	1.524 KSF	20	31
Industrial	24.300 KSF	16	389
Subtotal			**914**
SUBAREA F			
Commercial	982.242 KSF	36	35,361
Office	109.140 KSF	20	2,183
Subtotal			**37,544**
SUBAREA G			
Commercial	200.385 KSF	36	7,214
Office	22.265 KSF	20	445
Subtotal			**7,659**
GRAND TOTAL			**54,752**

Notes: Traffic Generation Rates obtained from City of San Diego Trip Generation Manual.
DU = Dwelling Unit
KSF = 1,000 square feet



NOTE: – ADT's (Average Daily Traffic Volume) are shown.

SOURCE: SANDAG Series 8 Forecast

NO SCALE

7

YEAR 2015 TRAFFIC VOLUMES
COMMUNITY PLAN LAND USES
WITHOUT REDEVELOPMENT PROJECT

LLG worked with SANDAG staff to input the major land uses proposals from the San Ysidro Redevelopment Project into SANDAG's computer model. The computer model was then rerun and year 2015 volumes **with** the redevelopment project were produced. **Exhibit 8** shows these daily traffic volumes.

FUTURE (2015) CAPACITY ANALYSIS

Table 6 shows a summary of the year 2015 street segment operations both with and without the redevelopment project. Each roadway was assumed to be constructed to it's Community Plan classification.

Table 6 shows that each of the street segments in the project area are calculated to operate at LOS D or better in the year 2015 without the redevelopment project.

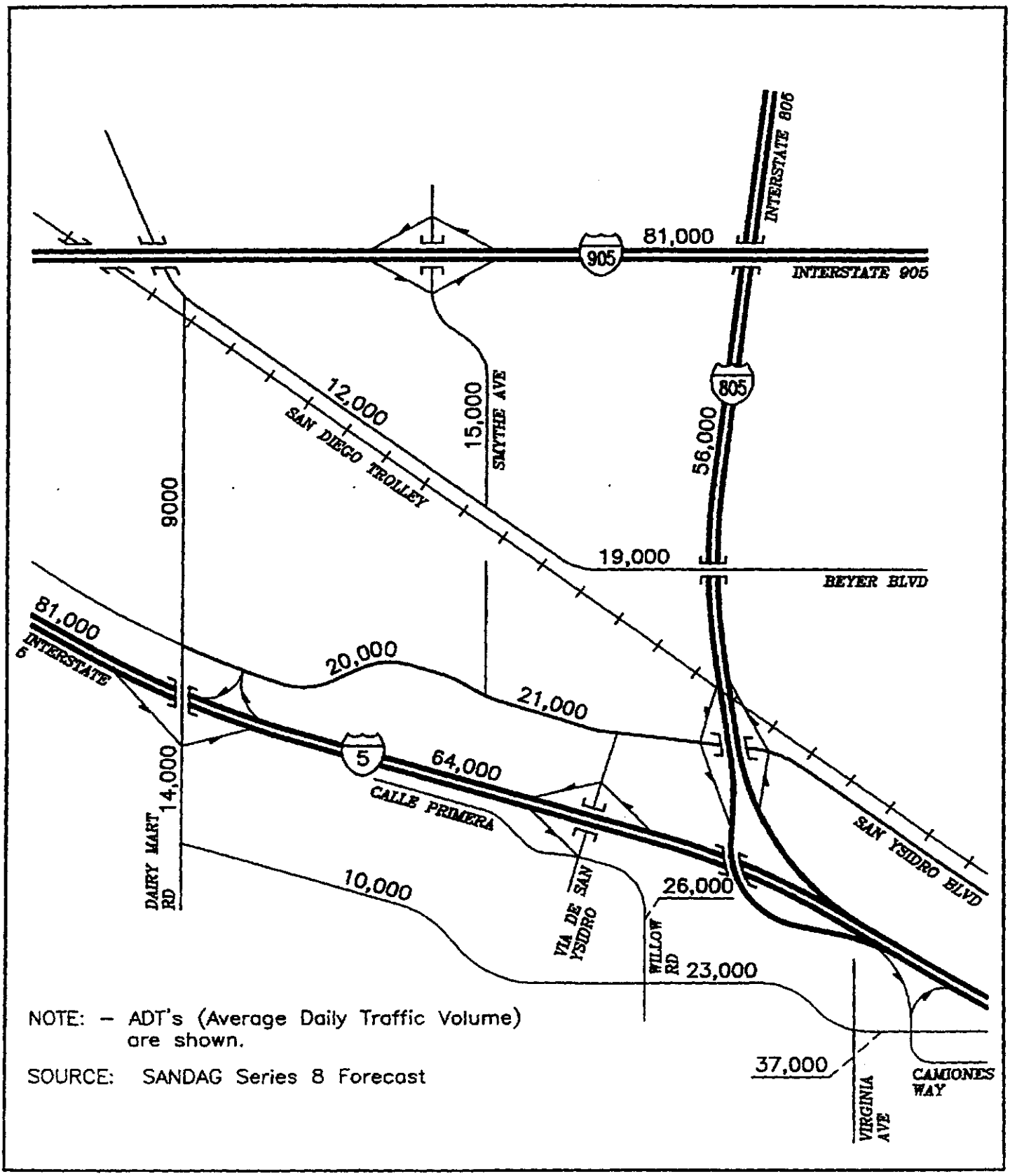
Table 6 also shows that each of the street segments in the project area are calculated to operate at LOS D or better in the year 2015 **with** the redevelopment project, with two exceptions. Willow Road north of Camino de la Plaza (LOS D/E threshold) and Camino de la Plaza east of Virginia Avenue (LOS F) are both calculated to operate poorly assuming they are built to Four Lane Collector standards. The significance of these impacts is discussed later in the report.

SMYTHE AVENUE EXTENSION

Smythe Avenue currently does not extend over the trolley tracks. This extension has been considered in the past. The City of San Diego has recommended against the crossing for the following reasons:

- A bridge would not be cost effective because the expense to construct it cannot be justified by the forecast traffic volume of only 10,000 Average Daily Trips (ADT).
- Smythe Avenue narrows to 33 feet of pavement between Sunset Boulevard and San Ysidro Boulevard.
- Residential property fronts Smythe Avenue between Sunset Boulevard and San Ysidro Boulevard.
- A trolley crossing already exists one block west of Smythe Avenue.

It should be noted that the SANDAG Series 8 Forecast does assume that Smythe Avenue is extended over the trolley tracks. The forecast volumes would not be expected to change significantly without the Smythe Avenue extension since their is a trolley crossing just west of Smythe Avenue.



NO SCALE

8

YEAR 2015 TRAFFIC VOLUMES
COMMUNITY PLAN LAND USES
WITH REDEVELOPMENT PROJECT

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TABLE 6

YEAR 2015 STREET SEGMENT OPERATIONS

STREET SEGMENT	CAPACITY[1]	YEAR 2015 WITHOUT REDEVELOPMENT PROJECT		YEAR 2015 WITH REDEVELOPMENT PROJECT	
		VOL	LOS	VOL	LOS
Dairy Mart Road					
n/o I-5	40,000	7,000	A	9,000	A
s/o I-5	30,000	7,000	A	14,000	C
Smythe Avenue					
n/o Beyer Boulevard	30,000	15,000	C	15,000	C
Willow Road					
n/o Camino de la Plaza	30,000	20,000	C/D	26,000	D/E
Beyer Boulevard					
w/o Smythe Avenue	40,000	12,000	A	12,000	A
e/o Smythe Avenue	40,000	18,000	B	19,000	B
San Ysidro Boulevard					
w/o Smythe Avenue	30,000	20,000	C/D	20,000	C/D
e/o Smythe Avenue	27,500[2]	20,000	D	21,000	D
Camino de la Plaza					
e/o Dairy Mart Road	30,000	4,000	A	10,000	B
e/o Willow Road	30,000	22,000	D	23,000	D
e/o Virginia Avenue	30,000	23,000	D	37,000	F

1. Capacities based on City of San Diego roadway classification standards. Classifications obtained from San Ysidro Community Plan.

2. Assumed capacity of Two/Three Lane Major.

NOTE: Year 2015 volumes obtained from SANDAG Series 8 Forecast.

VOL = Volume
LOS = Level of Service

tables/tab6.557

TROLLEY INTERFACE

San Ysidro is the southern terminus of the San Diego Trolley's South Line. The South Line, at present, links San Ysidro and the International Border with Centre City and includes a total of eighteen stops. Park-and-ride lots are available at many of these stops, including the Beyer Station in San Ysidro.

Access to the Trolley's East Line is available via the transfer station at Imperial Avenue and Twelfth Street. This line currently terminates in Santee. As the light rail system expands during the next decade, much more of the greater metropolitan area will be accessible via this mode of transit.

Weekday trolley service between the Border Trolley Station and Centre City currently operates from 5 AM to 1 AM. Before 8 PM, trains operate every 15 minutes. After 8 PM, trains operate at 30-minute intervals. Trains consist of between one and four vehicles, with larger trains operating during peak demand periods.

The trolley provides an important service to the San Ysidro community. It carries and average of 20,000 weekday passengers to and from San Ysidro stations and provides a direct link to downtown San Diego and East County employment, cultural, shopping, and recreation centers. The trolley is the preferred mode of transportation for many weekday commuters and, together with bus service, is the only available mode of transportation for many.

The trolley, however, also divides and disrupts the community. It is an impediment to pedestrian and vehicular circulation across the community. Access points such as cross streets and over passes are very limited in number and there are few pedestrian connections.

The proposed project will benefit from the existence of the trolley since a relatively high percentage of project trips will be able to utilize the trolley as opposed to City surface streets.

POTENTIAL SIGNIFICANT IMPACTS/MITIGATION MEASURES

As shown in Table 6, both Willow Road north of Camino de la Plaza and Camino de la Plaza east of Virginia Avenue are calculated to operate worse than LOS D with the redevelopment project (assuming they are constructed as Four-Lane Collectors). These poor Levels of Service are mainly due to the very large concentration of commercial uses proposed in Subareas F and G (over one million square feet).

It appears that the capacity of Camino de la Plaza between Camiones Way and Virginia Avenue will be exceeded if this street is constructed to Four-Lane Collector standards, assuming the large proposed commercial projects are developed. A wider cross section should be planned. Willow Road between Camino de la Plaza and Via de San Ysidro is calculated at the LOS D/E threshold. This indicates that a wider cross section may be necessary. However, due to right-of-way constraints and the fact that Dairy Mart Road and Camino de la Plaza between Dairy Mart Road and Willow Road are calculated to have excess

capacity, it is recommended that signing be installed to direct traffic to/from the Dairy Mart Road interchange as opposed to the Via de San Ysidro interchange.

The following mitigation measures are recommended:

1) Provide signing which directs traffic to/from the proposed commercial area via the Dairy Mart Road interchange as opposed to the Via de San Ysidro interchange conduct a project specific traffic study for the major commercial projects once they are officially proposed to determine the proper width of Willow Road. Additionally, the Via de San Ysidro/Calle Primera/Southbound I-5 off-ramp intersection should be studied to develop a better geometric plan. This plan should allow a straight movement from the off-ramp to Calle Primera, which leads to Willow Road.

2) Reserve right-of-way on Camino de la Plaza between Camiones Way and Virginia Avenue for Four-Lane Major standards. Also, plan on providing multiple turn lanes at the Virginia Avenue and Camiones Way intersections on Camino de la Plaza. The specific geometrics which will be required in this immediate area should be determined based on a site specific traffic study which shall be conducted for the large proposed commercial projects.

The actual construction of these improvements should be delayed until specific development projects are proposed.

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APPENDIX A

BLOCK-BY-BLOCK SUMMARY OF PROJECT LAND USE

Exhi

A Land Use Totals, San Ysidro Redevelopment Project

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
1				EXISTING CONDITIONS									NET INCREASE						EXISTING + NET INCREASE			
2	BRG NO.	PLATE	BLOCK	SF	MF	2-on-1	COMM'L (1)	OFFICE	INDUST.	HOTEL	SF	MF	COMM'L	OFFICE	INDUST.	HOTEL	SF	MF	COMM'L	OFFICE	INDUST.	HOTEL
3				(DU)	(DU)	(DU)	(Sq Ft)	(Sq Ft)	(Sq Ft)	(SQ FT)	(DU)	(DU)	(Sq Ft)	(Sq Ft)	(Sq Ft)	(SQ FT)	(DU)	(DU)	(Sq Ft)	(Sq Ft)	(Sq Ft)	(SQ FT)
4	1	1	Boundary/ Beyer/ Del Sur/ Boundary	0	262	0	0	0	0	0	10	23	0	0	0	0	10	285	0	0	0	0
5	2	1	Boundary/ Vista/ Beyer	0	0	0	0	0	10,000	0	0	0	0	0	3,000	0	0	0	0	0	13,000	0
6	3	1	Del Sur/ Beyer/ Boundary/ Boundary	1	396	0	0	0	0	0	21	41	0	0	0	0	22	439	0	0	0	0
7																						
8	4	2	Boundary/ Blackshaw/ Averill/ South Vista/ Vista	3	93	10	0	0	0	0	15	33	0	0	0	0	25	126	0	0	0	0
9	5	2	Averill/ Blackshaw/ South Vista	0	58	2	0	0	0	0	5	13	0	0	0	0	5	71	0	0	0	0
10	6	2	South Vista/ Blackshaw/ Beyer/ Vista	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	7	3	Beyer/ Blackshaw/ Smythe/ Foothill/ Vista	0	0	14	3,450	0	0	0	18	18	0	0	0	0	18	18	3,450	0	0	0
12	8	3	Foothill/ Smythe/ Vista	4	132	0	0	0	0	0	0	0	0	0	0	0	4	132	0	0	0	0
13																						
14	9	4	Smythe/ Foothill/ Boundary/ Boundary	0	0	2	0	0	0	0	7	13	0	0	0	0	7	13	0	0	0	0
15	10	4	Smythe/ Beyer/ Cottonwood/ Foothill	4	0	0	0	6,400	0	0	3	5	0	0	0	0	7	5	0	6,400	0	0
16	11	4	Smythe/ Cottonwood/ Beyer	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17																						
18	12	5	Boundary/ Sunset/ Averill/ Blackshaw	12	14	6	0	0	0	0	4	10	0	0	0	0	16	24	0	0	0	0
19	13	5	Boundary/ San Ysidro/ Averill/ Sunset	1	42	4	0	0	0	0	6	10	0	0	0	0	7	52	0	0	0	0
20	14	6	Averill/ San Ysidro/ Arrectant/ Sunset	12	143	12	0	0	0	0	0	0	0	0	0	0	12	143	0	0	0	0
21	15	6	Arrectant/ San Ysidro/ Smythe/ Sunset	4	81	14	0	0	0	0	17	34	0	0	0	0	21	115	0	0	0	0
22	16	6	Smythe/ San Ysidro/ Cottonwood/ Sunset	12	91	20	7,830	0	0	0	13	24	0	0	0	0	25	115	7,830	0	0	0
23	17	6	South Vista/ Cottonwood/ Blackshaw	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
24	18	6	Averill/ Sunset/ South Vista/ Blackshaw	10	113	6	2,000	0	0	0	12	26	0	0	0	0	22	139	2,000	0	0	0
25																						
26	19	7	Cottonwood/ Beyer/ North Level Boundary	3	6	2	0	0	0	0	0	0	6,749	1,116	0	0	3	5	6,749	1,116	0	0
27	20	7	Cottonwood/ R.R./ Seaward/ West Pacific/ Beyer	2	106	4	0	0	0	0	0	0	0	0	0	0	2	106	0	0	0	0
28	21	7	R.R./ I-805/ Seaward	6	16	6	0	0	0	0	3	6	0	0	0	0	9	22	0	0	0	0
29	22	7	West Pacific/ Seaward/ I-805/ Beyer	4	41	6	0	0	0	0	4	8	0	0	0	0	8	49	0	0	0	0
30	23	7	North Level/ Beyer/ Boundary/ Boundary	0	0	0	10,320	0	0	0	0	0	2,725	459	0	0	0	0	29,295	459	0	0
31	24	8	Cottonwood/ Hall/ West Pacific/ R.R.	11	241	32	0	0	0	0	0	0	0	0	0	0	11	241	0	0	0	0
32	25	8	West Pacific/ Hall/ East Pacific/ R.R.	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
33	26	8	East Pacific/ Hall/ I-805/ R.R.	3	0	6	0	0	0	0	3	6	0	0	0	0	6	15	0	0	0	0
34	27	9	I-805/ Hall/ East Beyer/ Mesa	2	34	2	0	0	0	0	4	8	0	0	0	0	2	34	0	0	0	0
35	28	9	I-805/ Mesa/ Boundary/ Boundary	0	0	0	0	0	0	0	1	3	0	0	0	0	1	3	0	0	0	0
36	29	9	East Beyer/ Boundary/ Boundary/ Boundary	0	0	0	200	0	0	0	0	0	0	0	0	0	0	0	200	0	0	0
37																						
38	30	10	Boundary/ I-5/ Cottonwood/ San Ysidro	0	162	0	123,710	0	0	0	0	0	15,835	2,517	0	0	0	162	139,545	2,517	0	0
39	31	11	Boundary/ Boundary/ Calle Primera/ I-5	1	98	2	31,370	0	33,200	0	0	0	0	0	24,300	0	1	98	31,870	0	58,010	0
40																						
41	32	12	Cottonwood/ San Ysidro/ Cypress/ Hall	2	83	24	14,487	11,210	0	0	0	0	3,345	593	0	0	2	62	17,842	11,703	0	0
42	33	12	Cypress/ San Ysidro/ East Pacific/ Hall	2	69	20	7,650	0	0	0	0	0	528	87	0	0	2	69	8,188	87	0	0
43	34	12	East Pacific/ San Ysidro/ West Olive/ Hall	3	36	2	21,666	0	0	0	4	10	1,290	213	0	0	7	46	22,956	213	0	0
44	35	12	East Olive/ San Ysidro/ I-805	0	0	4	20,150	0	0	0	0	0	1,851	322	0	0	0	0	22,401	322	0	0
45	36	14	Cottonwood/ Boundary/ I-5	0	0	0	50	0	0	6,050	0	0	1,150	192	0	6	0	6	1,200	192	0	6,050
46	37	13	Cottonwood/ I-5/ West Park/ San Ysidro	0	26	0	38,851	0	0	0	0	0	5,350	1,050	0	0	0	26	45,001	1,050	0	0
47	38	13	West Park/ I-5/ Willow/ San Ysidro	0	50	0	6,300	0	0	0	0	0	2,941	487	0	0	0	50	9,248	487	0	0
48	39	15	Willow/ I-5/ I-805	0	0	0	600	0	0	0	0	0	4,864	821	0	0	0	0	5,764	821	0	0
49																						
50	40	13	I-805/ Beban Park/ San Ysidro	0	0	0	4,866	3,000	0	0	0	0	5,823	963	0	0	0	0	10,623	3,963	0	0
51	41	13	I-805/ San Ysidro/ Beban Park/ Beyer	2	0	0	63,836	5,105	0	0	0	0	570	103	0	0	2	0	63,570	5,208	0	0
52	42	13	Beyer/ Beban Park/ Boundary	14	22	22	0	0	0	0	0	0	0	0	0	0	14	22	0	0	0	0
53																						

	A	B	C	D	E	F	G	H	I	J	K	L	M	N	O	P	Q	R	S	T	U	V
1				EXISTING CONDITIONS									NET INCREASE						EXISTING + NET INCREASE			
2	BRG NO.	PLATE	BLOCK	SF	MF	2-on-1	COMM'L (1)	OFFICE	INDUST.	HOTEL	SF	MF	COMM'L	OFFICE	INDUST.	HOTEL	SF	MF	COMM'L	OFFICE	INDUST.	HOTEL
3				(DU)	(DU)	(DU)	(Sq Ft)	(Sq Ft)	(Sq Ft)	(SQ FT)	(DU)	(DU)	(Sq Ft)	(Sq Ft)	Sq Ft)	(SQ FT)	(DU)	(DU)	(Sq Ft)	(Sq Ft)	(Sq Ft)	(SQ FT)
54	43	16	Boundary/ Boundary/ Sycamore/ I-5	0	55	4	12,410	0	0	24,886	4	15	2,656	436	0	0	4	70	15,066	436	0	24,886
55	44	16	Sycamore/ Boundary/ Camino de la Plaza/ Willow	13	360	16	7,900	0	0	29,602	0	0	5,496	894	0	0	13	360	13,396	894	0	29,602
56																						
57	45	17	Willow/ Camino de la Plaza/ I-5	0	224	0	253,913	0	0	0	0	0	0	0	0	0	0	224	253,913	0	0	0
58																						
59	46	18	I-5/ Border Village/ Bolton Hall	0	0	0	1,000	0	0	0	0	0	564	113	0	0	0	0	2,564	113	0	0
60	47	18	Border Village/ Virginia/ Bolton	0	0	0	117,186	0	0	0	0	0	10,013	1,655	0	0	0	0	127,199	1,655	0	0
61	48	18	I-5/ Front/ Border Village	0	0	0	36,338	4,766	0	7,616	0	0	1,599	284	0	0	0	0	37,937	4,464	0	7,616
62	49	18	Virginia/ Border Village/ San Ysidro	1	13	0	87,385	3,616	7,700	0	0	0	7,871	1,316	0	0	1	13	95,256	4,937	7,700	0
63	50	18	San Ysidro/ Bayer/ Bolton	0	5	0	33,183	2,166	0	26,310	0	0	10,319	1,583	0	0	0	5	43,302	3,763	0	26,310
64																						
65	51	19	Boundary/ Tia Juana/ Boston/ Camino de la Plaza	0	0	0	0	0	0	0	0	0	514,965	57,218	0	0	0	0	514,965	57,218	0	0
66	52	19	Boundary/ Boundary/ Boston/ Tia Juana	1	0	0	0	0	0	0	0	0	42,065	4,776	0	0	1	0	42,065	4,776	0	0
67																						
68	53	20	Boston/ Tia Juana/ Willow/ Camino de la Plaza	0	0	0	0	0	0	0	0	0	54,787	8,065	0	0	0	0	54,787	8,065	0	0
69	54	20	Boston/ Boundary/ Willow/ Tia Juana	0	0	0	0	0	0	0	0	0	21,254	2,362	0	0	0	0	21,254	2,362	0	0
70	55	20	Willow/ Boundary/ New York/ Tia Juana	0	0	0	0	0	0	0	0	0	25,599	2,877	0	0	0	0	25,599	2,877	0	0
71	56	20	Willow/ Tia Juana/ New York/ Camino de la Plaza	0	0	0	0	0	0	0	0	0	54,752	6,064	0	0	0	0	54,752	6,064	0	0
72																						
73	57	21	New York/ Tia Juana/ New Orleans/ Camino de la	0	0	0	0	0	0	0	0	0	52,074	5,866	0	0	0	0	52,074	5,866	0	0
74	58	21	New York/ Boundary/ New Orleans/ Tia Juana	0	0	0	0	0	0	0	0	0	25,154	2,782	0	0	0	0	25,154	2,782	0	0
75	59	21	New Orleans/ Boundary/ Via Nacional/ Tia Juana	0	0	0	0	0	0	0	0	0	52,064	5,876	0	0	0	0	52,064	5,876	0	0
76	60	21	New Orleans/ Tia Juana/ Via Nacional/ Camino de	0	0	0	0	0	0	0	0	0	29,064	3,232	0	0	0	0	29,064	3,232	0	0
77																						
78	61	22	Via Nacional/ Tia Juana/ Louisiana/ Camino de la	3	0	2	0	0	0	0	0	0	23,694	2,633	0	0	3	0	23,694	2,633	0	0
79	62	22	Via Nacional/ Boundary/ Louisiana/ Tia Juana	0	0	0	0	0	0	0	0	0	37,185	4,132	0	0	0	0	37,185	4,132	0	0
80	63	22	Louisiana/ Boundary/ Camino de la Plaza/ Tia	0	0	0	0	0	0	0	0	0	46,664	5,185	0	0	0	0	46,664	5,185	0	0
81	64	22	Louisiana/ Tia Juana/ Camino de la Plaza	0	0	0	0,999	0	0	0	0	0	0	0	0	0	0	0	0,999	0	0	0
82																						
83	65	23	Camino de la Plaza/ I-5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
84	66	23	Camino de la Plaza/ Boundary/ I-5	0	0	0	0	0	10,461	0	0	0	200,385	22,265	0	0	0	0	200,385	22,265	10,461	0
85																						
86	67	24	I-5/ Front St.	0	0	2	45,650	0	42,000	8,077	0	0	10,650	1,761	0	30,614	0	0	56,720	1,761	42,000	38,691
87	68	24	I-5/ San Ysidro	0	0	0	130	14,000	0	0	0	0	3,402	561	0	9,961	0	0	3,532	14,561	0	9,961
88	69	24	San Ysidro/ Boundary	0	0	0	47,720	0	4,200	16,341	0	0	5,473	925	2,700	15,405	0	0	53,193	925	6,900	31,746
89																						
90			GRAND TOTAL	143	3,412	264	1,034,866	45,036	166,879	181,004	130	360	1,233,000	130,000	30,000	93,000	303	3,617	2,323,000	159,036	126,879	236,166
91		NOTES	"BRG NO." denotes numbers assigned by Butler Roach to each block for tracking purposes																			
92			Note (1)	Existing commercial totals for each block includes mixed-use dev. totals, where approp.																		
93																						

APPENDIX B

CITY OF SAN DIEGO CIP PROJECTS

TABLE 3-2

Public Improvement Activities
Proposed San Ysidro Redevelopment Project

CIP No.	Location	Project Description
Park & Recreation		
N/A	14-acre Border Patrol Detention Facility adjacent to Vista Terrace Community Park	Acquire and develop
N/A	Throughout San Ysidro Redevelopment Project Area	Acquire and develop various minor parks in the San Ysidro Redevelopment Project Area
N/A	San Ysidro Community Park Recreation Center Building	Replace and expand existing building
N/A	La Mirada Elementary School	Develop athletic facilities
N/A	San Ysidro Athletic Area (Larsen Field)	Design and install lighting systems
N/A	San Ysidro Athletic Area (Larsen Field)	Improve
N/A	Existing park facilities in the Community	Improve
N/A	Area adjacent to Beyer Park	Acquire three (3) add'l acres and develop entire site
N/A	Vista Terrace Swimming Pool	Replace and enlarge
N/A	Vista Terrace Community Park	Design and construct a 20,000 SF recreation bldg.
Transportation		
58-056.0	Beyer Way/Picador Boulevard/Smythe Avenue	2.5 mile Class II Bikeway

Notes: N/A = Not Available; CIP = Capital Improvement Project; SF = Square Feet
(1) Project Completely or Partially Funded.

Source: City of San Diego Redevelopment Agency Program, January 31, 1996.

TABLE 3-2
(Continued)

CIP No.	Location	Project Description
Transportation (Cont'd)		
N/A	Various locations	Reconstruct existing streets at locations where there are inadequate gutters, cross gutters, curbs
N/A	Various locations	Install pedestrian ramps at various locations
52-502.0	Bolton Hall Road, Cottonwood Rd, Foothill Road, Via National, Calle Primavera	Street improvements(1)
N/A	Calle Primera; from "A" Street to Via de San Ysidro	Widen to a 4-lane collector
N/A	San Ysidro Blvd.; from Sunset Lane to Cottonwood Road	Widen to a 4-lane collector
N/A	East Beyer Blvd.; from Beyer Blvd. to Camino de la Plaza	Widen to a 4-lane collector
N/A	Camino de la Plaza/Willow Road	Install new traffic signal
N/A	Camino de la Plaza/Calle Primera	Install new traffic signal
N/A	Camino de la Plaza; from I-5 to Willow Road	Widen to a modified 4-lane collector
N/A	Tijuana St., from Virginia Ave. to Camino de la Plaza	Provide a 2-lane collector
N/A	Sycamore Road between, Calle Primera and Cesar Chavez Recreation Center	Install sidewalks
68-010.0	Calle Primavera/I-5 Ramp & via de San Ysidro	Traffic Light(1)
68-010.0	Dairy Mart Road and I-5 (ramp)	Traffic Light

Notes: N/A = Not Available; CIP = Capital Improvement Project; SF = Square Feet
(1) Project Completely or Partially Funded.

Source: City of San Diego Redevelopment Agency Program, January 31, 1996.

TABLE 3-2
(Continued)

CIP No.	Location	Project Description
Water & Sewer		
N/A	Various locations	Replace and enlarge existing Storm drains and install new ones
12-701.0	San Ysidro Boulevard	Storm Drain(1)
Facility Projects		
N/A	Fire Station No. 29	Replace and expand fire station
N/A	San Ysidro Branch Library	Replace existing branch with new 10,000 SF branch library
37-238.0	San Ysidro School District	Cultural Center Redesign

Notes: N/A = Not Available; CIP = Capital Improvement Project; SF = Square Feet
(1) Project Completely or Partially Funded.

Source: City of San Diego Redevelopment Agency Program, January 31, 1996.

APPENDIX C

CITY OF SAN DIEGO ROADWAY STANDARDS

TABLE 2

June 1993

ROADWAY CLASSIFICATIONS, LEVELS OF SERVICE (LOS) AND AVERAGE DAILY TRAFFIC (ADT)

STREET CLASSIFICATION	LANES	CROSS SECTIONS	LEVEL OF SERVICE A (.50)	B (.70)	C (1.00)	D (1.1-1.3)	E (1.2-1.6)
Freeway	8 lanes		60,000	84,000	120,000	140,000	150,000
Freeway	6 lanes		45,000	63,000	90,000	110,000	120,000
Freeway	4 lanes		30,000	42,000	60,000	70,000	80,000
Expressway	6 lanes	102/122	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6 lanes	102/122	25,000	35,000	50,000	55,000	60,000
Major Arterial	6 lanes	102/122	20,000	28,000	40,000	45,000	50,000
Major Arterial	4 lanes	78/98	15,000	21,000	30,000	35,000	40,000
Collector	4 lanes	72/92	7,500	10,500	20,000	25,000	30,000
Collector (no center lane) ontinuous left-turn lane)	4 lanes 2 lanes	64/84 52/72	5,000	7,000	10,000	13,000	15,000
Collector (no fronting property)	2 lanes	40/60	4,000	5,500	7,500	9,000	10,000
Collector (commercial-industrial fronting)	2 lanes	50/70	2,500	3,500	5,000	6,500	8,000
Collector (multi family)	2 lanes	40/60	2,500	3,500	5,000	6,500	8,000
Collector (single family)	2 lanes	40/60	--	--	2,200	--	--

:GEND:

:X/XXX = Curb to curb width (feet)/right of way width (feet): based on the City of San Diego Street Design Manual.

:,XXX = Approximate recommended ADT based on the City of San Diego Street Design Manual.

)TES:

The volumes and the average daily level of service listed above are only intended as a general planning guideline.

Levels of service are not applied to residential streets since their primary purpose is to serve abutting lots, not carry through traffic. Levels of service normally apply to roads carrying through traffic between major trip generators and attractors.

MITIGATION MONITORING AND REPORTING PROGRAM

FOR THE

SAN YSIDRO REDEVELOPMENT PROJECT

SCH # 95 101015

March 1996

MITIGATION MONITORING AND REPORTING PROGRAM FOR THE REDEVELOPMENT AGENCY OF THE CITY OF SAN DIEGO SAN YSIDRO REDEVELOPMENT PROJECT

March 1996

This mitigation monitoring and reporting program was prepared for the San Ysidro Redevelopment Plan (Redevelopment Plan) to comply with the mitigation monitoring statute (Public Resources Code Section 21081.6), which requires public agencies to adopt such programs to ensure effective implementation of mitigation measures. This program shall be a requirement of the Redevelopment Plan approval. Certain changes or alterations (mitigation measures) were required in, or are incorporated into, the San Ysidro Redevelopment Project (Project) in connection with the Final Environmental Impact Report for the San Ysdiro Redevelopment Project (SCH # 95 101015). For each mitigation measure, a monitoring and/or reporting program is identified below. Implementation of mitigation measures that are specific to a certain redevelopment activity (i.e., whose implementation is the responsibility of an individual development project) will be reported in a Mitigation Monitoring Report that will be prepared upon the completion of the specific development. Implementation of those measures that apply to the Redevelopment Project as a whole, will be reported in an annual Mitigation Monitoring Report for the San Ysidro Redevelopment Project to be prepared by the Agency.

A. TRANSPORTATION/CIRCULATION

A.1 Significant impacts to daily operations of Camino de la Plaza, between Camiones Way and Virginia Avenue; and Willow Road, between Camino de la Plaza and Via de San Ysidro.

Mitigation: The Agency shall implement the following measures to mitigate significant impacts to below a level of significance.

1. Provide signing which directs traffic to/from the proposed commercial areas via the I-5/Dairy Mart Road interchange as opposed to the Via de San Ysidro interchange.

2. Conduct a project specific traffic study for the major commercial projects once they are officially proposed to determine the proper width of Willow Road.

3. The Via de San Ysidro/Calle Primera/Southbound I-5 off-ramp intersection should be studied to develop a better geometric plan. This plan should allow a straight movement from the off-ramp to Calle Primera, which leads to Willow Road.

4. Reserve right-of-way on Camino de la Plaza between Camiones Way and Virginia Avenue (Four-Lane Major standards).

5. Plan on providing multiple turn lanes at the Virginia Avenue and Camiones Way intersections on Camino de la Plaza. The specific geometrics which will be required in this immediate area should be determined based on a site specific traffic study which shall be conducted for large commercial projects.

The actual construction of these improvements should be delayed until specific development projects are proposed.

Monitoring/Reporting: The Agency shall document the status of the above referenced improvements/studies in its annual "Mitigation Monitoring Report" for the San Ysidro Redevelopment Project. Where street improvements are to be implemented, off-site improvement plans and street design adjacent to specific development proposals shall be reviewed for consistency with the mitigation measures stated above. Where street improvements are not consistent with the referenced recommendations, the plans shall be referred to the Transportation Planning Division of the City of San Diego Engineering and Development Department, prior to issuance of a building permit, for a determination of the appropriate level of improvement.

B. NOISE

B.1 Construction Noise

Mitigation/Monitoring: In the event that construction activities cannot be completed within the parameters of the City's Noise Control Ordinance, an acoustical study, prepared by a recognized Acoustical Engineer shall be prepared by the applicant and submitted to the Agency, prior to the approval

of the project. This study shall demonstrate compliance with the Construction Noise Ordinance. If compliance with the ordinance cannot be obtained, the project applicant shall be required to obtain a permit from the Noise Abatement Officer prior to the commencement of construction. A copy of the acoustical study and/or permit shall be submitted to the Redevelopment Agency.

Reporting: A "Mitigation Monitoring Report" shall be prepared for each redevelopment activity in the subject area. This report shall contain a copy of the acoustical study and a discussion of when the building and occupancy permits were issued, the permit numbers, and a list of all mitigation measures that were monitored/implemented by their approval.

C. AIR QUALITY

C.1 Temporary air quality impacts would occur during construction of the redevelopment activities

Mitigation: The following techniques shall be used, to the extent possible, to reduce vehicular and fugitive dust emissions from construction activities:

1. Limit the areas being disturbed simultaneously to less than 6 acres at any given time or use enhanced dust control for any large single project;
2. Terminate disturbance when winds exceed 25 mph;
3. Stabilize disturbed areas if construction is delayed by more than 90 days after initial grading;
4. Require 90-day low NOx tune-ups for off-road equipment;
5. Limit allowable idling time of construction vehicles (i.e., trucks and heavy equipment) to 10 minutes;
6. Encourage car pooling for construction workers;
7. Limit lane closures to off-peak travel periods;
8. Park construction vehicles off traveled roadways;
9. Wet down or cover dirt hauled off-site;

10. Wash or sweep access points daily;

11. Encourage the transport of material during non-peak traffic hours;

12. Sandbag construction sites for erosion control Hazards;

13. Conduct pre-construction assessments for potential air hazards;

14. Perform hazards remediation consistent with air hazards criteria in San Diego APCD rules and regulations.

Monitoring: Prior to the commencement of construction, the Agency shall require that developers and/or contractors submit a construction management program to the Agency, which outlines how the above mitigation techniques will be implemented, to the extent feasible, for their projects. The Agency shall then review the program to ensure that it meets the intent of the above mitigation before approval of each project.

Reporting: Upon completion of the redevelopment activities to which the above referenced mitigation measure applies, the Agency shall prepare a "Mitigation Monitoring Report".

C.2 Project generated traffic volumes would contribute to the sub-regional and regional air pollution burden

Mitigation: The cumulative regional air quality impacts associated with the implementation of the San Ysidro Redevelopment Plan would be significant. The San Diego Air Pollution Control District and the San Diego Association of Governments have developed a series of transportation tactics (T-tactics). All available T-tactics shall be implemented, where possible. Current T-tactics include:

1. Commute Travel Reduction Program

2. College Travel Reduction Program

3. Goods Movement during Off-Peak Travel Periods

4. Non-commute Travel Reduction

5. Transit Improvements and Expansion

6. Vanpool Program

7. High Occupancy Vehicle (HOV) Lanes

8. Park and Ride Facilities

9. Bicycle Facilities

10. Traffic Flow Improvements

11. Indirect Source Control Programs

Monitoring: The Agency shall supply a list of current T-tactics to project applicants at the time specific redevelopment activities are submitted. Developers will be encouraged to incorporate these tactics into their projects. Inclusion of the current T-tactics shall be verified during the Agency's design review process for each redevelopment activity.

Reporting: Upon completion of each redevelopment activity, the Agency shall prepare a "Mitigation Monitoring Report". The Report shall contain the date the design review was approved by the Agency and a list of all mitigation measures that were monitored/implemented by the project approval.

D. DISPLACEMENT IMPACTS

D.1. Implementation of the Project could result in residential and/or commercial displacement

Mitigation: To maintain displacement impacts at below a level of significance, the Agency shall implement the relocation program included in the Redevelopment Plan. Prior to the demolition of occupied dwelling units and/or commercial structures, the Agency shall develop and implement a relocation program in compliance with the California Relocation Assistance Law. Typical components of a relocation program include:

1. Informing eligible persons, at the earliest possible date, of the availability of relocation payments and assistance, the eligibility requirements thereof, and the procedures for obtaining such payments and assistance;

2. Determination of the extent of need of each eligible person for relocation assistance;

3. Provision of current and continuing information on the availability of sales and rental housing and of commercial properties and locations;

4. Assurance that there will be available adequate replacement housing which meets approved standards, equal in number and available to all persons who will be displaced;

5. Provision of assistance to all eligible persons displaced from a business in obtaining and becoming established in a suitable replacement location;

6. Supplying information to eligible displaced persons regarding Federal and State housing programs, Small Business Administration disaster loans, and any other programs offering assistance to displaced persons;

7. Provision of advisory services to displaced persons, such as counseling and referrals with regard to housing, special financing, employment training, health, welfare, and other assistance;

8. Informing all persons who are expected to be displaced by the proposed acquisition about eviction policies to be pursued in carrying out the proposed project;

9. Inspection of all relocation housing resources utilized by displaced persons;

10. Provision of any services required to ensure that the relocation process does not result in different or separate treatment on account of race, color, religion, national origin, sex, marital status, or source of income; and,

11. The payment of relocation payments to persons, business concerns and others displaced by the Project for moving expenses and direct losses of personal property, for which reimbursement or compensation is not otherwise made, and shall make such additional relocations as may be required by law.

Monitoring/Reporting: The Agency shall prepare an annual relocation report to include a summary of the relocation activities implemented during the year. The relocation report shall be included in the Agency's annual "Mitigation Monitoring Report" for the San Ysidro Redevelopment Project.

E. UTILITIES

E.1 The retail/commercial component of the Project would significantly impact landfill capacity

Mitigation: The City of San Diego's Environmental Services Department (ESD) shall review all concept plans for the specific redevelopment activities to ensure that impacts are mitigated to below a level of significance. Prior to the Agency's approval of specific redevelopment activities that include more than 10,000 SF of construction, demolition, or remodeling. Project applicants shall be required to prepare a waste management plan. EDS shall assist in the preparation of the waste management plan, which shall include the following information:

1. The type and quantity of solid waste expected to enter the waste stream;
2. Source separation techniques to be used and the location of on-site storage for separated materials;
3. The method of transport and destination of separated waste and/or construction debris not reused on-site;
4. A "buy-recycled" program for the project ; and,
5. An impact analysis spreadsheet completed by an ESD analyst.

Monitoring/Reporting: The waste management plan shall be submitted to and approved by ESD prior to approval of the project. A copy of the plan shall be submitted to the Agency along with evidence that ESD has reviewed the project and that appropriate solid waste mitigation measures have been incorporated, if required.

A copy of the waste management plan shall be included in the Agency's "Mitigation Monitoring Report" prepared for the project.

E.2 Demolition of existing structures would result in construction debris being deposited into the landfill

Mitigation: The amount of demolition/construction material being deposited in the landfill could be reduced to below a level of significance by the implementation of any or all of the measures described below. Those

measures that the applicant proposes to implement at the construction site, shall be noted in the waste management plan.

1. On-site re-use of demolition material in the construction of the redevelopment activities.

2. Separating construction debris for recycling/re-use by others.

3. Using recycled materials in the construction of the redevelopment activities.

Monitoring/Reporting: See Item E.1.

F. GEOLOGY/SOILS

F.1 Redevelopment activities within the Project Area would be subject to significant and potentially significant geotechnical constraints

Mitigation: Site-specific geotechnical investigations shall be performed prior to the construction of redevelopment activities, as required by the City of San Diego. The geotechnical investigations shall determine soil characteristics, thickness, distribution, and seismic design criteria for new and/or rehabilitated structures. Seismic design according to the Uniform Building Code, California Amendments to the Uniform Building Code, and the City of San Diego Building Code will mitigate seismic hazards to below a level of significance. Where appropriate, the geotechnical investigation shall include subsurface exploration by drilling, logging, sampling, and laboratory testing. Potentially expansive soil conditions shall also be evaluated. When required, recommendations for mitigation shall be developed on a site-specific basis and shall be used to develop appropriate soil engineering parameters and structural design for redevelopment activities. The investigations shall be documented for any required project-specific environmental documents prepared by the Agency. Structural plans for redevelopment activities shall be submitted to the City of San Diego Building Inspection Department and a copy of the approved plans shall be provided to the Agency prior to the issuance of any required building permit. Geotechnical recommendations shall also be made for site preparation, soil corrosion potential, settlement, bearing capacity and foundation support.

Monitoring: The investigations shall be documented in future project-specific environmental review that shall be prepared by the Agency for each redevelopment activity. Structural plans of all redevelopment activities shall be submitted to the City of San Diego Development Services Department and a copy of the approved plans shall be provided to the Agency prior to the issuance of a building permit.

Reporting: Upon completion of the redevelopment activities to which the above referenced mitigation measure applies, the Agency shall prepare a "Mitigation Monitoring Report". The Report shall include the date the individual building permits were issued for the respective redevelopment activities, the permit number and a discussion of the mitigation measures that were monitored/implemented by the permit issuance.

F.2 Erosion Control

Mitigation: Final design and grading plans for the proposed redevelopment activities shall incorporate measures which would limit and control runoff and erosion of the soils in the Project Area. These measures could include, but would not be limited to, the following:

1. No grading shall take place during the rainy season (as determined by a case by case basis).

2. Depending on the extent of the proposed project; limit the extent of the area to be graded at one time.

3. Apply perimeter control measures such as water bars or sediment traps to protect any undisturbed areas downslope.

4. Complete erosion and runoff control measures before beginning major grading.

5. Keep runoff velocities low and retain runoff from the site through structural measures such as waterbars, and by minimizing impervious surfaces.

6. Stabilize disturbed areas immediately after final grade has been attained. This could be accomplished by revegetating cleared areas and applying seed, straw, or hydromulch.

Monitoring: The erosional control measures shall be documented on the grading plan(s) submitted for each redevelopment activity. Each grading plan shall be approved by the City of San Diego Development Services Department prior to issuance of a building permit. A copy of the approved plans shall also be provided to the Agency.

Reporting: Upon completion of the redevelopment activities, the Agency shall prepare a "Mitigation Monitoring Report". This Report shall include the date the individual building permits were issued, the permit number, and a discussion of the mitigation measures that were monitored/implemented by the permit issuance.

G. WATER RESOURCES

G.1 Increased urban runoff could impact surface and groundwater resources in the Tijuana River Valley

Mitigation: Redevelopment activities shall comply with all applicable existing and future non-point source urban runoff and storm water regulations. Appropriate Best Management Practices shall be incorporated into all construction plans and specifications reviewed by the Redevelopment Agency. Public drainage improvements, shall incorporate Municipal Best Management Practices as set forth by the State Water Resources Control Board (SWRCB). Storm water discharges from activities, industrial uses, and construction shall only occur according to the requirements of SWRCB Order Nos. 91-13-DWQ, 92-08-DWQ, and 92-12-DWQ as set forth in General Industrial Activities Storm Water NPDES Permit No. CAS000001 and General Construction Activities Storm Water NPDES Permit No. CAS000002.

Redevelopment activities that result in more than five (5) acres of total land area being disturbed must comply with the general construction activity storm water permit. Industrial facilities that would be developed under the proposed Project would be subject to the general industrial activities storm water permit.

Applicants shall submit a Notice of Intent (NOI) to the Regional Water Quality Control (Regional Board) to obtain coverage under the Regional

Board's general permits. These permits require dischargers to control and eliminate the sources of pollutants in storm water through the development and implementation of storm water pollution prevention plan (SWPPPs). The SWPPPs must include Best Management Practices (BMPs). As a condition of the permit(s), applicants shall prepare a SWPPP prior to the commencement of construction/operation. The SWPPPs will address source reduction, and if necessary, include other BMPs to reduce potential pollutants in storm water runoff from the project site.

Monitoring: For general construction activity permits, the applicants shall be required to conduct inspections of the construction site prior to anticipated storm events and after actual storm events to identify areas contributing to storm water discharges. For general industrial activity permits, the applicants shall perform visual observations of operating during dry and wet seasons to verify that non-storm water discharges have been eliminated and to identify discharges in evaluating the effectiveness of the SWPPP.

Applicants shall also evaluate whether measures to reduce pollutant loadings identified in the SWPPP are adequate and properly implemented in accordance with the terms of the general permit or whether additional control practices are needed. Each discharger must certify annually that its activities are in compliance with the requirements of this general permit and its SWPPP.

Reporting: Upon completion of the redevelopment activity to which the above referenced mitigation measures apply, the Agency shall prepare a "Mitigation Monitoring Report." A copy of the SWPPP, the monitoring information records, and the site's certification of compliance shall be included in the "Mitigation Monitoring Report."

H. HUMAN HEALTH AND PUBLIC SAFETY

H.1 Contaminated soils could be encountered during redevelopment

1. For those sites identified in the Final EIR as having a "low impact potential", the applicant shall conduct the following mitigation prior to, or in conjunction with implementation of future redevelopment activities:

a. All available environmental records shall be reviewed; a thorough historical land use assessment shall be conducted; and a site inspection shall be performed;

b. A visual inspection of the redevelopment site shall be conducted to look for evidence of spills or discharge of hazardous substances and to insure any hazardous substances, including asbestos and lead based paint are removed prior to site work or demolition.

c. Sampling and testing of potentially contaminated soil or building materials may be required to complete the mitigation. Results of the site inspection or sampling may lead to further site investigation and assessment.

2. For those sites identified in the Final EIR as having a "medium impact potential", the applicant shall conduct the following mitigation: prior to, or in conjunction with implementation of future redevelopment activities:

a. Detailed site inspections shall be performed to verify current conditions. Additional sampling shall also occur, if judged necessary by the record review;

b. Drilling test holes and collecting samples as confirmation of remediation shall be considered for leaking underground storage tank sites where new basements, subterranean parking, foundation excavations, greater than 5 feet, are planned. Discoveries of residual contamination may require additional remediation or preparation of a risk assessment that considers the future use; and,

c. Redevelopment of sites with non-leaking underground storage tanks shall include tank removal according to local regulations. Inspections during tank/piping removal and soil sampling shall verify tank and piping integrity. Discovery of unknown contamination shall require the preparation and implementation of remedial plans.

3. For those sites identified in the Final EIR as having a "high impact potential", the applicant shall conduct the following mitigation: prior to, or in conjunction with implementation of future redevelopment activities:

a. All available records shall be researched;

b. A site inspection shall be performed;

c. Property owners or other responsible parties shall be contacted to determine if the remediation in progress is compatible with redevelopment plans and schedules. Where practical, remediation may continue during planning or be included or enhanced by the redevelopment plans; and,

d. Abandoned sites or sites judged to be not fully characterized may require further investigation and preparation of remedial plans.

Monitoring: If contamination is found on the redevelopment activity site(s), the project applicant shall coordinate clean up and remediation activities with the San Diego County Hazardous Materials Division, the California Regional Water Quality Control Board, the Air Pollution Control District, and other appropriate agencies. The results of the site investigations and remediation activities, shall be documented in a report to be prepared by the applicant. The report shall be submitted to, and approved by, the City of San Diego Development Services Department, the Agency, and appropriate regulatory agencies, prior to the issuance of a grading permit.

Reporting: Monitoring efforts shall be documented in the monitoring report to be prepared for the specific redevelopment activity.

H.2 Asbestos and lead based paint may be present in buildings constructed prior to 1979

Mitigation: Prior to the issuance of a demolition or building permits, asbestos and lead-based paint sampling and analysis shall be conducted for any pre-1979 structures that would be demolished/rehabilitated as a result of the Redevelopment Project. If the presence of asbestos and/or lead based paint is verified, the removal and disposal of these materials shall comply with all applicable laws and regulations.

Monitoring: A report documenting the results of the testing and the implementation of any recommended remediation shall be presented to, and approved by the Agency prior to the issuance of a demolition or building permit.

Reporting: Upon completion of the redevelopment activity, the Agency shall prepare a "Mitigation Monitoring Report" that will include the date the

demolition permit(s) were issued and a discussion of the mitigation measures that were monitored/implemented by its issuance. The report documenting the results of the asbestos/lead-based paint sampling, as well as the implementation of any recommended clean up measures shall be included in the "Mitigation Report".

H.3 Residential development on a portion of the site referred to in the Community Plan as "Site T", could expose residents to mosquito-related health impacts

Mitigation/Monitoring: Prior to the approval of a tentative map for "Site T", evidence that the developer of the property will participate in the County of San Diego Environmental Health Services' Vector Surveillance and Control Program would be required. The evidence required shall be either, a letter from the County of San Diego Environmental Health Services (EHS) indicating that the developer has entered into a binding agreement for participation in the Vector Surveillance and Control Program, including a mechanism to pay any and all required fees; or a letter from EHS indicating that the County is otherwise satisfied that mosquitoes would not pose a significant health threat to residents of a residential development on "Site T".

Reporting: Upon completion of the development of "Site T", the Agency shall prepare a "Mitigation Monitoring Report". A copy of the letter from EHS shall be provided to the Agency and included in the Report.

I. CULTURAL RESOURCES

I.1 Archaeological Resources

Mitigation/Monitoring: Because there is a potential for prehistoric (i.e., archaeological) resources to occur within the Project Area, the following monitoring program has been added to the Project to ensure that significant impacts do not occur. An archaeological monitor shall be required to monitor initial ground disturbance activities on the redevelopment activity site(s). Prior to the commencement of ground disturbing activities, the applicants shall retain a qualified archaeologist to carry out the resource mitigation identified below. A qualified archaeologist is defined as an

individual certified by the Society of Professional Archaeologists. This monitoring program shall be conducted in compliance with Appendix K of the State CEQA Guidelines.

1. The qualified archaeologist familiar with historic and prehistoric resources shall attend any pre-construction meetings to make comments and/or suggestions concerning the monitoring program and discuss grading plans with the excavation contractors. The archaeologist shall be on-site to monitor initial ground disturbance activities and inspect any archeological resources uncovered at the site.

2. In the event that historic or prehistoric archaeological resources are discovered, the archaeologist shall temporarily direct, divert or halt construction activities in the area of discovery to allow recordation or recovery of potentially significant cultural resources. The degree of significance of the resource discovered shall be determined by the archaeologist. All significant cultural artifacts shall be photographed at the site and mapped before they are collected in an appropriate manner. Any human bone fragments of Native American origin shall be turned over to the appropriate Native American group for reburial. The entire salvaging effort will be handled in an expeditious manner.

3. Collect any significant cultural remains; clean, catalog, and analyze all recovered cultural materials; and curate them with an appropriate scientific institution.

4. Any sites or features encountered shall be recorded with the South Coastal Information Center at San Diego State University and the San Diego Museum of Man.

Reporting: A brief letter report summarizing the above program, with map showing site locations, shall be prepared and submitted to the Agency within three (3) months following termination of the archaeological monitoring program, for each redevelopment activity. The results of the letter report shall be discussed in the project's "Mitigation Monitoring Report."

I.2 Demolition of buildings that are either listed with, or eligible for nomination to, the San Diego Historical Site Board Register, or the U.S. National Register

1. Full mitigation of the significant historic structure impacts is possible only with avoidance of any impact through the preservation and restoration of the structures either listed with, or eligible for nomination to, the San Diego Historical Site Board Register, or the U.S.

National Register. Ideally, these structures will remain at their present locations.

2. The San Ysidro Historic Resource Survey recommended the creation of a historic district in San Ysidro to preserve historic resources and mitigate significant impacts to historic structures (Roth and Berryman, 1989). The Cultural Resources Assessment for the San Ysidro Redevelopment Project also recommends the preservation of historic or architecturally important resources. These resources are listed on Tables 4.12-1 and 4.12-2 of the Final EIR.

3. If preservation of these buildings is not possible, implementation of one of the following measures is recommended to lessen the significance of the impacts:

   a. Relocation of buildings in the vicinity of the Project Area. Placed in areas with other structures of similar historical character, this would serve to develop regional historical areas. These buildings could serve as meeting houses for local community organizations, or for a small museum supported by the community.

   b. Provide photographic documentation of the building exterior prior to relocation, or,

   c. Document the structure through drawings and photographs to standards similar to those of the Historical American Buildings Survey (HABS) guidelines. Such documentation will require the following measures, subject to the approval of the City of San Diego Historical Sites Board:

      i. Drawings: measured drawings of the exterior of the buildings to be conducted by a qualified individual, of at least draftsman status. A description of exterior architectural features should be keyed to the drawings, using guidelines provided in the Cultural Resources Report. These represent an abbreviated version of HABS "Guidelines for Preparing Written and Historical Descriptive Data". Architectural terminology should be consistent with that recommended by the State Office of Historic Preservation. for the completion of Historic Resources Inventory forms.

      ii. Photographs: Black/white photographs of the building exteriors. These are to include complete views of each wall as well as detail photographs of structural and

decorative features. The photographs should be keyed to the drawings. Interior photographs are recommended only if it is evident, upon examination of building interiors, that the historic fabric has survived with a minimum of alterations.

4. Documentation of buildings should be made available to the public by providing copies of the drawings and photographs through the main branch of the San Diego Public Library and the San Diego Historical Society. Because the fate of the 144 structures identified in this section cannot be determined at this time, impacts are considered to be potentially significant even with the aforementioned mitigation. Prior to redevelopment of any of the 144 structures identified in this section, a site specific review will be required to determine eligibility, identify impacts and mitigation measures, and alternatives to avoid or reduce impacts.

Monitoring: Prior to the issuance of any grading or demolition permits for structures noted on Tables 4.12-1 or 4.12-2 of the Final EIR, the Agency shall determine that redevelopment activities for these structures have fully complied with the applicable mitigation measures outlined above.

Reporting: Upon completion of the redevelopment activities to which the above referenced mitigation measure applies, the Agency shall prepare a "Mitigation Monitoring Report". The Report shall include a discussion of the mitigation measures implemented for each identified structure.

J. AESTHETICS

J.1. Short-Term Aesthetic Effects associated with Demolition and Construction

Mitigation: Mitigation of the short-term localized aesthetic effects related to construction shall be achieved through careful planning and conformance with existing City and County regulations. Noise and dust emissions from construction activities would be largely mitigated by contractor compliance with equipment standards and standard construction procedures, including the designation of truck routes, haul routes and contractor clean-up of any construction debris in the public right-of way. The hours of construction would be regulated by the City of San Diego's Noise Ordinance.

Monitoring: The project applicant shall submit a construction management plan that describes the proposed construction procedures to be followed by the applicant's contractor to minimize adverse aesthetic effects of construction, including identifying the designated truck routes, haul routes and contractor's clean up practices for construction debris in the public right-of-way. The plan shall be submitted to the Agency prior to the start of construction.

Reporting: See Item C.1.

J.2 Adherence to Adopted Design Standards and Guidelines

Mitigation: Adherence to the design standards and guidelines contained in the Urban Design Element of the San Ysidro Community Plan, and the San Ysidro Implementing Ordinance will specifically mitigate potential adverse aesthetic and urban design impacts.

In addition, the Redevelopment Agency shall review all discretionary development permits and make recommendations of design review for discretionary development permits within the area of responsibility.

Monitoring: Prior to the approval of individual development proposals, the Agency shall review the proposals for consistency with the design standards and guidelines contained in the Urban Design Element of the San Ysidro Community Plan and the San Ysidro Implementing Ordinance. The Agency shall make recommendations of design review for each redevelopment activity, as necessary. Prior to the issuance of the occupancy permit, the Engineering and Development Department shall inspect the projects to insure that the project has been constructed according to approved plans.

Reporting: Upon completion of the redevelopment activities to which the above referenced mitigation measure applies, the Agency shall prepare a "Mitigation Monitoring Report". This Report shall contain a discussion of the design review process, the date the project was approved by the Agency, and a list of all mitigation measures that were monitored/ implemented by the project approval. The Report shall also contain the date the occupancy

permit was issued and a list of all mitigation measures monitored/ implemented by its issuance.

PALEONTOLOGICAL RESOURCES

K.1 Potential impacts to significant paleontological resources

Mitigation/Monitoring: The Project Area is underlain by the Bay Point, Linda Vista, San Diego, and Otay geologic formations. Due to the known or potential fossiliferous nature of these formations, segments of development within the Project Area may result in significant or potentially significant paleontological resource impacts when earthwork operations cut into the fossil bearing layers of these formations. Prior to the issuance of a grading permit, the project applicant shall present a letter to the City of San Diego Development Services Department and the Agency indicating that a qualified paleontologist has been retained to carry out the following resource mitigation.

1. Grading plans and schedule shall be provided to a qualified paleontologist in advance of actual construction activities.

2. A qualified paleontologist shall be present at any pre-grading meetings to discuss grading plans with the grading and excavation contractors.

3. During grading, a qualified paleontologist shall be on-site during the original cutting of previously undisturbed sediments of potential fossil bearing formations.

4. In the event that well preserved fossils are discovered, the paleontologist shall be given the authority to temporarily direct, divert or halt grading operations to allow recovery of fossil remains in a timely manner. It may be necessary to set up a screen-washing operation on the site. The City of San Diego Development Services Department must concur with the salvaging methods to be performed before construction activities are allowed to resume.

5. Fossil remains collected during the salvage program shall be cleaned, sorted and catalogued and then, with the owner's permission, deposited in a scientific institution with paleontological collections.

Reporting: A brief letter report (with map showing site locations) shall be prepared and submitted to the City of San Diego Development Services

Department and the Agency, summarizing the above program. A copy of the paleontology letter report shall be included in the "Mitigation Monitoring Report" for the redevelopment activity.

CANDIDATE FINDINGS

FOR THE

SAN YSIDRO REDEVELOPMENT PROJECT

SCH # 95 101015

March 1996

CANDIDATE FINDINGS

I. **The following findings discuss the reasons why, in certain respects, implementation of the proposed San Ysidro Redevelopment Plan (Redevelopment Plan) will not result in significant environmental impacts.**

A. With respect to Land Use

The proposed Redevelopment Plan would increase residential units, commercial retail/entertainment use, office, hotel rooms and industrial space in the Redevelopment Project (Project Area). The public infrastructure improvements and other general redevelopment activities included in the proposed Redevelopment Plan would not directly affect the volume or intensity of development within the Project Area, over and above what is allowed under the adopted San Ysidro Community Plan (Community Plan).

Redevelopment will create a more efficient use of land in the Project Area. Proposed public infrastructure improvements, as well as improvements to existing commercial facilities, would attract new commercial establishments. Obsolete and undersized commercial structures would be replaced with structures that meet current design standards and provide for a more effective use of the land. The rehabilitation and revitalization activities included in the Project would reduce the occurrence of incompatible land uses, as new developments, consistent with existing zoning, are constructed.

The redevelopment activities included in the ultimate development scenario would reduce the occurrence of incompatible land uses in the area as new developments, are constructed. New residential developments along the trolley line would be required to include sound attenuation measures such that interior and exterior noise standards would be met.

The Redevelopment Plan would also provide for a more effective use of the land by constructing additional (commercial developments) near the International Border and by replacing deteriorated and underutilized commercial structures with structures that meet current design standards. The project would also replace or rehabilitate residential structures that have been "converted" to non-residential uses. In addition, new development would be consistent with the land use proposals in the adopted San Ysidro Community Plan (Community Plan) and the allowable uses shown in the San Ysidro Implementing Ordinance. The redevelopment activities would implement several of the commercial objectives of the Community Plan including:

1. Provide attractive residential, commercial and industrial development;

2. Provide public parks and recreation facilities concurrent with need;

3. Facilitate the development of an "international gateway," a regional retail/visitor center; and,

4. Encourage new development and redevelopment of commercial areas.

B. With respect to Population/Housing/Employment and Relocation

1. Population/Housing/Employment

Implementation of the Redevelopment Project would result in a net increase of 150 single-family and 300 multi-family residential dwelling units, adding an estimated 1,745 new residents to the Project Area. The proposed Project would create approximately 5,510 new employment opportunities. Because the Redevelopment Plan is consistent with the adopted San Ysidro Community Plan, and includes requirements for the provision of affordable housing units, it would not result in significant adverse housing or population impacts. The increased employment opportunities created by the Project would be a beneficial effect in the community.

2. Relocation Impacts

The residential and commercial relocation assistance included in the Redevelopment Plan would ensure that impacts to individuals and/or businesses displaced by the Project would not be significant. Prior to the demolition of occupied dwelling units and/or commercial structures, the Agency shall develop and implement a relocation program in compliance with the California Relocation Assistance Law.

C. With respect to Recreational Resources

The adoption of the San Ysidro Redevelopment Plan would increase the demand for recreational resources in the Project Area over existing levels. The Redevelopment Plan specifically authorizes the Agency to install and construct parks and recreational facilities in and near the Project Area. The Project also includes the provision of over 17 acres of new park land, as well as the expansion and/or improvement of existing parks. This would decrease the community's existing deficiency of developed parkland, which would be beneficial to the Community.

D. With respect to Public Services

The following discussions explain the reasons why the Redevelopment Plan would not result in significant environmental impacts to public services and public facilities.

1. Police Protection

The Police Department has indicated the increase in demand for police protection services associated with the San Ysidro Redevelopment Project would not adversely affect the Southern Division over the 30-year life of the Redevelopment Plan.

2. Fire Protection

The City of San Diego Fire Department has indicated that existing facilities are adequate at the present time. The new Station No. 43 and the new Otay Mesa Road station would meet the future needs of the project. In addition, the proposed San Ysidro Redevelopment Project includes the replacement and expansion of Station No. 29. Therefore, impacts to fire protection services would not be significant.

3. Libraries

Expansion of the San Ysidro Branch Library would improve library services in the community. This would be a beneficial public services effect.

4. Road Maintenance

The increased traffic volumes associated with the implementation of the Redevelopment Plan would increase the level of maintenance required for roadways in the Project Area. The Redevelopment Plan would reconstruct streets throughout the Project Area as part of its public improvement program. The street reconstruction activities would serve to improve the existing poor roadway surfaces noted in the Preliminary Report and would also meet the additional maintenance demands associated with the redevelopment activities.

5. Educational Facilities/Services

a. San Ysidro Elementary School District. The Final EIR found that implementation of the Redevelopment Plan would add approximately 146 students to the San Ysidro Elementary School District over the 30-year life of the Project. This averages out to less than 5 new students per year. In addition, the Final EIR found that the majority of public schools in the Project Area have remaining available operating capacities. The State of California has enacted developer impact fees to reduce the fiscal impact of new development. At the time the Final EIR was written, school districts were collecting $1.72 per square foot for new residential development and $0.28 per square foot for commercial and industrial development. These rates are

subsequently adjusted to account for inflation. Prior to the issuance of building permits, each redevelopment activity will be required to pay school impact fees to the affected school district.

Assembly Bill 1290 (AB 1290) established a statutory tax increment sharing formula for all redevelopment project areas adopted after January 1, 1994. In addition, AB 1290 contains express legislative findings that the statutory pass-through payments described in the bill are the exclusive payments required to be made by an Agency to affected taxing entities during the life of a Redevelopment Plan. The Agency shall be required to comply with the tax increment pass-through formula identified in AB 1290. Should the tax increment pass-through formulas be modified during the life of the Plan, the Agency shall make pass-through payments pursuant to the applicable law.

The pass-through of tax increment payments required under AB 1290 would mitigate impacts to the San Ysidro Elementary School District to below a level of significance. Adoption of the Redevelopment Plan would not have a significant adverse impact on the San Diego Unified School District.

b. Sweetwater Union High School District. The Final EIR found that implementation of the Redevelopment Plan would add approximately 146 students to the Sweetwater Union High School District over the 30-year life of the Project. This averages out to less than 5 new students per year. The developer impact fees and the pass-through of tax increment payments required under AB 1290 would mitigate impacts to the Sweetwater Union High School District.

c. Southwestern Community College District. The Final EIR found that implementation of the Redevelopment Plan would add an estimated 11 community college students to the Southwestern Community College District over the life of the Project. Even if all projected enrollment increases were to occur within the same semester, they would represent less than a one-one hundredths of a percent increase, compared to current total enrollment figures (< 0.001%). In addition, the pass-through of tax increment payments required under AB 1290 would mitigate impacts to the Southwestern Community District to below a level of significance. Therefore, adoption of the Redevelopment Plan would not have a significant adverse impact on the San Diego Community District.

d. San Diego County Office of Education (COE). With respect to the Regional Occupational Program (ROP), the Final EIR found that implementation of the San Ysidro Redevelopment Project would add approximately 58 new persons to the Project Area per year. Based upon demographic data for the Project Area, approximately 60 percent of all Project Area residents are of sufficient age to participate in ROP programs (16 years of age or older). Therefore, it is anticipated that approximately 35 of the 58 new residents that would be added to the Project Area annually as a result of the Project would be over age 16. It is not anticipated that all new residents, age 16 and over, would utilize ROP programs. However, even if all new residents did participate in the ROP program, the addition of 35 new participants per year would not be significant in the context of overall participation. With respect to the Juvenile Court and Community Schools (JCCS) and Advancement Via Individual Determination (AVID) programs, these programs are primarily directed at students who might otherwise (or may also) be enrolled in school facilities operated by the San Diego Unified School District. As previously discussed, the Project would add approximately 146 new students to the District over the life of the Project. The pass-through of tax increment payments required under AB 1290 would mitigate impacts to the San Diego County Office of Education to below a level of significance. Therefore, adoption of the Redevelopment Plan would not have a significant adverse impact on the County Office of Education.

6. County of San Diego Facilities and Services

The successful implementation of the Redevelopment Plan would counter the nominal increase in the demand for County-provided services. Impacts to County of San Diego facilities and services would not be significant. The pass-through of tax increment payments required under AB 1290 would mitigate impacts to the County of San Diego to below a level of significance. Therefore, adoption of the Redevelopment Plan would not have a significant adverse impact on the County of San Diego.

E. With respect to Utilities

1. Potable Water and Sewer Systems

The proposed project would result in a net increase in development within the Project Area and would also increase the demand for water and sewer facilities. However, existing water and sewer systems are adequate throughout the community and project-related development would not exceed development currently planned for the area. The proposed

Redevelopment Plan would authorize the Redevelopment to install or improve water distribution and sewer systems. Therefore, impacts to water and sewer facilities would not be significant. In addition, the City's water and sewer replacement program would also replace and upgrade a number of water and sewer lines within the Project Area.

2. Curbs/Gutters

Implementation of the Redevelopment Plan would improve curbs and gutters in the Project Area. This would result in a beneficial impact on the Project Area.

G. With respect to Energy

1. Electrical and Natural Gas Facilities

The San Diego Gas and Electric Company (SDG&E) was contacted to determine whether existing electrical and natural gas facilities would be adequate to accommodate the additional energy demands associated with implementation of the Redevelopment Plan. According to SDG&E, existing electrical and gas distribution facilities are adequate to accommodate present and anticipated development within the San Ysidro redevelopment area. Therefore, the proposed project would not result in significant energy impacts.

II. The following discussion explains the reasons why certain changes or alterations which have been required in, or incorporated into, the San Ysidro Redevelopment Plan, will avoid or substantially lessen certain significant environmental effects of the Project.

A. With respect to Transportation, Circulation

Implementation of the Redevelopment Plan would contribute approximately 54,752 average daily vehicle trips (ADT) to the surrounding street system over the 30-year life of the Plan. With the implementation of the Redevelopment Project, key street segments in the Project Area would operate at acceptable levels of service (i.e., LOS D or better) in the future, with two exceptions. The Project's concentration of approximately one million SF of commercial uses in the area south of I-5 would cause Camino de la Plaza, east of Virginia Avenue to operate at LOS F. Willow Road, north of Camino de la Plaza, was calculated to operate at LOS D/E. This assessment assumes that both roads are built to Four Lane Collector standards, as shown in the Community Plan.

The following mitigation measures shall be implemented to direct traffic to/from the Dairy Mart Road interchange as opposed to the Via San Ysidro interchange. This would reduce impacts to Willow Road and Camino de la Plaza to below a level of significance:

1. Provide signing which directs traffic to/from the proposed commercial areas via the Dairy Mart Road interchange as opposed to the Via de San Ysidro interchange. Conduct a project specific traffic study for the major commercial projects once they are officially proposed to determine the proper width of Willow Road. Additionally, the Via de San Ysidro/Calle Primera/Southbound I-5 off-ramp intersection should be studied to develop a better geometric plan. This plan should allow a straight movement from the off-ramp to Calle Primera, which leads to Willow Road.

2. Reserve right-of-way on Camino de la Plaza between Camiones Way and Virginia Avenue (Four-Lane Major standards). Also, plan on providing multiple turn lanes at the Virginia Avenue and Camiones Way intersections on Camino de la Plaza. The specific geometrics which will be required in this immediate area should be determined based on a site specific traffic study which shall be conducted for the large proposed commercial projects.

The actual construction of these improvements should be delayed until specific development projects are proposed.

B. With respect to Noise

1. Traffic Noise

Implementation of the Project could result in cumulatively significant traffic noise impacts along the following street segments:

a. Dairy Mart Road, South of I-5,

b. Willow Road, North of Camino de la Plaza,

c. Beyer Boulevard, East of Smythe Avenue,

d. Interstate 5,

e. Interstate 805, and

f. State Route 905

A site-specific acoustical engineering study shall be prepared for residential or other noise sensitive developments activities along Dairy Mart Road, south of I-5; Willow Road, north of Camino de la Plaza; Beyer Road, east of Smythe Avenue; I-5; I-805; and, SR-905 prior to approval by the City of San Diego Development Services Department.

This study shall be conducted by a recognized Acoustical engineer and shall identify specific noise control measures. The acoustical engineer-

ing study shall be submitted to and approved by the City's Noise Abatement Control Officer. A copy of the acoustical study shall also be submitted to the Agency. Approval of the acoustical study shall be evidence that specific noise control measures were either not required for the proposed use, or have been incorporated into the project design such that the City of San Diego exterior and interior noise criteria would be met. Multi-family residential developments will be required to demonstrate Title 25 compliance.

2. Construction

In the event that construction activities cannot be completed within the parameters of the City's Noise Control Ordinance, an acoustical study, prepared by a recognized Acoustical Engineer shall be prepared by the applicant and submitted to the Agency, prior to the approval of the project. This study shall demonstrate compliance with the Construction Noise Ordinance. If compliance with the ordinance cannot be obtained, the project applicant shall be required to obtain a permit from the Noise Abatement Officer prior to the commencement of construction. A copy of the acoustical study and/or permit shall be submitted to the Redevelopment Agency.

C. With respect to Air Quality

1. The following techniques shall be used, to the extent possible, to reduce vehicular and fugitive dust emissions from construction activities:

a. Limit the areas being disturbed simultaneously to less than 6 acres at any given time or use enhanced dust control for any large single project;

b. Terminate disturbance when winds exceed 25 mph;

c. Stabilize disturbed areas if construction is delayed by more than 90 days after initial grading;

d. Require 90-day low NOx tune-ups for off-road equipment;

e. Limit allowable idling time of construction vehicles (i.e., trucks and heavy equipment) to 10 minutes;

f. Encourage car pooling for construction workers;

g. Limit lane closures to off-peak travel periods;

h. Park construction vehicles off traveled roadways;

i. Wet down or cover dirt hauled off-site;

j. Wash or sweep access points daily;

k. Encourage the transport of material during non-peak traffic hours;

l. Sandbag construction sites for erosion control;

m. Conduct pre-construction assessments for potential air hazards;

n. Perform hazards remediation consistent with air hazards criteria in San Diego APCD rules and regulations.

2. The following traffic control measures (CM) shall be implemented where possible:

a. Commute Travel Reduction Program

b. College Travel Reduction Program

c. Goods Movement during Off-Peak Travel Periods

d. Non-commute Travel Reduction

e. Transit Improvements and Expansion

f. Vanpool Program

g. High Occupancy Vehicle (HOV) Lanes

h. Park and Ride Facilities

i. Bicycle Facilities

j. Traffic Flow Improvements

k. Indirect Source Control Programs

D. With respect to Utilities

1. Landfill Capacity

Based on the average annual development increases of approximately 43,167 SF of retail/commercial space that would occur with the proposed Redevelopment Project, the retail/commercial component of the Project would generate approximately 285 tons of new solid waste per year, which far exceeds the City's significance threshold of 52 tons per year for commercial uses. Therefore, the retail/commercial

component would result in significant landfill capacity impacts. Project-related impacts to Waste Management Services, City collection crews, and the Miramar Landfill Entrance would not be significant.

The City of San Diego's Environmental Services Department (ESD) shall review all concept plans for the specific redevelopment activities to ensure that impacts are mitigated to below a level of significance. Prior to the Agency's approval of specific redevelopment activities that include more than 10,000 SF of construction, demolition, or remodeling, project applicants shall be required to prepare a waste management plan. ESD shall assist in the preparation of the waste management plan, which shall include the following information:

a. The type and quantity of solid waste expected to enter the waste stream;

b. Source separation techniques to be used and the location of on-site storage for separated materials;

c. The method of transport and destination of separated waste and/or construction debris not reused on-site;

d. A "buy-recycled" program for the project ; and,

e. An impact analysis spreadsheet completed by an ESD analyst.

The waste management plan shall be submitted to and approved by ESD prior to approval of the project. A copy of the plan shall be submitted to the Agency along with evidence that ESD has reviewed the project and that appropriate solid waste mitigation measures have been incorporated, if required

2. Demolition/Construction Debris

The deposition of construction/ demolition debris could also have a significant impact on landfill capacity. The amount of demolition/ construction material being deposited in the landfill could be reduced to below a level of significance by the implementation of any or all of the measures described below. Those measures that the applicant proposes to implement at the construction site, shall be noted in the waste management plan.

a. On-site re-use of demolition material in the construction of the redevelopment activities.

b. Separating construction debris for recycling/re-use by others.

c. Using recycled materials in the construction of the redevelopment activities.

E. With Respect to Geological Resources

1. Geologic Constraints

Redevelopment activities in the Project Area would be subject to potentially significant impacts including seismic shaking, expansive soils, landslides, liquefaction, and erosion. Site specific geotechnical investigations shall be performed prior to construction of redevelopment activities, as required by the City of San Diego. The investigations shall determine soil characteristics, thickness, distribution, and seismic design criteria for new and/or rehabilitated structures. Seismic design according to the Uniform Building Code, California Amendments to the Uniform Building Code, and the City of San Diego Building Code will mitigate seismic hazards to below a level of significance. Where appropriate, the geotechnical investigation shall include subsurface exploration by drilling, logging, sampling, and laboratory testing. Potentially expansive soil conditions shall be evaluated. When required, recommendations for mitigation shall be developed on a site-specific basis and shall be used to develop appropriate soil engineering parameters and structural design. The investigations shall be documented for any required project-specific environmental documents prepared by the Agency. Structural plans for redevelopment activities shall be submitted to the City of San Diego Building Inspection Department and a copy of the approved plans shall be provided to the Agency prior to the issuance of any required building permit. Geotechnical recommendations shall also include site preparation, soil corrosion potential, settlement, bearing capacity and foundation support.

Implementation of erosion control measures would reduce potentially significant erosion impacts to below a level of significance. The erosional control measures shall be documented on the grading plan(s) submitted for a building permit. The grading plan(s) shall be approved by the City of San Diego Building Inspection Department and a copy of the approved plan shall be provided to the Agency prior to issuance of a building permit.

Final design and grading plans for proposed redevelopment activities shall incorporate measures that would limit and control runoff and erosion of the soils in the Project Area.

Implementation of these measures is expected to reduce seismic shaking, expansive soils, landslides liquefaction, and erosion impacts to below a level of significance.

2. Erosion Control

Final design and grading plans for the proposed redevelopment activities shall incorporate measures to limit and control runoff and erosion of soils in the Project Area. These measures could include, but would not be limited to, the following:

1. No grading shall take place during the rainy season (as determined by a case by case basis).

2. Depending on the extent of the proposed project; limit the extent of the area to be graded at one time.

3. Apply perimeter control measures such as water bars or sediment traps to protect any undisturbed areas downslope.

4. Complete erosion and runoff control measures before beginning major grading.

5. Keep runoff velocities low and retain runoff from the site through structural measures such as waterbars, and by minimizing impervious surfaces.

6. Stabilize disturbed areas immediately after final grade has been attained. This could be accomplished by revegetating cleared areas and applying seed, straw, or hydromulch.

F. With respect to Water Resources

Increased urban runoff could impact surface and groundwater resources in the Tijuana River Valley. Redevelopment activities shall comply with all applicable existing and future non-point source urban runoff and storm water regulations. Appropriate Best Management Practices shall be incorporated into all construction plans and specifications reviewed by the Redevelopment Agency. Public drainage improvements, shall incorporate Municipal Best Management Practices as set forth by the State Water Resources Control Board (SWRCB). Storm water discharges from activities, industrial uses, and construction shall only occur according to the requirements of SWRCB Order Nos. 91-13-DWQ, 92-08-DWQ, and 92-12-DWQ as set forth in General Industrial Activities Storm Water NPDES Permit No. CAS000001 and General Construction Activities Storm Water NPDES Permit No. CAS000002.

Redevelopment activities that result in more than five (5) acres of total land area being disturbed must comply with the general construction activity storm water permit. Industrial facilities that would be developed under the proposed Project would be subject to the general industrial activities storm water permit.

Applicants shall submit a Notice of Intent (NOI) to the Regional Water Quality Control (Regional Board) to obtain coverage under the Regional Board's general permits. These permits require dischargers to control and eliminate the sources of pollutants in storm water through the development and implementation of storm water pollution prevention plan (SWPPPs). The SWPPPs must include Best Management Practices (BMPs). As a condition of the permit(s), applicants shall prepare a SWPPP prior to the commencement of construction/operation. The SWPPPs shall address source reduction, and if necessary, include other BMPs to reduce potential pollutants in storm water runoff from the project site.

G. With respect to Human Health and Public Safety

1. Contaminated Soils

Implementation of the San Ysidro Redevelopment Project could result in potentially significant impacts from contaminated soils if properties with a low impact potential designation are developed. Development activities on those properties with a medium or high impact potential designation could result in significant contaminated soils impacts. Implementation of the following mitigation measures shall reduce impacts to below a level of significance.

a. Low Impact Potential

i. All available environmental records shall be reviewed and a site inspection shall be performed;

ii. A visual inspection shall be conduced to look for evidence of spills or discharge of hazardous substances;

iii. The presence/absence of hazardous materials shall be confirmed by visual inspection and, if necessary, by testing prior to site work or demolition; and,

iv. Sampling and testing of potentially contaminated soil or building materials may be required to complete the mitigation. Results of the site inspection or sampling may lead to further site investigation and assessment.

b. Medium Impact Potential

i. Site inspections shall be performed to verify current conditions and additional sampling shall occur if judged necessary by the record review;

ii. Drilling test holes and collecting samples as confirmation of remediation shall be considered for leaking underground storage tank sites where new basements, subterranean parking, or deep (greater than 5 feet) foundation excavation are planned. Discoveries of residual contamination may require additional remediation or preparation of a risk assessment that considers the future use; and,

iii. Non-leaking underground storage tanks shall be removed according to local regulations. Inspections during tank removal and below-tank soil sampling shall verify tank and piping integrity. Discovery of unknown contamination shall require the preparation and implementation of remedial plans.

c. High Impact Potential

i. All available records shall be researched;

ii. A site inspection shall be performed;

iii. Property owners (or other responsible party) shall be contacted to determine if the remediation in progress is compatible with redevelopment plans and schedule. Where practical, remediation may continue during planning or be included or enhanced by the redevelopment plans; and,

iv. Abandoned sites or sites judged to be not fully characterized may require further investigation and preparation of remedial plans.

2. Asbestos/Lead Based Paint

Asbestos and lead based paint may be present in buildings constructed prior to 1979. Prior to the issuance of a demolition or building permits, asbestos and lead-based paint sampling and analysis shall be conducted for any pre-1979 structures that would be demolished/rehabilitated as a result of the Redevelopment Project. If the presence of asbestos and/or lead based paint is verified, the removal and disposal of these materials shall comply with all applicable laws and regulations.

3. Vectors

Residential development on a portion of the site referred to in the Community Plan as "Site T", could expose residents to mosquito related health impacts. Prior to the approval of a tentative map for "Site T", evidence that the developer of the property will participate in the County of San Diego Environmental Health Services' Vector Surveillance and Control Program would be required. The evidence

required shall be either, a letter from the County of San Diego Environmental Health Services (EHS) indicating that the developer has entered into a binding agreement for participation in the Vector Surveillance and Control Program, including a mechanism to pay any and all required fees; or a letter from EHS indicating that the County is otherwise satisfied that mosquitoes would not pose a significant health threat to residents of a residential development on "Site T".

H. With respect to Paleontological Resources

Based on the known fossiliferous nature of segments of the San Diego Formation and Otay Formation, and the potential fossiliferous nature of the Bay Point Formation and Lindavista Formation, impacts to these geologic formations would be potentially significant. Prior to the issuance of a grading permit, the project applicant shall present a letter to the Redevelopment Agency indicating that a qualified paleontologist has been retained to carry out the following resource mitigation.

1. Grading plans and schedule shall be provided to a qualified paleontologist in advance of actual construction activities.

2. A qualified paleontologist shall be present at any pre-grading meetings to discuss grading plans with the grading and excavation contractors.

3. During grading, a qualified paleontologist shall be on-site during the original cutting of previously undisturbed sediments of potential fossil bearing formations.

4. In the event that well preserved fossils are discovered, the paleontologist shall be given the authority to temporarily direct, divert or halt grading operations to allow recovery of fossil remains in a timely manner. It may be necessary to set up a screen-washing operation on the site. The City of San Diego Building Services Department must concur with the salvaging methods to be performed before construction activities are allowed to resume.

5. Fossil remains collected during the salvage program shall be cleaned, sorted and catalogued and then, with the owner's permission, deposited in a scientific institution with paleontological collections.

A brief letter report (with map showing site locations) shall be prepared and submitted to the Agency summarizing the above program.

I With respect to Cultural Resources

1. Historic Structures

a. Full mitigation of the significant historic structure impacts is possible only with avoidance of any impact through the preservation and restoration of the structures either listed with, or eligible for nomination to, the San Diego Historical Site Board Register, or the U.S. National Register. Ideally, these structures will remain at their present locations.

b. The San Ysidro Historic Resource Survey recommended the creation of a historic district in San Ysidro to preserve historic resources and mitigate significant impacts to historic structures (Roth and Berryman, 1989). The Cultural Resources Assessment for the San Ysidro Redevelopment Project also recommends the preservation of historic or architecturally important resources. These resources are listed on Tables 4.12-1 and 4.12-2 of the Final EIR.

c. If preservation of these buildings is not possible, implementation of one of the following measures is recommended to lessen the significance of the impacts:

i. Relocation of buildings in the vicinity of the Project Area. Placed in areas with other structures of similar historical character, this would serve to develop regional historical areas. These buildings could serve as meeting houses for local community organizations, or for a small museum supported by the community;

ii. Provide photographic documentation of the building exterior prior to relocation,;or,

iii. Document the structure through drawings and photographs to standards similar to those of the Historical American Buildings Survey (HABS) guidelines. Such documentation will require the following measures, subject to the approval of the City of San Diego Historical Sites Board:

- Drawings: measured drawings of the exterior of the buildings to be conducted by a qualified individual, of at least draftsman status. A description of exterior architectural features should be keyed to the drawings, using guidelines provided in the Cultural Resources Report. These represent an

abbreviated version of HABS "Guidelines for Preparing Written and Historical Descriptive Data". Architectural terminology should be consistent with that recommended by the State Office of Historic Preservation for the completion of Historic Resources Inventory forms.

- Photographs: Black/white photographs of the building exteriors. These are to include complete views of each wall as well as detail photographs of structural and decorative features. The photographs should be keyed to the drawings. Interior photographs are recommended only if it is evident, upon examination of building interiors, that the historic fabric has survived with a minimum of alterations.

d. Documentation of buildings should be made available to the public by providing copies of the drawings and photographs through the main branch of the San Diego Public Library and the San Diego Historical Society. Because the fate of the 144 structures identified in this section cannot be determined at this time, impacts are considered to be potentially significant even with the aforementioned mitigation. Prior to redevelopment of any of the 144 structures identified in this section, a site specific review will be required to determine eligibility, identify impacts and mitigation measures, and alternatives to avoid or reduce impacts.

2. Archaeological Resources

Because there is a potential for prehistoric and historic archaeological resources to occur within the Project Area, the following monitoring program has been added to the Project to ensure that significant impacts do not occur. An archaeological monitor, familiar with prehistoric and historic archaeological resources, shall be required to monitor initial ground disturbance activities on the redevelopment activity site(s). Prior to the commencement of ground disturbing activities, the applicants shall retain a qualified archaeologist to carry out the resource mitigation identified below. A qualified archaeologist is defined as an individual certified by the Society of Professional Archaeologists. This monitoring program shall be conducted in compliance with Appendix K of the State CEQA Guidelines.

a. The qualified archaeologist, familiar with prehistoric and historic archaeological resources, shall attend any pre-construction meetings to make comments and/or suggestions

concerning the monitoring program and discuss grading plans with the excavation contractors. The archaeologist shall be on-site to monitor initial ground disturbance activities and inspect any archeological resources uncovered at the site.

b. In the event that archaeological resources are discovered, the archaeologist shall temporarily direct, divert or halt construction activities in the area of discovery to allow recordation or recovery of potentially significant cultural resources. The degree of significance of the resource discovered shall be determined by the archaeologist. All significant cultural artifacts shall be photographed at the site and mapped before they are collected in an appropriate manner. Any human bone fragments of Native American origin shall be turned over to the appropriate Native American group for reburial. The entire salvaging effort will be handled in an expeditious manner.

c. Collect any significant cultural remains; clean, catalog, and analyze all recovered cultural materials; and curate them with an appropriate scientific institution.

d. A brief letter report summarizing the above program (with map showing site locations) shall be prepared and submitted to the District within three months following termination of the archaeological monitoring program. Also, any sites or features encountered shall be recorded with the South Coastal Information Center at San Diego State University and the San Diego Museum of Man.

A brief letter report summarizing the above program, with map showing site locations, shall be prepared and submitted to the Agency within three (3) months following termination of the archaeological monitoring program, for each redevelopment activity. The results of the letter report shall be discussed in the project's "Mitigation Monitoring Report."

J. With respect to Aesthetics

1. Short-Term Impacts

Mitigation of the short-term localized aesthetic effects related to construction shall be achieved through careful planning and conformance with existing City and County regulations. Noise and dust emissions from construction activities would be largely mitigated by contractor compliance with equipment standards and standard construction procedures, including the designation of truck routes, haul routes and contractor clean-up of any construction debris in the

public right-of way. The hours of construction would be regulated by the City of San Diego's Noise Ordinance. The project applicant shall submit a construction management plan that describes the proposed construction procedures to be followed by the applicant's contractor to minimize adverse aesthetic effects of construction, including identifying the designated truck routes, haul routes and contractor's clean up practices for construction debris in the public right-of-way. The plan shall be submitted to the Agency prior to the start of construction.

2. Design Standards and Guidelines

Adherence to the design standards and guidelines contained in the Urban Design Element of the San Ysidro Community Plan, and the San Ysidro Implementing Ordinance will specifically mitigate potential adverse aesthetic and urban design impacts. In addition, the Redevelopment Agency shall review all discretionary development permits and make recommendations of design review for discretionary development permits within the area of responsibility. Prior to the approval of individual development proposals, the Agency shall review the proposals for consistency with the design standards and guidelines contained in the Urban Design Element of the San Ysidro Community Plan and the San Ysidro Implementing Ordinance. The Agency shall make recommendations of design review for each redevelopment activity, as necessary. Prior to the issuance of the occupancy permit, the Engineering and Development Department shall inspect the projects to insure that the project has been constructed according to approved plans.

III. The Final EIR did not identify any changes or alterations which would avoid or substantially lessen certain significant environmental effects of the San Ysidro Redevelopment Project that are within the responsibility and jurisdiction of another public agency, and not the Redevelopment Agency or the City Council.

IV. The following discussion explains the reasons why specific economic, social or other considerations make infeasible the mitigation measures or project alternatives identified in the Final EIR.

A. Project Alternatives

1. No Project Alternative

The No Project Alternative would result in a continuation of the physical, social, and economic characteristics found in the area. Factors that contribute to the existing blighted conditions would be expected to remain, including the deteriorated and dilapidated structures; and

structures with defective design, faulty construction, code violations, and faulty utilities. In addition, those factors that have worked against the economic success of businesses in the Project Area's commercial corridors would also continue. In addition, the prevalence of incompatible land uses without adequate buffering, would also continue. These conditions would only be changed as the individual structures were targeted either for reuse or demolition by individual development proposals. Implementation of development proposals would be influenced solely by private market forces.

Under the No Project Alternative, the public infrastructure deficiencies noted in the Preliminary Report for the San Ysidro Redevelopment Project would only be improved as adjacent areas are developed or as the City implements its Capital Improvement Projects (CIP).

The Final EIR listed the CIP projects currently planned for the San Ysidro Redevelopment Project Area. However, it should be noted that only three of those improvements are currently funded. CIP projects in the Project Area would be ranked as to their priority along with all other CIP projects in other areas of the City. These projects would be scheduled for implementation as funding becomes available. There is no guarantee that CIP funds would be available in the future.

Under the No Project Alternative, the Agency would not be authorized to acquire and dispose of property. This would increase the difficulty encountered in assembling privately owned lots necessary to implement larger scale development projects.

2. Reduced Density Alternative

Under the Reduced Density Alternative, the San Ysidro Redevelopment Plan would be modified to provide for a reduced intensity of development within Project Area. The Reduced Density Alternative assumes that only the amount of development within the Project Area would be changed. The remaining characteristics of the Redevelopment Project (i.e., Project Area boundary, public infrastructure improvements, etc.) are assumed to be similar to those identified for the proposed project.

Under the Reduced Density Alternative the Redevelopment Project would result in a net increase of 125 to 150 single-family DUs, a net increase of 250 to 300 multi-family DUs, a net increase of 600,000 to 750,000 SF of commercial use, a net increase of 90,000 to 120,000 SF of office space, a net increase of 15,000 to 30,000 SF of industrial use, and a net increase of 100 to 150 hotel rooms. The development densities associated with this alternative represent a 17 percent decrease in residential uses, up to a 58 percent decrease in commercial use, up to a

40 percent decrease of office space, up to a 50 percent decrease in industrial space, and up to a 33 percent decrease in hotel use.

Redevelopment Agency activities such as land acquisition, demolition, disposition, and implementation of the proposed redevelopment program would occur as proposed. However, revenues to the Redevelopment Agency, particularly tax increments, would be less than that projected to be generated through implementation of the proposed project. As a result, the ability of the Redevelopment Agency to carry out all aspects of the proposed redevelopment program would be reduced.

V. The following discussion describes the benefits of the Redevelopment Plan which outweigh the significant environmental effects of the Plan.

A. The Redevelopment Plan would be implemented by the Redevelopment Agency of the City of San Diego pursuant to the Community Redevelopment Law of the State of California Health and Safety Code, Section 33000 et seq.

The Redevelopment Plan is to be used as a tool to implement programs in the Project Area to eliminate the spread of existing blight and deterioration. Without the Redevelopment Plan, blight cannot be reasonably expected to be reversed or alleviated by private enterprise acting alone. The Redevelopment Plan provides the Redevelopment Agency with powers, duties and obligations to implement a program generally formulated for the redevelopment, rehabilitation and revitalization of the Project Area. It presents a process and basic framework within which future, specific redevelopment projects can be presented and prioritized.

B. The Redevelopment Plan will improve or alleviate the conditions in the Project Area by providing a living environment which attracts business investments, commercial retail improvements, private/public recreational facilities, and residential enhancements that promote affordable housing and home ownership and by fostering an environment which reflects a high level of concern for architecture, landscape, urban design, and land use principles appropriate to the neighborhood character and objectives of the San Ysidro Community Plan.

C. The redevelopment and rehabilitation of the Project Area will provide for a more effective use of the land by constructing additional (commercial developments) near the Tijuana border and by replacing deteriorated and underutilized commercial structures with structures that meet current design standards. The project would also replace or rehabilitate residential structures that have been "converted" to non-residential uses. In addition, new development would be consistent with the land use proposals in the adopted San Ysidro Community Plan (Community Plan) and the allowable uses shown in the San Ysidro Implementing Ordinance. The redevelopment

activities would implement several of the commercial objectives of the Community Plan

D. The Redevelopment Plan provides for public improvement activities, including but not limited to, overpasses or underpasses, bridges, streets, curbs, gutters, sidewalks, streetlights, water distribution systems, sewers, storm drains, traffic signals, electrical distribution systems, parks, plazas, playgrounds, motor vehicle parking facilities, landscaped areas, street furnishings, and transportation facilities Enhancing the old infrastructure system will improve the community and contribute to the effort to attract private investment. The Plan also reduces the lack of recreational resources within the Project Area by acquiring and developing over 17 acres of park land.

E. Agency assistance with site assemblage, site preparation and relocation benefits can encourage the private sector to remedy problems, such as incompatible land uses. The Redevelopment Plan will also remedy factors that prevent or substantially hinder the economic viability of businesses or the capacity of buildings/lots in the Project Area. The renovation and revitalization activities included in the Redevelopment Plan should contribute to correcting the physical conditions of blight that prevent or hinder the economic viability of properties in the area such as old and obsolete structures; structures with substandard design and inadequate size; and lack of sufficient parking, access or loading facilities.

F. The economic environment in and around the Redevelopment Project Area will be revitalized through new development, including continued increases to the property tax base and resultant increases to the tax increment funds available to assist redevelopment. The Agency's program of activities would alleviate the current constraints to rehabilitation and development in the Project Area.

G. The funds to be derived from the Project will be used to increase and improve the supply of low and moderate income housing in the community, and will promote and enhance varied housing opportunities by improving housing stock/type and expanding affordable housing opportunities, which address community needs.

H. Implementation of the Redevelopment Plan would provide an opportunity to recognize, preserve, and rehabilitate historically and architecturally significant buildings, districts, landscaped areas, and archeological.

ATTACHMENT NO. 1

SAN YSIDRO REDEVELOPMENT PROJECT AREA BOUNDARY

Beginning at the intersection of the centerline of Athey Avenue and the northerly extension of the westerly boundary of Vista Terrace neighborhood park as described in document No. 69-0203016 recorded in the office of San Diego County Recorder; thence westerly along the centerline of Athey Avenue and the westerly extension thereof to a point of intersection with the southeast corner of Lot 65 of the Gateway Estates Resubdivision, Map No. 8542, thence westerly along the southerly boundary of said Lot 65 and the westerly extension thereof to the intersection with the centerline of Del Sur Boulevard; thence northwesterly along the centerline of Del Sur Boulevard to the northwest corner of Vista Terrace Hills, Unit 2, Lot 3, Map 6668; thence southerly along the west boundary to the southwest corner of said Map 6668, said point also being on the northerly R.O.W. of Beyer Boulevard; thence southeasterly across Beyer Boulevard and the San Diego and Arizona Eastern Railroad R.O.W. to the northeast corner of Rancho Jarana Unit 7, Map 8910; thence southerly along the east boundary of said Map 8910 and the southerly extension thereof, to a point of intersection with the center line of Vista Lane; thence westerly along the center line of Vista Lane to a point of intersection with the northerly extension of the west boundary of Addition 5 to San Ysidro, Map 1405; thence southerly along said extension and westerly boundary to the southwest corner of Lot A233 of said Map 1405; thence easterly along the south line of Lots A233, A232 and A231 to the southeast corner of Lot A231; thence southerly along the west line of Lot A237 and the southerly extension thereof, to a point of intersection with the center line of

Blackshaw Lane; thence easterly along the center line of Blackshaw Lane to a point of intersection with the northerly extension of the west boundary line of Lot A251, Addition 5 to San Ysidro; thence southerly along said extension, boundary line and southerly extension thereof, to a point of intersection with the centerline of Sunset Lane; thence easterly along the center line of Sunset Lane to a point of intersection with the northerly extension of the east boundary of San Ysidro Commercial Center, Unit 1, Map 7016; thence southerly along said extension and boundary line to the southeast corner of Map 7016; thence westerly across San Ysidro Boulevard to the most westerly corner of Parcel 1, P.M. 4311, being also a point on the northeasterly line of State Highway XI-SD-5; thence southeasterly across State Highway XI-SD-5 to a point of intersection with the northeast corner of Parcel Map 12215; thence southerly along the east boundary to the southeast corner of said Parcel Map 12215; said point also being the southwest corner of Hermanos Lopez Map 9251; thence easterly along the south boundary of said Map 9251 and the easterly extension thereof, to a point on the west boundary line of Little Landers Addition № 3 to San Ysidro, Map № 1265; thence southerly along the westerly boundary of said Map 1265 to the southwest corner of said subdivision; thence easterly along the south boundary of said Map 1265 and the south boundary of San Ysidro Subdivision, Map № 1174 to a point of intersection with the northerly extension of the west line of Lot 1, Koopman Subdivision, Map № 6362; thence southerly along said extension and boundary line to the southwest corner of Lot 1, Koopman Subdivision; thence continuing southerly to the southwest corner of Lot A64 of San Ysidro Map 1174;

thence easterly along the south line of said Lot A64 and the easterly extension thereof, to a point of intersection with the center line of Sycamore Road; thence southerly along the centerline of Sycamore Road to a point of intersection with the westerly extension of the north line of Parcel 1 of Parcel Map 13271; thence easterly along said extension line and northerly line of said Parcel 1 to the northeast corner thereof; thence southerly along the east line of Parcel 1 and the southerly extension thereof, to the southwest corner of Lot A112, Addition 1 to San Ysidro Map 1194; thence easterly along the south line of said Lot A112 to a point on the east boundary line of San Ysidro (Larsen) Sports Field Map 6518; thence southerly along the east boundary of Map 6518 and the southerly extension thereof, to a point of intersection with the center line of Camino De La Plaza; thence westerly along the center line of Camino De La Plaza to a point of intersection with the northerly extension of the West boundary of Lot 6, Map 562; thence southerly along said extension, boundary line and southerly extension thereof, to a point of intersection with the north line of the Flood Control Channel; thence southeasterly along said north line of Channel to a point of intersection with the United States-Mexico Border; thence easterly along said border to a point of intersection with the southeast corner of Lot 10 of Section 6 T18S. R1W, S.B.M.; thence northerly along the easterly line of said Lot 10 to a point of intersection with the southwesterly line of that parcel described and accepted as Parcel 51 in Exhibit "D" in deed dated June 23, 1977, from San Diego and Arizona Eastern Railway Company to southern Pacific Transportation Company, recorded June 24, 1977 under File/Page No. 77-251950 of Official Records, said line being also

parallel and concentric with and distant 100,00 feet southwesterly measured at right angles and radially from the original located centerline of San Diego and Arizona Eastern Railway Company's main track (San Diego-San Ysidro); thence northwesterly along said southwesterly line to a point of intersection with the southwest corner of Lot 1 of Hutchinson Subdivision Map No. 6070; thence northeasterly and northwesterly along the southerly and easterly boundary of said Lot 1 and the northwesterly extension thereof to a point that is distant 38.00 feet southwesterly, measured at right angles from said center line of the main track (San Diego-San Ysidro) at Engineer's station 825 + 13; thence southwesterly to a point that is distant 150.00 feet southwesterly measured at right angles from said centerline of main track (San Diego-San Ysidro) at Engineer's station 825 + 13; thence northwesterly along a line parallel and concentric with and distant 150.00 feet southwesterly, measured right angles and radially from said centerline of main track (San Diego-San Ysidro) to a point of intersection with the northeasterly line of land conveyed by deed to Rogers V.B. Clark, Jr. according to the final order of condemnation between San Diego Metropolitan Transit Development Board and Williams Development Company, recorded January 12, 1982 as FIP 82-008454; thence North 16°58'27" East. 84.55 feet to a point distant 30.00 feet northeast of the easterly R.O.W. of east Beyer Boulevard; thence northwesterly along a line parallel and concentric with and distant 30.00 feet northeasterly measured at right angles and radially from said easterly R.O.W. line to a point that is distant 120.00 feet southwesterly, measured at right angles from said centerline of the main track (San Diego-San Ysidro) at Engineer's

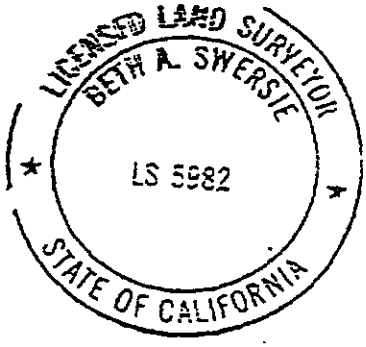
Station 817 + 13; thence southwesterly 30.00 feet to a point of intersection with the easterly R.O.W. of East Beyer Boulevard; thence northwesterly along said R.O.W. to a point of intersection with the southeast corner of Lot 111 of Boundary Tract Map 1690; thence continuing northerly and northwesterly along said boundary, also being the common line with the Southwesterly R.O.W. of the San Diego and Arizona Eastern Railroad, to a point of intersection with the east R.O.W. line of East Beyer Boulevard; thence northerly along said easterly R.O.W. to the southwest corner of Beyer School, R.O.S. 7593; thence easterly along the south boundary to the southeast corner of said R.O.S. 7593; thence northerly and westerly along said boundary and the westerly extension thereof, to a point of intersection with the center line of east Beyer Boulevard; thence northerly along the centerline of East Beyer Boulevard to a point of intersection with the center line of Beyer Boulevard; thence westerly along the centerline of Beyer Boulevard to a point of intersection with the center line of Alaquinas Drive; thence northerly along said line to a point of intersection with the easterly extension of the south boundary of Mt. Carmel Heights Unit 1, Map № 5972; thence westerly along said extension and south boundary to the southwest corner of said Map 5972; thence northerly along the west boundary of said Map 5972 to the southeast corner of Mt. Carmel Heights, Unit 5, Map № 6326; thence westerly along the south boundary of said Map 6326 to the southwest corner thereof; thence northerly along the west boundary of said Map 6236 to the northwest corner thereof, being also a point on the south boundary of Barrio San Martin, Map № 7042; thence westerly, northerly and westerly along the south boundary of Barrio San Martin to the southwest corner of Lot 11 thereof, being also a point on the east boundary of

Smythe Avenue; thence westerly, crossing Smythe Avenue to the northeast corner of Little Landers Addition 2, San Ysidro, Map № 1246; thence westerly along the north boundary of said Map 1246 to the southwest corner of Smythe School as described in Document № 70-0020102 recorded in the office of the San Diego County Recorder; thence northerly along the west boundary of Smythe School to the southeast corner of Vista Terrace neighborhood park, as described in Document № 69-0203016 recorded in the office of San Diego County Recorder; thence westerly and northerly to the point of intersection with the centerline of Athey Avenue and the Point of Beginning.

Prepared By Lintvedt, McColl and Associates

Beth A Swersie 8/2/95

Beth A. Swersie, L.S. 5982 Date



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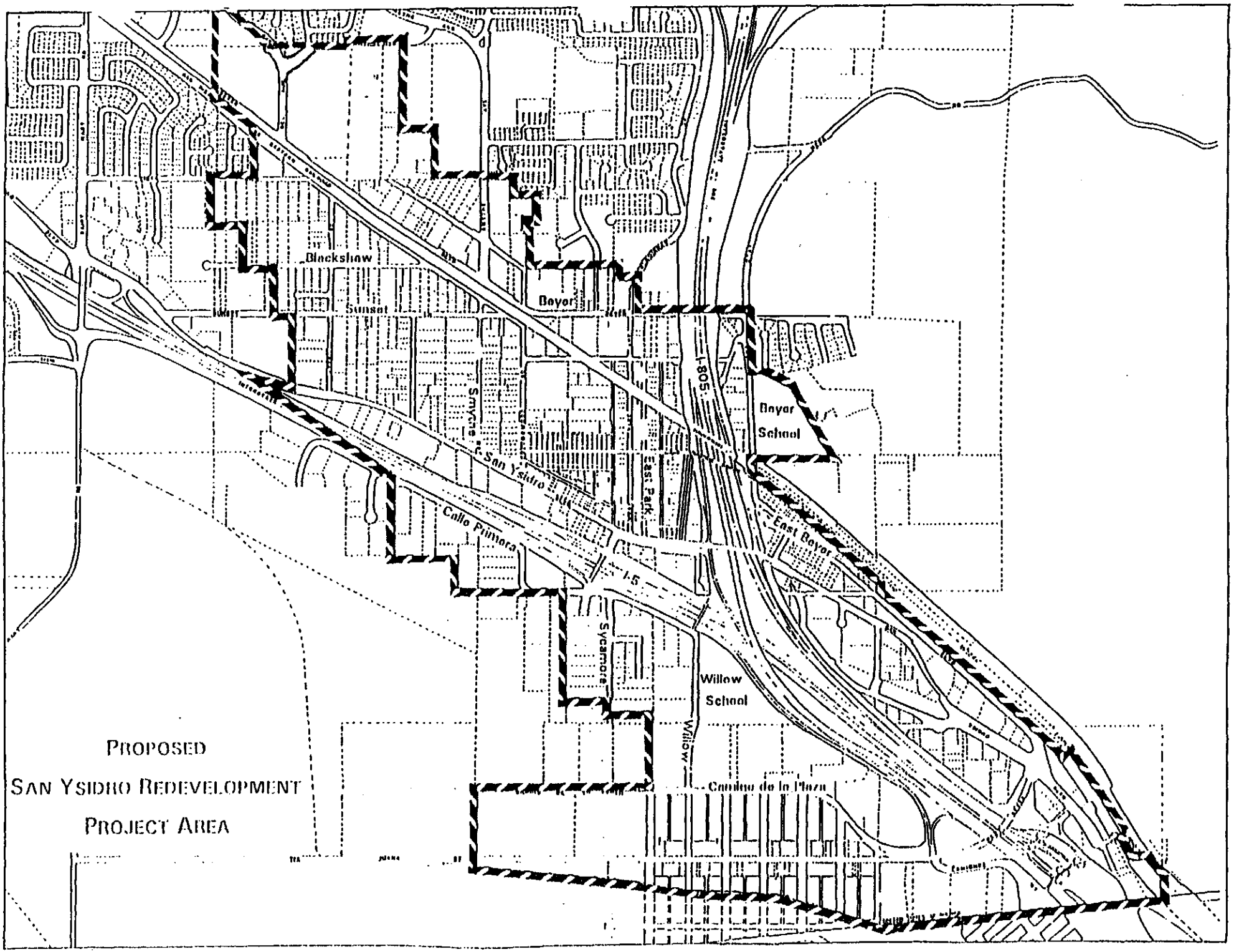

Blackshaw
Sunset
Boyer
I-805
Boyer School
East Park
East Boyer
San Ysidro Blvd
Calle Primera
I-5
Sycamore
Willow
Willow School
Camino de la Plaza
PROPOSED
SAN YSIDRO REDEVELOPMENT
PROJECT AREA

DESCRIPTION OF PUBLICLY-OWNED FACILITIES

EDUCATIONAL AND RECREATIONAL PROJECTS

Improve Lighting of Parks and Athletic Facilities

Joint Use of Park and Recreation Facilities Within Project Area

Expand and Improve Community and Neighborhood Parks and Facilities

Expansion and Improvement of Library and Library Services

Cultural Center Construction

STREETSCAPES, TRANSPORTATION AND CIRCULATION

Improve/Install Adequate Drainage

Improve/Install Crosswalks Throughout Project Area

Improve Streets, Alleys, Curbs, Gutters Throughout Project Area

Improve Pedestrian Linkages Throughout Project Area

Improve Linkages to Light-Rail Stations and Public Transportation

Install Traffic Lights

Widen Camino de la Plaza

Widen Calle Primera

Widen East Beyer

Landscape Medians and Sidewalks Throughout Project Area

Install/Improve Class II and II Bicycle Routes and Signage

Street Furniture, Beautification, Pedestrian Amenities

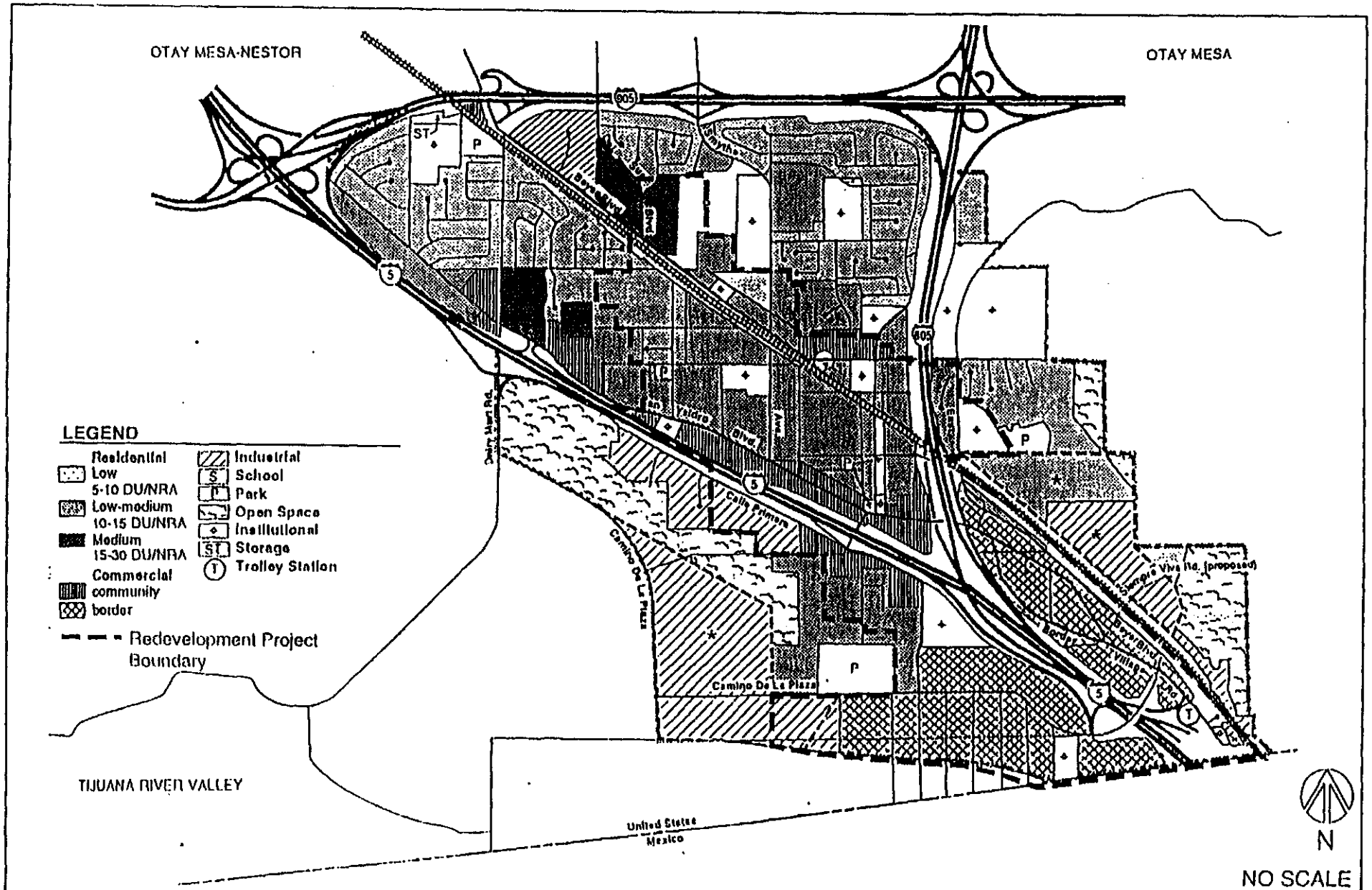
Residential Street Improvements

Commercial Corridors Street and Streetscape Improvements

Install Identification and Directional Signage Throughout Commercial Corridors and Community Gateways

OTHER PUBLIC UTILITIES / PUBLIC FACILITIES

Commercial/Residential Street Lighting Improvements, Ornamental and Non-ornamental



SOURCE: The Butler Roach Group, Inc., 1996.

BASE MAP: San Ysidro Community Plan, 1993.

San Ysidro Redevelopment Project

Generalized Land Use Map