SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Final
Mitigated Negative Declaration/ Initial Study

March 2011

401 B Street, Suite 800 • San Diego, CA 92101-4231 • (619) 699-1900

Notice of Determination

1 10051

To:

☑ Office of Planning and Research
1400 Tenth Street, Room 222
Sacramento, CA 95814

☑ County Clerk of San Diego
1600 Pacific Highway
San Diego, CA 92101

From:

Lead Agency: San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101
619-699-1944

FILED
Ernest J Dronenburg, Jr., Recorder County Clerk
MAR 04 2011
BY L. Kesia
DEPUTY

Subject: **Filing of Notice of Determination in compliance with Section 21108 or 21152 of the Public Resources Code.**

State Clearinghouse Number (if submitted to State Clearinghouse): 2010071032

Project Title: San Ysidro Freight Rail Yard Improvement Project

Project Location (include county): The project site encompasses approximately 59 acres along the San Diego and Arizona Eastern (SD&AE) Railroad line in the southeast portion of the City of San Diego community of San Ysidro, County of San Diego, California. The project site is located southeast of Interstate 805, north of the United States (U.S.) – Mexico border, and east of East Beyer Boulevard.

Project Description: The project consists of two new track extensions to the north that would provide additional storage capacity, as well as the ability to switch rail cars outside of the constrained operating windows without interrupting the trolley line. The new storage tracks and other revisions to track alignment would double rail car storage capacity. The improved truck access to the Rail Yard would provide additional opportunities for cargo transfer (transloading) and would eliminate some regional truck traffic trips on freeways in the region. Truck access to the Rail Yard would be provided from East Beyer Boulevard via a new one-way, entrance-only driveway that would connect to an internal access road that would parallel the railroad tracks to the east. Trucks would exit the Rail Yard utilizing the existing driveway off East Beyer Boulevard, north of East San Ysidro Boulevard. Other improvements, such lighting and fencing, would be constructed for improved safety and security. The project includes drainage improvements to alleviate flooding and siltation which can occur at the Rail Yard. During these times, the Rail Yard and tracks are not in service, which further exacerbates the operational constraints, and limits the efficient movement of goods in the region. The project would correct the drainage deficiencies by constructing storm drain facilities to accommodate flows during storm events, including detention and desiltation basins, grated catch basins, and storm drain pipelines. To accommodate the proposed improvements, it is anticipated that acquisition of approximately 12 abutting parcels to the east may be required. All but one of these parcels contains undeveloped land and one contains structural remains of a former ranch building and dirt driveways.

This is to advise that the SANDAG Transportation Committee, has approved the above-described project on
☑ Lead Agency ☐ Responsible Agency
March 4, 2011 and has made the following determinations regarding the project:

1. SANDAG is the ☑ Lead Agency ☐ Responsible Agency for the project.
2. The project ☐ will ☑will not have a significant effect on the environment.
3. ☐An Environmental Impact Report was prepared for this project pursuant to the provisions of CEQA.
4. ☑ A Mitigated Negative Declaration was prepared for this project pursuant to the provisions of CEQA.
5. Mitigation measures [☑ were ☐ were not] made a condition of the approval of the project.
6. A Statement of Overriding Considerations [☐ was ☑ was not] adopted for this project.
7. Findings [☑ were ☐ were not] made pursuant to the provisions of CEQA.
8. ☐ Pursuant to Section 711.4 of the Fish and Game Code, the CEQA filing fee has been previously paid for the project (see attached fee receipt).

This is to certify that the Mitigated Negative Declaration and record of project approval is available to the General Public at: SANDAG, 401 B Street, Suite 800, San Diego, CA 92101.

Signature (Public Agency) _____ Title Principal Regional Planner

Date March 4, 2011 Date Received for filing at OPR _____

State of California—The Resources Agency
DEPARTMENT OF FISH AND GAME

2011 ENVIRONMENTAL FILING FEE CASH RECEIPT

RECEIPT # SD2011 0156

STATE CLEARING HOUSE # *(If applicable)* 2010071032

SEE INSTRUCTIONS ON REVERSE. TYPE OR PRINT CLEARLY

LEAD AGENCY: SAN DIEGO ASSOCIATION OF GOVERNMENTS
DATE: 3/4/11

COUNTY/STATE AGENCY OF FILING: SAN DIEGO
DOCUMENT NUMBER: *20110051*

PROJECT TITLE: SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

PROJECT APPLICANT NAME: SAN DIEGO ASSOCIATION OF GOVERNMENTS
PHONE NUMBER: 619-699-1949

PROJECT APPLICANT ADDRESS	CITY	STATE	ZIP CODE
401 B STREET, SUITE 800	SAN DIEGO	CA	92101

PROJECT APPLICANT *(Check appropriate box):*

☑ Local Public Agency ☐ School District ☐ Other Special District ☐ State Agency ☐ Private Entity

CHECK APPLICABLE FEES:

☐	Environmental Impact Report	$2,839.25	$
☑	Negative Declaration	$2,044.00	$ $2,044.00
☐	Application Fee Water Diversion *(State Water Resources Control Board Only)*	$850.00	$
☐	Projects Subject to Certified Regulatory Programs	$965.50	$
☑	County Administrative Fee	$50.00	$ $50.00
☐	Project that is exempt from fees		
	☐ Notice of Exemption		
	☐ DFG No Effect Determination (Form Attached)		
☐	Other _____		$

PAYMENT METHOD:

☐ Cash ☐ Credit ☑ Check ☐ Other 829668

TOTAL RECEIVED $ $2,094.00

SIGNATURE: X L. Kesian

TITLE: Deputy

ORIGINAL - PROJECT APPLICANT COPY - DFG/ASB COPY - LEAD AGENCY COPY - COUNTY CLERK FG 753.5a (Rev. 7/08)

Ernest J. Dronenburg, Jr.

COUNTY OF SAN DIEGO
ASSESSOR/RECORDER/COUNTY CLERK

ASSESSOR'S OFFICE
1600 Pacific Highway, Suite 103
San Diego, CA 92101-2480
Tel. (619) 236-3771 * Fax (619) 557-4056

www.sdarcc.com

RECORDER/COUNTY CLERK'S OFFICE
1600 Pacific Highway, Suite 260
P.O. Box 121750 * San Diego, CA 92112-1750
Tel. (619)237-0502 * Fax (619)557-4155

Transaction #: 243690720110304
Deputy: ETAMEZ
Location: COUNTY ADMINISTRATION BUILDING
04-Mar-2011 10:43

FEES:

2,044.00	Qty of 1 Fish & Game Neg Dec (1800) for Ref# 51
50.00	Qty of 1 Fish and Game Filing Fee for Ref# 156
2,094.00	TOTAL DUE

PAYMENTS:

2,060.25	Check
33.75	Check
2,094.00	TENDERED

SERVICES AVAILABLE AT OFFICE LOCATIONS

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* Property Ownership
* Property Records
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  Recorded Documents

PREFACE

This is a Final Mitigated Negative Declaration (MND), prepared pursuant to the California Environmental Quality Act (CEQA), addressing potential environmental consequences of the implementation of the San Ysidro Freight Rail Yard Improvement Project. The Draft MND/Initial Study (IS) was circulated for public review from July 13, 2010 to August 11, 2010 (State Clearinghouse No. 2010071032). During the public review period, comments were received from the following public agencies, organizations, and individuals:

- State of California, Governor's Office of Planning and Research, State Clearinghouse;
- California Native American Heritage Commission;
- California Department of Fish and Game;
- San Diego County Archaeological Society, Inc.;
- California Public Utilities Commission;
- City of San Diego, Development Services Department;
- Steven Otto; and
- The McDonald Law Firm.

The comments, along with responses addressing the issues of concern, are provided on the pages following this Preface. The comments are provided on the left half of the page with each specific comment numbered in the left-hand margin, and the corresponding numbered response is provided on the right side of the page.

In response to comments received on the Draft MND, minor revisions have been made to the IS. Revisions to the text are shown in ~~strikeout~~ and underline; if no strikeout or underline is indicated, information remains unchanged. These revisions are not substantial (as defined in Section 15073.5(b) of the State CEQA Guidelines) and do not change the conclusions or assessment of significance in the MND, nor do they result in any new avoidable significant impacts. Therefore, pursuant to Section 15073.5 of the State CEQA Guidelines, recirculation of the MND/IS is not required.

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

Arnold Schwarzenegger
Governor

Cathleen Cox
Acting Director

August 12, 2010

Rob Rundle
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Subject: San Ysidro Freight Rail Yard Improvement Project
SCH#: 2010071032

Dear Rob Rundle:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on August 11, 2010, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

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

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

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

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

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

A-1

A-1 Comment noted.

Document Details Report
State Clearinghouse Data Base

SCH#	2010071032
Project Title	San Ysidro Freight Rail Yard Improvement Project
Lead Agency	San Diego Association of Governments
Type	MND Mitigated Negative Declaration
Description	The project consists of improvements at the San Ysidro Rail Yard (Rail Yard), including construction of two new track extensions and revisions to track alignment for additional rail car storage, a new truck access road, and drainage improvements. Access to the Rail Yard would be provided from East Beyer Boulevard via a new access road that would parallel the railroad tracks to the east. The existing driveway off East Beyer Boulevard, north of East San Ysidro Boulevard, also would continue to provide access to the Rail Yard. Other improvements, such lighting and fencing, would be constructed for improved safety. To accommodate the proposed improvements, partial acquisition of up to 12 abutting parcels to the east may be required.

Lead Agency Contact

Name	Rob Rundle		
Agency	San Diego Association of Governments		
Phone	619-699-6949	*Fax*	
email			
Address	401 B Street, Suite 800		
City	San Diego	*State* CA	*Zip* 92101

Project Location

County	San Diego			
City	San Diego			
Region				
Lat / Long	32° 32' 50.6" N / 117° 1' 52" W			
Cross Streets	East Beyer Blvd/East San Ysidro Blvd.			
Parcel No.				
Township	*Range*	*Section*	*Base*	

Proximity to:

Highways	I-805 & 5
Airports	
Railways	SD & AE
Waterways	
Schools	Beyer & Willow
Land Use	IL-3-1 (Industrial-Light;light industrial, office, and commercial uses), RS-1-7 (Residential-Single Unit) & SYID-1-1, Industrial.
Project Issues	Aesthetic/Visual; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Geologic/Seismic; Landuse; Noise; Soil Erosion/Compaction/Grading; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian
Reviewing Agencies	Resources Agency; California Coastal Commission; Department of Fish and Game, Region 5; Department of Parks and Recreation; Department of Water Resources; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation Projects; Air Resources Board, Major Industrial Projects; Regional Water Quality Control Board, Region 9; Native American Heritage Commission; Public Utilities Commission

Date Received 07/13/2010 *Start of Review* 07/13/2010 *End of Review* 08/11/2010

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

STATE OF CALIFORNIA Arnold Schwarzenegger, Governor

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-6251
Fax (916) 657-5390
Web Site www.nahc.ca.gov
e-mail: ds_nahc@pacbell.net

Clear 08/11/10 e

RECEIVED
JUL 29 2010
STATE CLEARING HOUSE

July 26, 2010

Mr. Rob Rundle
SAN DIEGO ASSOCIATION OF GOVERNMENTS (SANDAG)
401 "B" Street, Suite 800
San Diego, CA 92101

SCH#2010071032

Re: ~~SCH#2008071022;~~ CEQA Notice of Completion; proposed Mitigated Negative Declaration for the **"San Ysidro Freight Rail Yard Improvement Project;"** located in the San Ysidro Area; San Diego County, California.

Dear Mr. Rundle:

The Native American Heritage Commission (NAHC) is the state 'trustee agency' pursuant to Public Resources Code §21070 for the protection and preservation of California's Native American Cultural Resources.. (Also see *Environmental Protection Information Center v. Johnson (1985) 170 Cal App. 3rd 604).* The California Environmental Quality Act (CEQA – CA Public Resources Code §21000-21177, amended in 2009) requires that any project that causes a substantial adverse change in the significance of an historical resource, that includes archaeological resources, is a 'significant effect' requiring the preparation of an Environmental Impact Report (EIR) per the California Code of Regulations §15064.5(b)(c)(f) CEQA guidelines). Section 15382 of the CEQA Guidelines defines a significant impact on the environment as "a substantial, or potentially substantial, adverse change in any of physical conditions within an area affected by the proposed project, including ...objects of historic or aesthetic significance." In order to comply with this provision, the lead agency is required to assess whether the project will have an adverse impact on these resources within the 'area of potential effect (APE), and if so, to mitigate that effect. To adequately assess the project-related impacts on historical resources, the Commission recommends the following.

The Native American Heritage Commission did perform a Sacred Lands File (SLF) search in the NAHC SLF Inventory, established by the Legislature pursuant to Public Resources Code §5097.94(a) and Native American Cultural resources **were not identified** within the APE identified for the project... Early consultation with Native American tribes in your area is the best way to avoid unanticipated discoveries once a project is underway. Enclosed are the names of the nearest tribes and interested Native American individuals that the NAHC recommends as 'consulting parties,' for this purpose, that may have knowledge of the religious and cultural significance of the historic properties in the project area (e.g. APE). We recommend that you contact persons on the attached list of Native American contacts. A Native American Tribe or Tribal Elder may be the only source of information about a cultural resource.. Also, the NAHC recommends that a Native American Monitor or Native American culturally knowledgeable person be employed whenever a professional archaeologist is employed during the 'Initial Study' and in other phases of the environmental planning processes.. Furthermore we suggest that you contact the California Historic Resources Information System (CHRIS) at the Office of Historic Preservation (OHP) Coordinator's office (at (916) 653-7278, for referral to the nearest OHP Information Center of which there are 11.

B-1

B-1 As discussed in Item 5 in the Draft MND/IS, Native American representatives in the project area were contacted to notify them of the project and solicit concerns. No responses were received.

B-1 cont.

Consultation with tribes and interested Native American tribes and interested Native American individuals, as consulting parties, on the NAHC list ,should be conducted in compliance with the requirements of federal NEPA (42 U.S.C. 4321-43351) and Section 106 and 4(f) of federal NHPA (16 U.S.C. 470 [f]*et se)*, 36 CFR Part 800.3, the President's Council on Environmental Quality (CSQ; 42 U.S.C. 4371 *et seq.*) and NAGPRA (25 U.S.C. 3001-3013), as appropriate. The 1992 *Secretary of the Interior's Standards for the Treatment of Historic Properties* were revised so that they could be applied to all historic resource types included in the National Register of Historic Places and including *cultural landscapes.*

B-2

Lead agencies should consider avoidance, as defined in Section 15370 of the California Environmental Quality Act (CEQA) when significant cultural resources could be affected by a project. Also, Public Resources Code Section 5097.98 and Health & Safety Code Section 7050.5 provide for provisions for accidentally discovered archeological resources during construction and mandate the processes to be followed in the event of an accidental discovery of any human remains in a project location other than a 'dedicated cemetery. Discussion of these should be included in your environmental documents, as appropriate.

The authority for the SLF record search of the NAHC Sacred Lands Inventory, established by the California Legislature, is California Public Resources Code §5097.94(a) and is exempt from the CA Public Records Act (c.f. California Government Code §6254.10). The results of the SLF search are confidential. However, Native Americans on the attached contact list are not prohibited from and may wish to reveal the nature of identified cultural resources/historic properties. Confidentiality of "historic properties of religious and cultural significance' may also be protected the under Section 304 of the NHPA or at the Secretary of the Interior' discretion if not eligible for listing on the National Register of Historic Places. The Secretary may also be advised by the federal Indian Religious Freedom Act (cf. 42 U.S.C, 1996) in issuing a decision on whether or not to disclose items of religious and/or cultural significance identified in or near the APE and possibly threatened by proposed project activity.

B-3

CEQA Guidelines, Section 15064.5(d) requires the lead agency to work with the Native Americans identified by this Commission if the initial Study identifies the presence or likely presence of Native American human remains within the APE. CEQA Guidelines provide for agreements with Native American, identified by the NAHC, to assure the appropriate and dignified treatment of Native American human remains and any associated grave liens. Although tribal consultation under the California Environmental Quality Act (CEQA; CA Public Resources Code Section 21000 – 21177) is 'advisory' rather than mandated, the NAHC does request 'lead agencies' to work with tribes and interested Native American individuals as 'consulting parties,' on the list provided by the NAHC in order that cultural resources will be protected. However, the 2006 SB 1059 the state enabling legislation to the Federal Energy Policy Act of 2005, does mandate tribal consultation for the 'electric transmission corridors. This is codified in the California Public Resources Code, Chapter 4.3, and §25330 to Division 15, requires consultation with California Native American tribes, and identifies both federally recognized and non-federally recognized on a list maintained by the NAHC

B-4

Health and Safety Code §7050.5, Public Resources Code §5097.98 and Sec. §15064.5 (d) of the California Code of Regulations (CEQA Guidelines) mandate procedures to be followed, including that construction or excavation be stopped in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery until the county coroner or

2

B-2 As discussed in Item 5 in the Draft MND/IS, no significant impacts would occur to any previously or newly recorded archaeological resources; therefore, no mitigation would be required. The project, however, could potentially impact an historical resource (Site P37-025680; the San Diego and Arizona Eastern railroad tracks). Mitigation is identified in the Draft MND (Mitigation Measure CUL-1) that would reduce this impact to below a level of significance.

The potential to encounter unknown subsurface cultural resources and/or human remains during project construction is extremely low given the disturbed nature of the areas to be graded. In the unlikely event that subsurface cultural resources are discovered during construction, appropriate provisions would be followed, pursuant to Section 15064.5 of the State CEQA Guidelines. These provisions generally include an evaluation of the discovered resources by a qualified archaeologist and any associated investigations, recover/collection, and recordation/curation. In addition, the project would be required to comply with Health and Safety Code Section 7050.5 and Public Resources Code Section 5097.98 regarding the accidental discovery of any human remains.

B-3 Please refer to Responses to Comments B1 and B2.

B-4 Please refer to Response to Comment B2.

B-4 cont.

medical examiner can determine whether the remains are those of a Native American. . Note that §7052 of the Health & Safety Code states that disturbance of Native American cemeteries is a felony.

Again, Lead agencies should consider avoidance, as defined in §15370 of the California Code of Regulations (CEQA Guidelines), when significant cultural resources are discovered during the course of project planning and implementation.

Please feel free to contact me at (916) 653-6251 if you have any questions.

Sincerely,

Dave Singleton
Program Analyst

Attachment: List of Native American Contacts

Cc: State Clearinghouse

3

Native American Contacts
San Diego County
July 26 2010

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

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

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

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

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

Campo Kumeyaay Nation
Monique LaChappa, Chairwoman
36190 Church Road Diegueno/Kumeyaay
Campo , CA 91906
(619) 478-9046

San Pasqual Band of Indians
Kristie Orosco, Environmental Coordinator
P.O. Box 365 Luiseno
Valley Center, CA 92082 Diegueno
council@sanpasqualtribe.org
(760) 749-3200
(760) 749-3876 Fax

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

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

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

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and fed eral NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010071022; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the San Ysidro Frieght Rail Yard Improvement Project; located in the San Ysidro area; San Diego County, California.

Native American Contacts
San Diego County
July 26 2010

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

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

Ewiiaapaayp Tribal Office
Robert Pinto, Chairperson
4054 Willows Road Diegueno/Kumeyaay
Alpine , CA 91901
wmicklin@leaningrock.net
(619) 445-6315 - voice
(619) 445-9126 - fax

Viejas Band of Mission Indians
Bobby L. Barrett, Chairperson
PO Box 908 Diegueno/Kumeyaay
Alpine , CA 91903
jrothauff@viejas-nsn.gov
(619) 445-3810
(619) 445-5337 Fax

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

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

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

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

Santa Ysabel Band of Diegueno Indians
Johnny Hernandez, Spokesman
PO Box 130 Diegueno
Santa Ysabel, CA 92070
brandietaylor@yahoo.com
(760) 765-0845
(760) 765-0320 Fax

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

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

Distribution of this list does not relieve any person of statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code. Also, federal National Environmental Policy Act (NEPA), National Historic Preservation Act, Section 106 and fed eral NAGPRA. And 36 CFR Part 800.3.

This list is only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2010071022; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the San Ysidro Freight Rail Yard Improvement Project; located in the San Ysidro area; San Diego County, California.

From: Paul Schlitt <PSchlitt@dfg.ca.gov>
Date: August 6, 2010 11:43:09 AM PDT
To: "Rundle, Rob" <rru@sandag.org>
Subject: San Ysidro freight Rail Yard Improvement Project draft IS/MND comments

** High Priority **

Subject: DFG comments on the Draft Mitigated Negative Declaration for the San Ysidro Freight Rail Yard Improvement Project (SCH# 2010071032)

SANDAG Staff: Mr. Rob Rundle, Principal Planner

Dear Mr. Rundle,

The California Department of Fish and Game (Department) has reviewed the above-referenced Notice of Intent to Adopt a Mitigated Negative Declaration (MND), dated June 30, 2010. The comments provided herein are based on information provided in the San Diego Association of Governments (SANDAG) draft MND and associated documents (including the Natural Environment Study, prepared by Helix Environmental Planning, Inc., dated July 1, 2010), our knowledge of sensitive and declining vegetation communities in the County of San Diego, and our participation in regional conservation planning efforts.

The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA; Sections 15386 and 15381, respectively) and is responsible for ensuring appropriate conservation of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (Fish and Game Code Section 2050 et seq.) and other sections of the Fish and Game Code. The Department also administers the Natural Community Conservation Planning (NCCP) Program.

We are generally in agreement with the proposed mitigation measure for the project and analysis provided within the MND. We have the following comments that should be addressed prior to the adoption of the CEQA

08/06/2010

document.

C-1

1. The biological resources mitigation measures for salvaging of special status plants should include a condition requiring that a restoration plan (with performance standards) be provided to the Department. The restoration plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species and total numbers to be salvaged and replanted; (c) a schematic depicting the mitigation area; (d) a planting schedule; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) specific success criteria (e.g., percent cover of native and non-native species; species richness); (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; and (j) identification of the party responsible for meeting the success criteria and providing for conservation of the mitigation site in perpetuity (including conservation easements, and management funding).

C-2

2. The biological resources mitigation measures should include a commitment to apply the City of San Diego's MSCP Land Use Adjacency Guidelines (i.e., Section 1.4.3 of the City's Subarea Plan). This requirement is both discussed in the initial study and the natural environmental study, however a clear commitment to applying those avoidance/minimization measures are not specified within the biological resource mitigation measures of the MND. Also, any proposal for permanent lighting associated with the expansion of the rail yard should include a mitigation commitment that all lighting shall be shielded and directed away from the City's Multi-Habitat Planning Area. All applicable adjacency guidelines should be provided on construction-related documents for this project.

C-3

3. Neither the Natural Environment Study nor the CEQA initial study adequately discusses the justification for applying the varying mitigation ratios for impacts to maritime succulent scrub vegetation. The Natural Environment Study does acknowledge that "Maritime Succulent Scrub and disturbed Maritime Succulent Scrub subject to temporary impacts would be hydroseeded with native, drought tolerant vegetation for erosion control purposed only." Considering the aforementioned statement, it is unclear for SANDAG's determination to mitigate at the 1:1 ratio, as opposed to the 2:1 ratio. Given that the mitigation ratio applied for impacts for non-native grassland does not vary between temporary or permanent impacts, it would be appropriate to have equally applied the 2:1 ratio for maritime succulent scrub, absent SANDAG providing further guidance/justification within the MND. Please provide further discussion on this matter.

C-4

4. Included with the mitigation measure that identifies the Department's permit authority under Fish and Game Code Section 1600 et seq., the MND should be revised to include the following condition:

Prior to the project applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially

C-1 The project will require preparation of a vernal pool restoration plan, which will include salvaging soil from the water-holding unvegetated basins and restoration at the identified mitigation site. SANDAG will consider including the salvaging and replanting of sensitive plants in the vernal pool restoration program. Specific restoration plan contents will be discussed in consultation with the California Department of Fish and Game (CDFG).

C-2 The City of San Diego's Multiple Species Conservation Program (MSCP) Land Use Adjacency Guidelines are addressed in Item 4f of the Draft MND/IS. Applicable guidelines include the issues of drainage/toxics (addressed in the Draft MND/IS as decreased water quality), noise, lighting, and invasives. Each of these issues with regard to the proposed project are discussed in the Draft MND/IS and in some cases, mitigation is identified to reduce potential impacts to below a level of significance. Implementation of the identified mitigation measures combined with compliance of mandatory regulatory requirements (e.g., National Pollutant Discharge Elimination System permits) and/or project design features (e.g., detention basins, directional/shielded lighting) would ensure consistency with the Land Use Adjacency Guidelines.

C-3 As discussed in Item 4b in the Draft MND/IS, mitigation ratios for temporary impacts are less than those for permanent impacts because temporary on-site impacts due to construction activities would be replanted with native drought-tolerant species. Therefore, impacts to maritime succulent scrub would be replaced at a 1:1 ratio on site. Temporary impacts to maritime succulent scrub also would be mitigated off site at a 1:1 ratio. Permanent impacts would be mitigated off site at a 2:1 ratio. Mitigation ratios do not vary for project impacts to non-native grassland because 0.5:1 (which is the appropriate ratio for permanent impacts) is the lowest ratio that is applied. Compensatory mitigation requirements and appropriate mitigation ratios will be negotiated with the resource agencies during the regulatory permit process.

C-4 The project would impact wetland and non-wetland areas under the jurisdiction of the CDFG, which requires, by law, a 1602 Streambed Alteration Agreement. The Draft MND/IS identifies this project requirement in the Project Description

C-4 cont.

change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or deposit or dispose of debris, waste, or other material containing crumbled, flaked, or ground pavement where it may pass into any river, stream, or lake the project applicant shall submit a complete Lake or Streambed Alteration Program notification package and fee to the California Department of Fish and Game.

C-5

5. The Natural Environment Study mentions that winter and spring burrowing owl surveys were conducted in accordance with the 1995 Department staff report on burrowing owl mitigation. However, neither the Natural Environment Study nor the MND clearly acknowledged whether suitable habitat exists (e.g., fossorial mammals on-site, availability of natural or artificial burrows) or whether burrowing owl was observed on the project site or within the periphery of the project impact zone. We are assuming that it is SANDAG's conclusion that burrowing owl and supporting habitat was not present on the project site; if this is correct then there should be a statement to that affect provide in the initial study. Furthermore, in accordance with recommendations provided in the Burrowing Owl Survey Protocol and Mitigation Guidelines (developed by the California Burrowing Owl Consortium, April 1993), a report summarizing survey activities/results should be included within the technical appendices for the MND. A supplemental copy of that report should be provided to the Department for review.

C-6

6. The Department concurs with the recommendations provided in the Natural Environment Study that further consideration be given to refining the project design by grading steeper slopes or constructing retaining walls where appropriate to reduce direct/impact impacts to maritime succulent scrub habitat.

We appreciate the opportunity to comment on the draft MND for this project and to assist the SANDAG in further minimizing and mitigating project impacts to biological resources. If you have any questions regarding these comments please feel free to contact the Department.

Regards,

Paul Schlitt
Staff Environmental Scientist
Department of Fish and Game
South Coast Region
4949 Viewridge Avenue
San Diego, CA 92123

and in Item 4. Because this is a regulatory requirement, submittal of a 1602 application package is not included as a component of the referenced mitigation measure. SANDAG will coordinate with CDFG to obtain a 1602 Streambed Alteration Agreement before construction begins.

C-5 Burrowing owl surveys were conducted in 2009 by HELIX Environmental Planning, Inc. (HELIX) biologists. Although potentially suitable habitat does occur within the Biological Study Area (BSA), including Diegan coastal sage scrub, non-native grassland, and some areas of disturbed habitat, no burrowing owls were observed during the surveys. HELIX prepared memoranda summarizing the results of the surveys. The MND has been revised to include the results of the burrowing owl surveys and references the memoranda.

C-6 Comment noted. SANDAG will consider opportunities to further reduce impacts to sensitive vegetation communities during the design process.

San Diego County Archaeological Society, Inc.

Environmental Review Committee

7 August 2010

To: Mr. Rob Rundle, Principal Planner
San Diego Association of Governments
401 B Street, Suite 800
San Diego, California 92101-4231

Subject: Draft Mitigated Negative Declaration
San Ysidro Freight Rail Yard Improvement Project

Dear Mr. Rundle:

I have reviewed the subject DMND on behalf of this committee of the San Diego County Archaeological Society.

SDCAS was not sent a copy of the cultural resources report for this project, so the following comments are based solely upon the information contained in the DMND and initial study:

1. While we agree with the conclusion that impacts to the archaeological sites within the project APE will not be significant, the small collection resulting from the survey and testing program should be curated at a qualified institution. D-1
2. Page 30 of the initial study states that "Alluvium occurs in the bottoms of drainages in the eastern portion of the project site and exhibits low paleontological resource potential." Has the possibility of buried archaeological resources in those areas, requiring archaeological and Native American monitoring, been considered? D-2

Thank you for including SDCAS in the environmental review process for this project.

Sincerely,

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

cc: ASM Affiliates
SDCAS President
File

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

D-1 The small collection of archaeological resources discovered during surveys and testing within the Area of Potential Effect will be curated at the San Diego Archaeological Center.

D-2 Please refer to Response to Comments B1 and B2.

STATE OF CALIFORNIA ARNOLD SCHWARZENEGGER, *Governor*

PUBLIC UTILITIES COMMISSION

320 West 4th Street, Suite 500
Los Angeles, CA 90013

August 9, 2010

Rob Rundle
Principal Planner
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Subject: SCH#2010071032: Comments to San Diego Association of Governments (SANDAG) San Ysidro Freight Rail Yard Improvement Project

Dear Mr. Rundle:

The California Public Utilities Commission (Commission) has regulatory and safety oversight over railroad crossings in California. The California Public Utilities Code requires Commission approval for the construction or alteration of crossings and grants the Commission with exclusive power on the design, alteration, and closure of crossings. Rail Crossing Engineering Section (RCES) staff is in receipt of the San Diego Association of Governments (SANDAG) Draft Mitigated Negative Declaration for the San Ysidro Freight Rail Yard Improvement Project and has reviewed the document for impacts to rail crossing safety.

The project proposes improvements at the San Ysidro Rail Yard, including construction of two new track extensions and revisions to track alignment for additional rail car storage, a new truck access road, and drainage improvements. The project would provide two new track extensions to the north that would provide additional storage capacity, as well as the ability to switch rail cars outside of the constrained operating windows without interrupting the San Diego Metropolitan Transit System (MTS) trolley line.

E-1

The proposed truck access road off of East Beyer Boulevard will parallel the San Diego and Arizona Eastern (SD&AE) Railroad line tracks. There is another access point into the San Ysidro Rail Yard off of Beyer Boulevard, which crosses the SDAE tracks at-grade. Currently the crossing is of two tracks and is equipped with Commission Standard 9 (flashing light signal assembly with automatic gate) warning devices. However, this crossing is not in our Commission database records and it appears that the crossing is private with public access.

Commission General Order 88-B requires staff approval for the alteration of existing public highway-rail crossings. Please provide documentation of the San Ysidro Yard access crossing, including the Federal Department of Transportation Number as well as any valid crossing agreements for the crossing.

E-1 The existing access drive to the San Ysidro Rail Yard from East Beyer Boulevard, which crosses the tracks at grade, is a private rail crossing. This rail crossing does not provide public access; rather it is a private drive with access controlled by the operator of the San Ysidro Rail Yard, the San Diego and Imperial Valley railroad, and will remain a private crossing during and upon completion of the proposed project.

If the crossing is public, a diagnostic will be required to evaluate the impact the project will have on the crossing and to identify mitigation measures to reduce any impacts. The diagnostic meeting represents the first step in the GO 88-B process, more information can be found at the link below.

E-1 cont.

http://www.cpuc.ca.gov/PUC/transportation/crossings/Filing+Procedures/go88b.htm

If you have any questions, you may contact me at (213) 576-7076 or ldi@cpuc.ca.gov.

Sincerely,

Laurence Michael

Laurence Michael, PE
Utilities Engineer
Rail Crossings Engineering Section
Consumer Protection and Safety Division

THE CITY OF SAN DIEGO

August 13, 2010

San Diego Association of Governments (SANDAG)
Attn: Rob Rundle, Principal Regional Planner
401 B Street, Suite 800
San Diego, California 92101

Subject: **CITY OF SAN DIEGO COMMENTS ON THE MITIGATED NEGATIVE DECLARATION (MND) FOR THE SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT**

The City of San Diego ("City") has received and reviewed the above referenced project and appreciates this opportunity to provide comments to SANDAG.

Staff from the Transportation Planning Section of the Development Services Department have reviewed the Request for Comment on the MND and have the following comments. The City respectfully requests that you please address the comments in the MND.

Victoria Huffman, Development Services Department, Land Development Review- Transportation Planning, 619-446-5396

F-1 1. The proposed one-way exit driveway from on East Beyer Boulevard should be relocated to provide greater sight distance.

F-2 2. Greater detail should be provided in the MND's traffic impact analysis demonstrating how sight distance was measured.

F-3 3. The MND should disclose that the proposed project will route more trucks onto Hill Street in a residential area.

F-4 4. The MND and its traffic impact analysis should clearly delineate the rail line and trolley tracks.

Sincerely,

Cecilia Gallardo, AICP
Assistant Deputy Director
Development Services Department

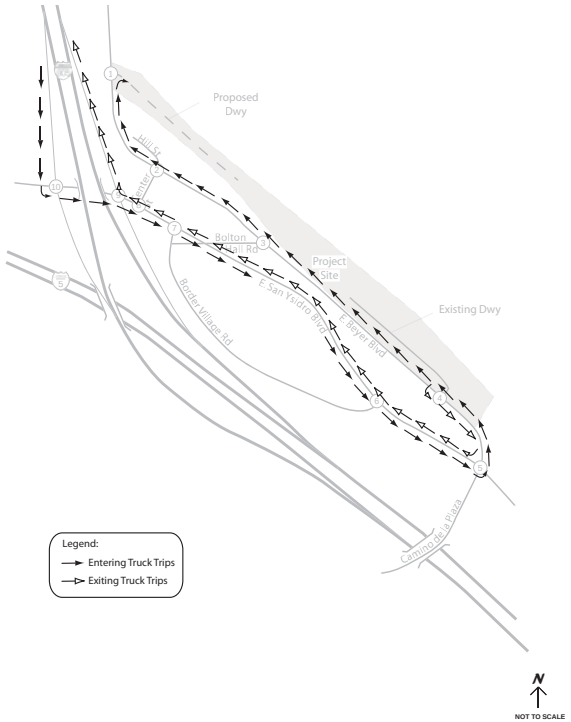
CG: ALM

cc: Anna L. McPherson, AICP, Senior Planner, Development Services Department
Victoria Huffman, P.E. Associate Traffic Engineer, Development Services Department

Development Services
1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460

F-1. The proposed one-way, exit driveway onto East Beyer Boulevard cannot be relocated due to existing constraints, including site topography and location of the existing trolley overpass. In response to comments received during the public review period of the Draft MND/IS, truck circulation to and from the Rail Yard has been revised, as illustrated in Exhibit A. The proposed new truck access from East Beyer would function as a oneway, entrance-only driveway. Trucks accessing the Rail Yard from Interstate 805 would travel southeast along East San Ysidro Boulevard and then northwest on East Beyer Boulevard to the new entrance-only driveway. Trucks would exit the Rail Yard via the existing access point on East Beyer Boulevard to East San Ysidro Boulevard and Interstate 805. The entrance-only driveway would meet the minimum stopping sight distance for both directions of traffic. The MND and Traffic Impact Analysis have been revised to reflect this change in truck circulation. The revisions to the truck routing and resulting traffic distribution do not change the conclusions of the Traffic Impact Analysis or the assessment of traffic impacts in the MND. The revised Traffic Impact Analysis is included as Attachment 1 immediately following this section of the Final MND/IS.

Exhibit A



F-2. Section 7.0 of the revised Traffic Impact Analysis (which immediately following this section of the Final MND/IS) includes a discussion of site distance measurements for the proposed one-way, entrance-only driveway, and contains an exhibit (Figure 7-1) illustrating how minimum stopping site distance would be provided.

F-3. As discussed in response to Comment F1, proposed truck circulation has been revised. Trucks would not be routed onto Hill Street/Center Street. Additionally, truck prohibition signs would be placed along Hill Street/Center Street if approved by the City of San Diego's Traffic Operations Department.

F-4. Figure 2 in the Final MND/IS has been revised to identify the freight railroad and trolley tracks.

1352-B W. San Ysidro Blvd.
San Ysidro, CA 92173
July 21, 2010

Mr. Rob Rundle
SANDAG
401 "B" Street, Suite 800
San Diego, CA 92101

Re: Public Comment Period- San Ysidro Freight Rail Improvement Project Draft Mitigated Negative Declaration

Dear Mr. Rundle:

After going over the Traffic Impact Analysis portion of the document, I wish to record a number of comments:

While the project to expand rail yard capacity is meritorious and will significantly contribute to the economic revitalization of San Ysidro, the negative impacts- overlaid on an already deficient local street grid- are so onerous that I cannot support the project in its present form.

Notwithstanding a number of other concerns about the proposed project, I wish to focus my comments on local traffic impacts, specifically to challenge the statement in the Executive Summary "The proposed project was not found to have any off site transportation related impacts at any of the intersections and roadway segments within the Study Area." (page 2)

With reference to Figure 4-3: While it may be true that Center Street and the E. Beyer portions from Bolton Hall to the proposed new truck exit at/near the trolley overpass may have the raw capacity to absorb an extra 28 heavy trucks daily, the reality remains:

G-1

1. Center Street and the portion on E. Beyer (noted immediately above) are narrow residential streets. There were/are in no way designed for heavy truck traffic, not least, on exiting the facility, to negotiate no less than three difficult turns prior to accessing I-805 northbound entrance on E. San Ysidro Blvd.

G-2

2. These street segments are heavily used by school children and for vehicles accessing Beyer school.

3. Beyer school abuts the proposed new exit road.

G-1 In response to comments received during the public review period of the Draft MND/IS, the proposed truck access and circulation to and from the Rail Yard has been revised as described in Response to Comment F1. This revised truck circulation would not route trucks onto Hill Street/Center Street. Additionally, truck prohibition signs would be placed along Hill Street/Center Street if approved by the City of San Diego's Traffic Operations Department.

G-2 The proposed new one-way, entrance-only truck access driveway would be located south of Beyer Elementary School. Trucks accessing the Rail Yard would not pass by the school or residences north of the proposed driveway. While there are some residences to the south whose residents may travel along East Beyer Boulevard to access the school, there are sidewalks on both sides of the street, portions of which are shielded by guard rails, and stop-controlled intersections to ensure pedestrian safety. Given these existing pedestrian facilities and the

G-2 cont.

4. Twenty-eight additional truck trips daily accessing the proposed outlet on E. Beyer at Beyer school will have a serious, indeed, almost dangerous impact for school children.

G-3

5. As Table 8-2 indicates, LOS F is projected for the Horizon Year on all portions of E. Beyer Blvd. This street simply does not have the capacity to absorb additional heavy duty trucks.

Several ideas on ameliorating these negative include (all or in part):

G-4

1. Install traffic signal at E. Beyer/project exit road (the "T" intersection).

G-5

2. Limit trucks to operate only during "off-peak" hours in terms of school activity, e.g. to operate between 9:00 AM to 2:00 PM only on school days.

G-6

3. Eliminate entirely E. Beyer/Beyer school egress point, and route ALL truck traffic in/out existing driveway near Camino De La Plaza. Do not use Center Street! Note- this "solution" is in itself undesirable, especially for outbound vehicles that would be required to make a difficult left turn onto a very narrow segment of E. San Ysidro Blvd. to access I-5/I-805 northbound at Rail Court.

The problem is not the project! It is a good one. It would work in most places. The problem lies with a totally inadequate local street grid in San Ysidro (particularly acute in terms of freeway access) that has been allowed to accumulate and fester over the years. Indeed, with the start up of the San Ysidro Community Plan Update one can hope that a real opportunity is at hand to create/re-create/redesign a local roadway system that works for all modes, for everyone.

Sincerely,

Steven E. Otto

fact that only an additional 28 daily trips would occur along the roadway (at various times throughout the day), project traffic would not adversely impact public safety.

G-3 The analyzed segments of East Beyer Boulevard would operate at a level of service (LOS) F under horizon year conditions without the project. With the addition of project traffic, these roadway segments would continue operate at LOS F, but the change in the roadway's volume-to-capacity ratio would not substantially increase. It is acknowledged that the project would result in additional trips on East Beyer Boulevard, but project impacts would be less than significant, as identified in the revised Traffic Impact Analysis and Item 16a and 16b in the Final MND/IS.

G-4 As described in Response to Comment F1, the proposed truck access and circulation to and from the Rail Yard has been revised. The proposed new truck access from East Beyer would function as a one-way, entrance-only driveway. Because turning movements at this new driveway would be restricted to only right-turn in, signalization would not be necessary or warranted.

G-5 Restricting truck operations within designated hours would not be practicable for the freight rail operations at the Rail Yard. Loading and off-loading activities occur throughout the day, depending on train movements and other operational considerations.

G-6 See Response to Comment G1.

The McDONALD LAW FIRM, LLC

7855 Fay Avenue, Suite 250, La Jolla, CA 92037
858.551.1185 Phone | 858.551.1186 Fax
www.TheMcDonaldLawFirm.com

December 9, 2010

VIA EMAIL

John Kirk, Deputy General Counsel
SANDAG
401 B Street, Ste. 800
San Diego, CA 92101

Re: Removal of Item 5: San Ysidro Freight Rail Yard Improvement Project: Final Mitigated Negative Declaration from Transportation Committee Agenda, December 10, 2010

Dear Mr. Kirk:

This letter memorializes representations made by you on behalf of SANDAG following our meeting this morning held at the above address and attended by you, me and several of our clients. In particular, you represented that Item 5 would be removed from the Transportation Committee's ("Committee") December 10, 2010 agenda and rescheduled for Committee consideration in January 2011. As a result, the Committee will not consider adoption of the Final Mitigated Negative Declaration for the San Ysidro Freight Rail Yard Improvement Project at tomorrow's Committee meeting.

As discussed at our meeting this morning, my clients had prepared written comments to be delivered to the Committee at its meeting tomorrow regarding Item 5. The written comments were to accompany oral comments I intended to give at the meeting. In reliance on your representation regarding the removal of Item 5 from the agenda, I will not be attending the meeting of the Committee nor will my clients be delivering written comments tomorrow.

Finally, I would like to thank you for your willingness to postpone the consideration of Item 5 in order to allow some breathing room in which to consider my clients' concerns. The air quality analysis prepared on my clients' behalf and discussed this morning is attached hereto as Attachment 1 for your reference.

I look forward to a meeting next week between my clients' architect and members of SANDAG staff to discuss the San Ysidro Freight Rail Yard Improvement Project, and its potential effects on the project

proposed on my clients' adjacent land and potential mitigation. Thank you for your cooperation in this matter.

Very truly yours,

Steven P. McDonald
of
The McDonald Law Firm, LC

cc: Gary Gallegos, SANDAG, Executive Director
Jack Dale, SANDAG Transportation Committee Chair
Jim Linthicum, SANDAG, Director of Mobility Management and Project Implementation
John Haggerty, SANDAG, Principal Design Engineer
Rob Rundle, SANDAG, Principal Regional Planner

ATTACHMENT 1

Sage Environmental Air Quality Analysis
December 8, 2010

SAGE
ENVIRONMENTAL CONSULTING

TRANSMITTAL MEMO

DATE: December 8, 2010

TO: Steve McDonald
THE MCDONALD LAW FIRM

FROM: Paul A. Weir
SAGE ENVIRONMENTAL
PHONE: (760) 724-5732
FAX: (760) 724-5737

SUBJECT: REVIEW OF ENVIRONMENTAL DOCUMENTS PERTAINING TO SAN DIEGO FREIGHT RAIL YARD IMPROVEMENT PROJECT

A review of both the "Draft Mitigated Negative Declaration/ Initial Study" (DMND/IS) prepared by SANDAG and the associated "Air Quality Technical Report" (AQTR) dated June 30, 2020, as prepared by Scientific Resources Associated (SRA) has been conducted to examine the accuracy of the environmental documents relating to air quality for the San Ysidro Rail Yard Improvement Project. My review has found several areas where major mistakes in either calculations or in applying the appropriate methodology has resulted in SANDAG concluding that the project will have no significant air quality impacts

In reality, the project, unless severely constrained by conditions not currently proposed in the environmental review, will exceed several thresholds of significance, and cannot proceed under the Draft Mitigated Negative Declaration currently proposed by SANDAG.

ISSUE 1: PARTICULATE EMISSIONS ASSOCIATED WITH CONSTRUCTION

H-1

The significance thresholds for Particulate Matter, as found in Table 2 "Air Quality Significance Thresholds", located on Page 17 of the DMND/IS, are incorrectly identified. There is a typographical error in the paragraph preceding the Table (the reference to the SCAQMD threshold for PM10 should actually be for PM 2.5), and the annual level for significance of PM 2.5 in the SCAQMD is actually 10 tons/year. The following values are correct:

H-1 cont.

Particulate Matter PM10	100 pounds/day	15 tons/year
Particulate Matter PM2.5	55 pounds/day	**10 tons/year**

The DMND/IS then relies on construction estimates taken from the AQTR, as summarized in Table 3 on Page 18, to conclude that "project construction emissions would result in less than significant air quality impacts", by comparing the levels of Estimated Maximum Daily Construction Emissions to the identified daily thresholds.

H-2

The analysis found in the AQTR which forms the basis for the values found in Table 3, is flawed for the following reasons:

1) The emissions found in the AQTR are actually the estimated **average** daily emissions rather than the estimated **maximum** emissions. The analysis found in the AQTR was based on running the URBEMIS model for average daily conditions, over the length of the project phase.

H-3

2) The amount of grading for the project has been reset from the default assumption that would normally be applied by the model to a level set by the analyst, as shown below:

Maximum Daily Acreage Disturbed = 0.01 acres

Noting that this value of 0.01 acres represents an area of approximately 440 square feet (a rectangle of approximately 44 feet by 10 feet), the AQTR is actually assuming:

a) An area that isn't enough room to even park all of the mobile off-road equipment that will be working at the site, let alone allow any of it to maneuver.

b) An average daily amount of cut/fill, estimated in the URBEMIS Model Run at 440 cubic yards/day, which would result in having to create a hole 27 feet deep.

In a similar mistake, the AQTR sets the total acres disturbed at = 0.05 acres, which would require, for the 170,000 cubic yards of cut for the project, a hole

2

H-1 Page 17 in the Final MND/IS has been revised to correctly reference the San Diego APCD's use of the SCAQMD's thresholds for PM2.5. Table 2 in the Final MND/IS (page 17) has also been revised with the correct annual threshold for PM2.5. These corrections do not change the conclusions of potential air quality impacts resulting from the project.

H-2 Emissions from project construction were modeled correctly using the URBEMIS Model, which is the industry standard that is recommended for use by numerous agencies, including the City of San Diego and the SCAQMD, among others. The URBEMIS Model does not provide options to run an "average" daily emissions case and a "maximum" daily emissions case. Rather, the URBEMIS Model calculates maximum daily emissions based on project phasing and assumptions regarding construction activity. The URBEMIS Model assumes that all equipment is operating on a given day, and provides the maximum emissions, in pounds per day, for each construction phase. The URBEMIS Model also allows for the calculation of annual emissions based on the construction schedule, but there is no averaging conducted within the model.

that would be over 2000 feet (0.4 miles) deep.

Although the narrative in the AQTR does not contain enough information to identify where the calculations went wrong, it is easy to note that 195 days of construction planned for Phase 1, when multiplied by the stated values of 0.05 and 0.01 acres, give values of 9.75 acres total disturbed, and 1.95 acres on an average daily basis. These numbers seem reasonably in keeping with the overall project size of 59 acres.

H-3 cont.

Assuming that these newly calculated numbers are correct, then using the emission calculations found in the AQTR document, emissions just from grading would be over 400 pounds/day, or over 4 times the threshold at which additional study is required. These numbers do not include PM emissions from mobile on-road traffic, mobile off-road vehicles, and worker trips.

H-4

Similar to the under-calculation of oxides of nitrogen from mobile off-road equipment discussed in ISSUE 2 below, an under-calculation of particulate emissions from that equipment has occurred with the methodology currently being used in the AQTR. Although not of the same magnitude (since PM factors are less than 10% of the NOx factors) PM emissions from mobile equipment would be increased and need to be recalculated in the document, based on the equipment age and daily maximum fuel consumption that gets adopted as a mitigation measure.

H-5

Also, the DMND/IS admits an assumption that standard fugitive dust control measures would need to be implemented for the project, including application of soil stabilizers, replacement of ground cover, watering of roads and speed limits on unpaved roads and haul areas, but there is no mechanism currently in place in any of the environmental documentation to require that even these most basic control measures be implemented. Reducing the level of PM10 to below the daily threshold of significance will require implementation of many more control strategies.

The limited narrative contained in the AQTR does not identify to what extent the combination of emission control strategies actually reduces emissions, and the reader is presented with an unsubstantiated calculation that the dust emissions have been mitigated from 66 pounds to under 5 pounds/day, a reduction of over 90%, again with no basis for the calculation, and no requirements to even adopt any standard practices for control of particulate emissions.

3

H-3 H-3 Fugitive dust emissions from project construction were modeled correctly using the URBEMIS Model. The URBEMIS Model allows the user to choose from four levels of analysis, depending on the amount of information available to calculate emissions of fugitive dust. The analysis and equations differ from one level to the other, and are based on the Midwest Research Institute's Improvement of Specific Emission Factors document that was prepared for the SCAQMD. These levels include the following:

- Default – using the acres disturbed
- Low – using the amount of earthmoving, in cubic yards
- Medium – using scraper passes and hauling amounts
- High – using on-site and off-site hauling amounts

These levels of analysis are mutually exclusive within the URBEMIS Model; that is, if the "low level" option is selected, the model does not use the "default" level information to calculate fugitive dust emissions. In the case of the calculations for this project construction, the cubic yards of earthmoving was known and therefore the "low level" was selected. The model therefore does not use the acreage in calculating fugitive dust or construction emissions. The comment therefore misrepresents how the model utilizes data in the calculation of emissions from the earthmoving phase of construction. The model was used in accordance with the user's manual and standard procedures and provides an estimate of fugitive dust and construction emissions that is appropriate for the project conditions.

H-4 Emissions from project construction were modeled correctly using the URBEMIS Model. The URBEMIS Model emission factors for off-road construction equipment are based on the ARB's OFFROAD Model, which takes into account the equipment age of the construction equipment fleet available in California in calculating emissions. The OFFROAD Model is the ARB's recommended model for calculating emissions from construction and other off-road equipment, and utilizes the latest fleet information to provide estimates of emissions. The URBEMIS Model assumes a daily usage of equipment and provides estimates based on OFFROAD emission factors and use.

H-5 cont.

The same issues spill over into the calculation of PM 2.5 emissions, where it appears very likely that the 55 pound/day threshold of significance will also be exceeded, unless many more control strategies are adopted and enforced by strict conditions on the project.

H-6

Of much greater concern is that both the DMND/IS and the AQTR fail to recognize that the PM 2.5 threshold of 55 pounds/day being borrowed from the SCAQMD comes with additional guidance, including a requirement that any project over 5 acres must have additional study performed, and that the acceptable levels of emissions from projects of less than 5 acres must maintain certain distances to the nearest receptor to be allowed an exemption from further study (see SCAQMD "Final Methodology to Calculate Particulate Matter (PM 2.5 and PM 2.5 Significance Thresholds, October 2006") Under these guidelines, which implement the 55 pound/day threshold that the project proponent has advocated, a project of this size would unequivocally be required to conduct further detailed study.

H-7

Finally, with respect to both PM10 and PM2.5 emissions, there is no analysis in the AQTR that addresses the yearly thresholds for these pollutants. Since the AQTR fails to properly calculate and then analyze for the annual thresholds, the DMND/IS appears to have unintentionally omitted an analysis of these threshold. This oversight must be corrected, and is expected to show that the annual thresholds are exceeded for both PM10 and PM 2.5, making further analysis necessary.

ISSUE 2: OXIDES OF NITROGEN EMISSIONS ASSOCIATED WITH MOBILE OFF-ROAD EQUIPMENT

H-8

Background: The text of the AQTR states that emissions from construction were estimated using California statewide emission factors, because the URBEMIS model does not include San Diego-specific factors. However, the DMND/IS does not require the use of newer construction equipment that would justify the lower emission factors used in predicting emission from the project. As will be seen from the calculations presented below, emissions from a fleet of mobile off-road equipment that is not restricted to an age requirement will exceed the identified significance thresholds.

Using the number of pieces of construction equipment, as well as the horsepower, hours of operation and utilization (load) factors found in the AQTR, average daily fuel consumption for the site will be approximately 850 gallons/day.

This average daily fuel consumption would result in oxides of nitrogen emissions from

H-5 Emissions from project construction were modeled correctly using the URBEMIS Model. Fugitive dust emission calculations are based on the URBEMIS Model runs and standard dust control measures contained within the URBEMIS Model. In turn, the calculations within the URBEMIS Model that account for fugitive dust control measures are developed from the Midwest Research Institute's Improvement of Specific Emission Factors document that was prepared for the SCAQMD, a study that was conducted at the request of and funded by the SCAQMD. The calculations are substantiated by the URBEMIS Model runs, the results of which are summarized in Table 5 in the Air Quality Technical Report and Table 3 in the Final MND/IS. As shown in these tables, construction emissions would be well below the applicable significance thresholds.

H-6 The purpose of the referenced guidance in the comment is to provide look-up tables and thresholds under the SCAQMD's Localized Significance Threshold (LST) methodology, which was developed in the Final Localized Significance Threshold Methodology (SCAQMD 2003). In that document, it clearly states:

> "In accordance with Governing Board direction, SCAQMD staff has developed this methodology to assist lead agencies in analyzing localized air quality impacts from proposed project. This methodology is guidance and is **VOLUNTARY**."

Therefore, the assertion that the LST Methodology is a "requirement" is incorrect. Furthermore, the LST Methodology was designed specifically for the SCAQMD, based on meteorological data in the South Coast Air Basin, and has not been adopted by agencies within the San Diego Air Basin.

H-7 It is standard practice to evaluate construction emissions on a pounds per day basis because construction is a short-term, temporary event. Because SANDAG has not adopted specific emission thresholds to evaluate the significance of air quality impacts, thresholds from the San Diego APCD and the City of San Diego were used to assess potential air quality impacts related to project construction. The threshold used for PM10 was 100 pounds per day and 55 pounds per day for PM2.5. Neither of these thresholds is based on annual amounts.

H-8 cont.

just the mobile off-road equipment at the following daily rates – which can be compared to the threshold of significance of 250 pounds/day identified in the environmental documents. :

All TIER "0" equipment – manufactured prior to 1996	340 pounds/day
All TIER "1" equipment – (1996- 2002)	259 pounds/day
All TIER "2" equipment – (2003- 2006)	160 pounds/day
All TIER "3" equipment – (2007- 2010)	98 pounds/day
All TIER "4" equipment – (Brand new)	64 pounds/day

Note that the AQTR identified maximum emissions of 136 pounds/day, which would require that much of the construction equipment be less than 4 years old. Hoverer, no conditions are being imposed on the construction equipment to keep emissions below the 250 pounds/day threshold.

Furthermore, recent developments at the California State level are relaxing the change out of mobile off-road equipment by an additional 4 years, such that the required phase-out of even Tier "0" equipment will not begin until 2014.
By way of example, the California Public Utilities Commission (CPUC), the California Energy Commission (CEC) and the City of San Diego have all recently been placing conditions on projects that restrict the use of construction equipment to newer equipment with cleaner, less-polluting engines.

Lastly, the calculations found in the environmental documents are based on average daily fuel consumption; there will certainly be days when this average will be exceeded, thus further increasing the daily emissions.

At a minimum, the environmental documents must be revised to contain restrictions on the age of the fleet performing the construction work, as well as the daily maximum fuel consumption allowed, with record keeping being required.

ISSUE 3: HEALTH RISK ASSESSMENT (HRA)

H-9

Although the HRA uses the correct AERMOD model, several of the assumptions and the methodology by which the model was run are incorrect for the situation.

5

H-8 Emissions from project construction were modeled correctly using the URBEMIS Model. The URBEMIS Model's construction equipment emission factors are based on the OFFROAD Model fleet-wide emission factors, which take into account the average age of the construction fleet, deterioration factors, and the mix of construction equipment meeting various "tiers", which are emission requirements set forth by Environmental Protection Agency. Thus, the construction emissions calculated by the URBEMIS Model reflect the current mix of construction equipment available in the state of California. It would be incorrect to assume that all equipment is Tier "0" and has higher emissions. The URBEMIS Model provides an appropriate estimate of emissions from construction of the project.

H-9 cont.

1. The wind rose currently shown in the AQTR is for Chula Vista. Meteorology for Barrio Logan for the year 2000 was used for the HRA analysis. The wind rose for Barrio Logan should also be included it the AQTR.

H-10

2. Office of Environmental Health Hazard Assessment (OEHHA) HRA guidance (August 2003) recommends using five years of meteorological data for an HRA. Only one year of meteorological data was used. A minimum of three years should be required, or the values predicted by the model should be adjusted to account for year-to-year variability.

H-11

3. Diesel Particulate Matter (DPM) emissions data for Calendar Year 2012 were used. This may underestimate DPM emissions, and thus the Health Risk from the project.

H-12

4. Receptors are not provided east of the proposed project, despite the fact that the land east fo the Project is identified as several parcels which are zoned industrial. One parcel (APN 666-130-03) is apparently zoned residential, and would need to be evaluated in the same manner as other residential parcels in the neighborhood. Since the direction of the prevailing wind is from the west, there is no justification for not modeling receptors to the east.

   From previous studies conducted in other areas of San Diego, it is likely that higher impacts may be found to the southeast of the facility, in line with how the volume source line up. This area has currently been excluded from the study.

   Although currently undeveloped, this area is zoned industrial, and can certainly be expected to be developed during the 70-year period assumed for the HRA. It will be important to have several sets of receptors located on each industrial parcel to the east, so that the worst case impact can be determined, rather than just a small number of receptors whose locations could perhaps be manipulated. Higher results are expected to the east of the proposed facility, and even higher results can be expected if "standard" San Diego winds and meteorology are used, rather than Barrio Logan.

H-13

5. A more thorough evaluation of the emission factor for calculating the amount of DPM associated with the truck trips should be provided.

6

H-9 Meteorological data obtained from the San Diego APCD from Chula Vista were used in the HRA and AERMOD Model. The Chula Vista monitoring station is the closest ambient air quality monitoring station to the project site. No data from Barrio Logan were used and therefore, there is no need to include a wind rose diagram from the Barrio Logan monitoring station.

H-10 Three years of meteorological data (2000, 2001, and 2002) obtained from the San Diego APCD from Chula Vista were used in the HRA.

H-11 Using the emission factor for the year 2012 actually overestimates the emissions and resultant exposure during the 70-year residential and 40-year occupational exposure periods. Other studies utilize a methodology that averages diesel particulate emissions over the exposure period to best represent the exposure to which a sensitive receptor would be exposed during the entire exposure period. The EMFAC Model predicts that emissions decrease in future years due to the phase-out of older vehicles and increasingly stringent emission standards. Use of 2012 emission factors to represent exposure over the duration of the exposure period is therefore conservative and overestimates, rather than underestimates, emissions.

H-12 The purpose of the HRA was to evaluate potential impacts on sensitive receptors As discussed on page 19 of the Final MND/IS, sensitive receptors are defined as schools (preschool through 12th grade), hospitals, resident-care facilities, parks, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Industrial land uses are not sensitive receptors. In conducting the HRA, the project area was reviewed to identify sensitive receptors in the vicinity of the project, and receptors were located where sensitive receptors exist. It would be speculative to locate receptors in locations where residences are not currently present, and where industrial sources could be developed but are not currently located. Refer to response H-9 regarding meteorological data used in the HRA.

H-13 The Air Quality Technical Report includes a discussion of diesel particulate matter emissions and assumptions therein. The emission calculations are contained in Appendix A to the Air Quality Technical Report.

H-14

6. OEHHA HRA guidance (August 2003, Section 4.7.1) clearly states that the Point of Maximum Impact (PMI), Maximum Exposed Individual Resident (MEIR), and Maximum Exposed Individual Worker (MEIW) must all be identified in an HRA. Although the current HRA talks about examining chronic, non-cancer impacts, there is no text or calculations provided that addresses this issue. The HRA should be revised to include this discussion. The Health Impacts at each sensitive receptor should be calculated and reported, rather than just stating that they are below the level of the maximum exposure.

H-15

7. The HRA must be modifed by clarifying that the acceptable level is actually 1.0 in one million excess cancer risk, unless T-BACT is employed, when the level is allowed to be 10.0 in one million. No showing has been made that T-BACT has, or would be, installed on the trucks that will constitute the added trips per day. This language should also be incorporated into the text of the DMND/IS, making it clear that the threshold level of 1.0 in one million is being exceeded.

ISSUE 4: GREEN HOUSE GAS (GHG) EMISSIONS

H-16

The analysis of Green House Gases (GHG) fails to add the amortized amount of construction emissions to the amount of GHG associated with yearly operation of the facility. If the two numbers were added, the combined amount would exceed the CAPCOA guidance threshold, requiring additional analysis to be performed.

H-17

In addition, the GHG emissions associated with construction are dependent on the actual amount of fuel consumed, which is not currently being capped on an annual or project basis. GHG emissions will need to be recalculated based on the fuel consumption restrictions that are eventually placed on the project.

H-18

Finally, the GHG emission factors currently used in the AQTR have been reduced to account for State of California AB-32 technologies that are not required to be implemented at this project. Unless the project is conditioned to require the use of these technologies, then no reduction in emission factors is appropriate, and the annual emissions of GHG will be more than what is being currently calculated, further increasing the daily emissions over the CAPCOA significance threshold.

ISSUE 5: MISCELLANEOUS TYPOGRAPHICAL ERRORS

7

H-14 The purpose of the HRA was to evaluate potential impacts on sensitive receptors. It is therefore appropriate to focus the analysis on the maximally impacted individual resident (MEIR), which is what the HRA presents and discusses. It is not necessary to provide impacts at locations that are not occupied by sensitive receptors. It is also not necessary to calculate health impacts at each sensitive receptor; it is adequate to state that the impacts at other receptors would be less than the maximum. Because excess cancer risk is the risk driving health effect (rather than chronic risks), the analysis focuses on the calculation of excess cancer risk rather than chronic health effects. Chronic health effects are well below the significant hazard index of 1.0.

H-15 Because SANDAG has not adopted specific emission thresholds to evaluate the significance of air quality impacts, thresholds from the San Diego APCD and the City of San Diego were used to assess potential air quality impacts resulting from the project. These thresholds do not indicate that the acceptable level for risks is actually 1.0 in one million. The SCAQMD, the Bay Area Air Quality Management District, and the San Joaquin Valley Air Pollution Control District all utilize a significance threshold of 10 in one million excess cancer risk with no additional requirement for toxics-BACT demonstration. Thus, this is an appropriate threshold of significance for the project.

H-16 As indicated on page 34 in the Final MND/IS, there is no local, state, or federal regulation establishing a threshold of significance to determine project-specific impacts related to GHG emissions. Based on guidance from CAPCOA, an annual generation rate of 900 metric tons of GHG emissions was used to determine if further GHG analysis is required. If either project construction emissions (amortized) or annual operational GHG emissions would exceed 900 metric tons, then additional analysis would be required. In utilizing this guidance, it is not required to add the amortized amount of construction GHG emissions to the annual operational amount of GHG emissions. In the case of the project, neither amortized construction emissions nor annual operational GHG emissions would exceed 900 metric tons, and therefore, no further analysis is required.

H-17 There are no fuel consumption restrictions warranted or required for project construction.

H-18 It is appropriate to reduce GHG emissions from projects based on the ARB Scoping Plan measures that apply to specific sources. This approach is used on projects throughout the state of California to evaluate reductions that will be achieved under AB 32.

H-19 There are two typographical errors contained in Tables 2 and 3 of the AQTR, where the Average Annual levels of Nitrogen Dioxide are misidentified for 2007 and 2008.

8

H-19 The referenced tables in the Air Quality Technical Report do contain typographical errors with respect to annual averages of nitrogen dioxide. The correct annual average should be 0.015 parts per million for both 2007 and 2008. These errors do not affect the conclusions of potential air quality impacts resulting from the project.

ATTACHMENT 1

Traffic Impact Analysis

Traffic Impact Analysis

San Ysidro Railroad Yard Improvement Project

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Executive Summary

This study, prepared by Kimley-Horn and Associates, Inc., evaluates the potential off site traffic-related impacts associated with the proposed improvements to the San Ysidro Rail Yard. The purpose of the project is to improve operation capacity and efficiency at the Rail Yard to accommodate existing and future freight rail operations in the region. The project will include the construction of two new track extensions to the north that would provide additional storage capacity, as well as the ability to switch rail cars outside of the constrained operating windows without interrupting the trolley line. A majority of the capacity increase within the yard is intended for throughput operations; however as part of the project, the number of locations which can be used as docking/unloading spots will increase from 3 spots to approximately 15 spots. This increase in docking/unloading spots will allow for an increase of truck traffic coming to the yard to load and unload products.

The existing site has access at the driveway located along the north side of East Beyer Boulevard; just east of Bolton Hall Road. As part of the improvements, a new entrance only driveway will be constructed along the east side of East Beyer Boulevard parallel to the railroad track. The existing driveway will be converted to an exit only driveway.

The proposed project was not found to have any off site transportation related impacts at any of the intersections and roadway segments within the study area.

1.0 INTRODUCTION

The following traffic study has been prepared to determine and evaluate the potential off site traffic impacts associated with the proposed improvements to the San Ysidro Rail Yard. **Figure 1-1** depicts the location of the project site in a regional context.

Project Description

The purpose of the project is to improve operational capacity and efficiency at the Rail Yard to accommodate existing and future freight rail operations in the region. The project will include the construction of two new track extensions to the north that would provide additional storage capacity, as well as the ability to switch rail cars outside of the constrained operating windows without interrupting the trolley line. A majority of the capacity increase within the yard is intended for throughput operations; however as part of the project, the number of locations which can be used as docking/unloading spots will increase from 3 spots to approximately 15 spots. This increase in docking/unloading spots will allow for an increase of truck traffic coming to the yard to load and unload products. Based on the nature of the products being unloaded from the rail cars, the additional 12 spots will allow for between 3 to 4 truck trips per rail car, and typical unloading patterns will result in an average of 1 to 2 days for unloading per car. Based on the expected unloading rates, the typical daily additional truck trips expected as a result of this project will be up to 28 truck trips per day (See calculation below).

Number of additional spots available = 12
Average number of truck per rail car = 3.5
Average unloading rate = 1.5 days

Average number of additional new daily truck trips: (12 x 3.5) / 1.5 = 28

The existing site has access at the driveway located along the north side of East Beyer Boulevard just east of Bolton Hall Road. As part of the improvements, a new entrance only driveway will be constructed along the east side of East Beyer Boulevard parallel to the railroad track. The existing driveway will be converted to an exist only driveway. **Figure 1-2** shows the proposed site plan for the project.

Analysis Scenarios

A total of five scenarios were analyzed as part of the project, which are listed below:

- ***Existing Conditions (2009)***
  - Existing Conditions: Represents the traffic conditions of the existing street network.
- ***Near Term Conditions (2010)***
  - Near Term Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place in the near term and is used to establish a near term, without project baseline for comparison.
  - Near Term with Project Conditions: Represents the near term traffic conditions with the addition of the proposed project.

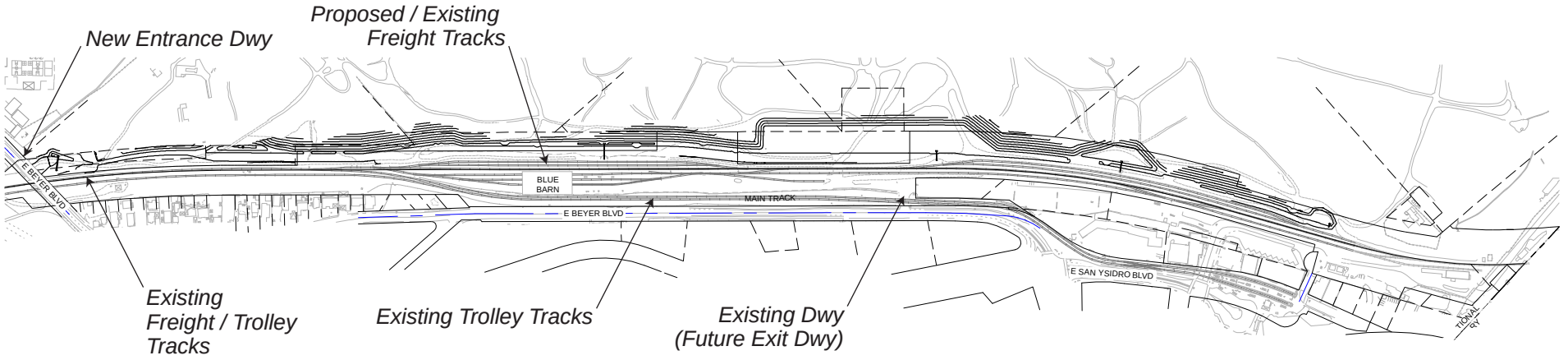
- ***Horizon Year Conditions (2030)***
  - Horizon Year Baseline Conditions: Represents the traffic conditions of the street network assumed to be in place under Horizon Year conditions. The Horizon Year is consistent with the City's General Plan and is used to establish a long-term, without project baseline for comparison.
  - Horizon Year Plus Project Conditions: Represents the Horizon Year traffic conditions with the addition of the proposed project.

Kimley-Horn and Associates, Inc.

FIGURE 1-1

Regional Vicinity Map

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Illustrator\vicinity map south sd.ai



Not to Scale

Kimley-Horn
and Associates, Inc.

FIGURE 1-2
Site Plan

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Illustrator\Site Plan.ai

2.0 METHODOLOGY

The following section describes the methodology used in the process of forecasting model data, determination of study intersections, analysis process, and determination of significant impacts.

Traffic Volume Forecasting

Traffic volumes for the Near Term condition were estimated by adding the traffic related to all the pending/approved cumulative projects to the existing traffic volumes.

The Horizon Year Average Daily Traffic (ADT) volumes on the roadway segments in the study area were determined from SANDAG's 2030 Regional Transportation Plan (Mobility 2030) and the Final 2030 Regional Growth Forecast.

To estimate the Horizon Year turning movement volumes at the study intersections, the existing turning movements at each respective study intersection were factored up based on the projected ADT volumes along each approach. Each respective movement would be derived using an iterative approach that balances the inflows and outflows for each approach. The input values include the existing turning movement volumes and future year peak hour approach and departure volumes along each leg of the intersection. The future peak hour approach volumes would be estimated by applying the existing peak-hour factor (K-factor) and directional distributional percentage (D-factor) to the future ADT volumes along each approach. A more detailed description of the methodology used to forecast turning movement volumes is contained in NCHRP 255 Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8. An Excel model computes the forecast turning volumes from existing turning movement volumes and forecasted approach and departure volumes by the techniques described in NCHRP 255. As a conservative approach, if a turning movement volume produced by this model was less than the existing count for that movement, manual adjustments were made to assure that all forecast horizon year volumes would be equal or greater than the existing turning movement counts.

Study Intersections

The study area was defined based on likely project traffic patterns and procedures summarized in the City of San Diego's *Traffic Impact Study Manual*, July 1998. The following intersections shown in **Table 2-1**, which represent primary ingress/egress to and from the project site and the surrounding community, were identified for evaluation.

As shown in Table 2-1, with the exception of the intersection of Center Street and East San Ysidro Boulevard, all intersections along East San Ysidro Boulevard are signalized. The intersection of Center Street and East San Ysidro Boulevard and the intersections along East Beyer Boulevard are unsignalized one or two way controlled intersections. All study intersections are located within the City of San Diego's limits.

TABLE 2-1
STUDY INTERSECTIONS

	Intersection	Traffic Control (a)
1	Proposed New Dwy & E. Beyer Blvd	Uncontrolled intersection- to be constructed by the project
2	E. Beyer Blvd & Hill St- Center St	AWSC
3	E. Beyer Blvd & Bolton Hall Road	OWSC
4	E. Beyer Blvd & Existing Dwy	OWSC
5	E. San Ysidro Blvd & E. Beyer Blvd	Signal
6	E. San Ysidro Blvd & Border Village Rd (E)	Signal
7	E. San Ysidro Blvd & Border Village Rd (W)	Signal
8	E. San Ysidro Blvd & Center St	OWSC
9	E. San Ysidro Blvd & I-805 NB Ramp	Signal
10	E. San Ysidro Blvd & I-805 SB Ramp	Signal

Notes:
(a) Signal = Traffic signal, OWSC=One –Way Stopped Control; AWSC= All-Way Stop Control

Analysis Process

The analysis process includes determining the operations at the study intersections for the a.m. and p.m. peak-hours and operations along the roadway segments by using ADT volumes. Intersections will be measured and quantified by using the Synchro traffic analysis software package. Results will be compared to the City's standards and determined if the project has any significant impacts.

Analysis Software

To analyze the operations of both signalized and unsignalized intersections, Synchro 6.0 (Trafficware) was used for the analysis. Synchro 6.0 uses the methodologies outlined in the 2000 *Highway Capacity Manual (HCM)*.

The existing intersection peak-hour factor (PHF) was used for all scenarios.

Intersections

The 2000 *Highway Capacity Manual (HCM)* published by the Transportation Research Board establishes a system whereby highway facilities are rated for their ability to process traffic volumes. The terminology "level of service" is used to provide a "qualitative" evaluation based on certain "quantitative" calculations, which are related to empirical values.

Level of service (LOS) for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and loss of travel time. Specifically, LOS criteria are stated in terms of the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in additional to the stop delay. The level of service for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. The criteria for the various levels of service designations for signalized and unsignalized intersections are given in **Table 2-2**.

TABLE 2-2
LEVEL OF SERVICE (LOS) CRITERIA FOR SIGNALIZED AND UNSIGNALIZED INTERSECTIONS

LOS	Signalized (Control Delay (sec/veh))(a)	Unsignalized (Average control delay (sec/veh))(b)	Description
A	$\leq$10.0	$\leq$10.0	Operations with very low delay and most vehicles do not stop.
B	>10.0 and $\leq$20.0	>10.0 and $\leq$15.0	Operations with good progression but with some restricted movement.
C	>20.0 and $\leq$35.0	>15.0 and $\leq$25.0	Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35.0 and $\leq$55.0	>25.0 and $\leq$35.0	Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines
E	>55.0 and $\leq$80.0	>35.0 and $\leq$50.0	Operations where there is significant delay, extensive queuing, and poor progression.
F	>80.0	>50.0	Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source:
(a) 2000 Highway Capacity Manual, Chapter 16, Page 2, Exhibit 16-2
(b) 2000 Highway Capacity Manual, Chapter 17, Page 2, Exhibit 17-2

Within the City of San Diego, all signalized and unsignalized intersections are expected to operate at LOS D or better.

Roadway Segments

In order to determine the impacts on the study area roadway segments, **Table 2-3** has been developed by the City of San Diego and is used as a reference. The segment traffic volumes under LOS E as shown in this table are considered at capacity because at LOS E the v/c Ratio is equal to 1.0.

TABLE 2-3
CITY OF SAN DIEGO ROADWAY SEGMENT CAPACITY AND LEVEL OF SERVICE

Road Class	Lanes	Level of Service (LOS) A	B	C	D	E
Freeway	8	60,000	84,000	120,000	140,000	150,000
Freeway	6	45,000	63,000	90,000	110,000	120,000
Freeway	4	30,000	42,000	60,000	70,000	80,000
Expressway	6	30,000	42,000	60,000	70,000	80,000
Prime Arterial	6	25,000	35,000	50,000	55,000	60,000
Major Arterial	6	20,000	28,000	40,000	45,000	50,000
Major Arterial	4	15,000	21,000	30,000	35,000	40,000
Collector	4	10,000	14,000	20,000	25,000	30,000
Collector (No center lane) (Continuous left-turn lane)	4 2	5,000	7,000	10,000	13,000	15,000
Collector (No fronting property)	2	4,000	5,500	7,500	9,000	10,000
Collector (Commercial/Industrial fronting)	2	2,500	3,500	5,000	6,500	8,000
Collector (Multi-family)	2	2,500	3,500	5,000	6,500	8,000
Sub-Collector (Single family)	2	---	---	2,200	---	---

Notes:
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.

Source: City of San Diego Traffic Impact Study Manual, Table 2, Page 8, July 1998.

Significance Determination

To determine the project impacts to roadway segments and intersections, the City of San Diego has developed thresholds based on allowable increases in delay at intersections and volume to capacity (v/c) ratios for roadway segments. At intersections, the Measurement of Effectiveness (MOE) is based on allowable increases in delay. At roadway segments, the MOE is based on allowable increases in the v/c ratio. At intersections that are expected to operate at LOS E with the project, the allowable increase in delay is two seconds, while for intersections that are expected to operate at LOS F, the allowable increase in delay

is one second. If vehicle trips from a project cause the delay at an intersection to increase by more than the City's threshold, this would be considered a significant project impact that requires mitigation. Under this condition, the applicant would be responsible for mitigation to restore the operations of the intersection to LOS D or better. If an existing intersection is operating at LOS E or F, the intersection would be considered an existing deficiency. Two classes of impacts are measured for significance: Direct Impacts and Cumulative Impacts. Direct traffic impacts are those projected to occur at the time a proposed development becomes operational, including other developments not presently operational but which is anticipated to be operational at that time (Near Term). Cumulative traffic impacts are those projected to occur at some point after a proposed development becomes operational, such as during subsequent phases of a project and when additional proposed developments in the area become operational (short-term cumulative) or when the affected community plan area reaches full planned build out (long-term cumulative). The project applicant would be responsible for mitigating direct impacts by improving the intersection operation to better than pre-project conditions and identifying the improvements needed to bring the intersection to LOS D or better operation. A fair share contribution toward intersection improvements to achieve a LOS D or better could be necessary to mitigate cumulative impacts. A fair share contribution is based on the project's proportionate traffic contribution to the overall traffic volumes entering an intersection.

For roadway segments that are forecasted to operate at LOS E, the allowable increase in v/c ratio is 0.02, while for roadway segments that are forecasted to operate at LOS F, the allowable increase in v/c ratio is 0.01. An increase in v/c ratio higher than the City's thresholds would be considered a significant impact that requires mitigation.

In certain instances mitigation may not be required if the roadway segment operates at LOS E or LOS F. In such cases the following three conditions must all be met:

1. The roadway is built to its ultimate classification per the community plan;
2. The intersections on both ends of the failing segment operate at an acceptable LOS; and
3. An HCM arterial analysis indicates an acceptable LOS on the segment.

Table 2-4 shows the criteria for determining levels of significance at intersections and roadway segments.

TABLE 2-4
LEVELS OF SIGNIFICANCE CRITERIA FOR INTERSECTIONS AND ROADWAY SEGMENTS

Facility	Measurement of Effectiveness (MOE)	Significance Threshold (a)
Intersection	Seconds of delay	> 2.0 seconds at LOS E or > 1.0 seconds at LOS F
Roadway Segment	v/c Ratio	> 0.02 at LOS E or > 0.01 at LOS F, and adjacent intersections operating at an unacceptable LOS

Notes:
Source: *City of San Diego Traffic Impact Study Manual*, Table 5, July 1998 and *California Environmental Quality Act-Significance Determination Thresholds-Development Service Department, January 2007*.
(a) Significance threshold applies only when the type of facility operates at LOS E or F.

3.0 EXISTING CONDITIONS

This section summarizes the existing roadway circulation network, daily and peak-hour traffic volumes, and operations at the study intersections and roadway segments.

Road Network

The following provides a description of the existing street system within the vicinity of the project area.

East Beyer Boulevard is classified as a 2-lane collector that has a north-south alignment from Beyer Boulevard to East San Ysidro Boulevard. This street is located east of I-805 and I-5 and runs parallel to both of these facilities. Bike lanes and parking are available on both sides of the street for most of the roadway segment. The east side of the street has a curb and gutter. The posted speed limit varies between 35 and 40 mph.

East San Ysidro Boulevard is the primary thoroughfare in the San Ysidro community. Within this project study area, East San Ysidro Boulevard is classified as a 4-lane collector from the I-805 Ramps to Center Street. Curbs, gutters, sidewalks, and parking exist. The posted speed limit is 30 mph.

Figure 3-1 and 3-2 shows the existing geometrics and functional classification of the study intersections and the roadway segments within the study area, respectively.

Traffic Volumes

Existing a.m. (7:00 to 9:00 a.m.) and p.m. (4:00 to 6:00 p.m.) peak-hour turning movement counts were conducted by True Counts at all intersections within the study area. Peak-hour counts were collected between June 2009 and July 2010. In addition to the peak-hour turning movement counts, 24-hour roadway machine counts were conducted along the roadway segments in the study area. True Counts conducted roadway segment counts along all other roadway segments within the study area between June 2009 and July 2010.

Figure 3-3 illustrates the existing peak-hour traffic volumes at the study intersections and **Figure 3-4** illustrates the existing ADT volumes along the roadway segments.

Appendix A contains the existing peak-hour traffic volume data at the study intersections and the existing ADT volume data for the roadway segments.

Intersection Analysis

Table 3-1 displays the LOS analysis results for the study intersections under Existing Conditions. As shown in the table, all study intersections operate at LOS C during both peak periods.

Appendix B contains the peak-hour intersections LOS calculation worksheets.

Roadway Segment Analysis

Table 3-2 displays the roadway segments analysis under Existing Conditions. As shown in the table, all study roadway segments operate at LOS C or better under existing conditions with the following exception:

- East San Ysidro Boulevard between I-805 NB Ramps and Border Village Rd (West)- (LOS F)

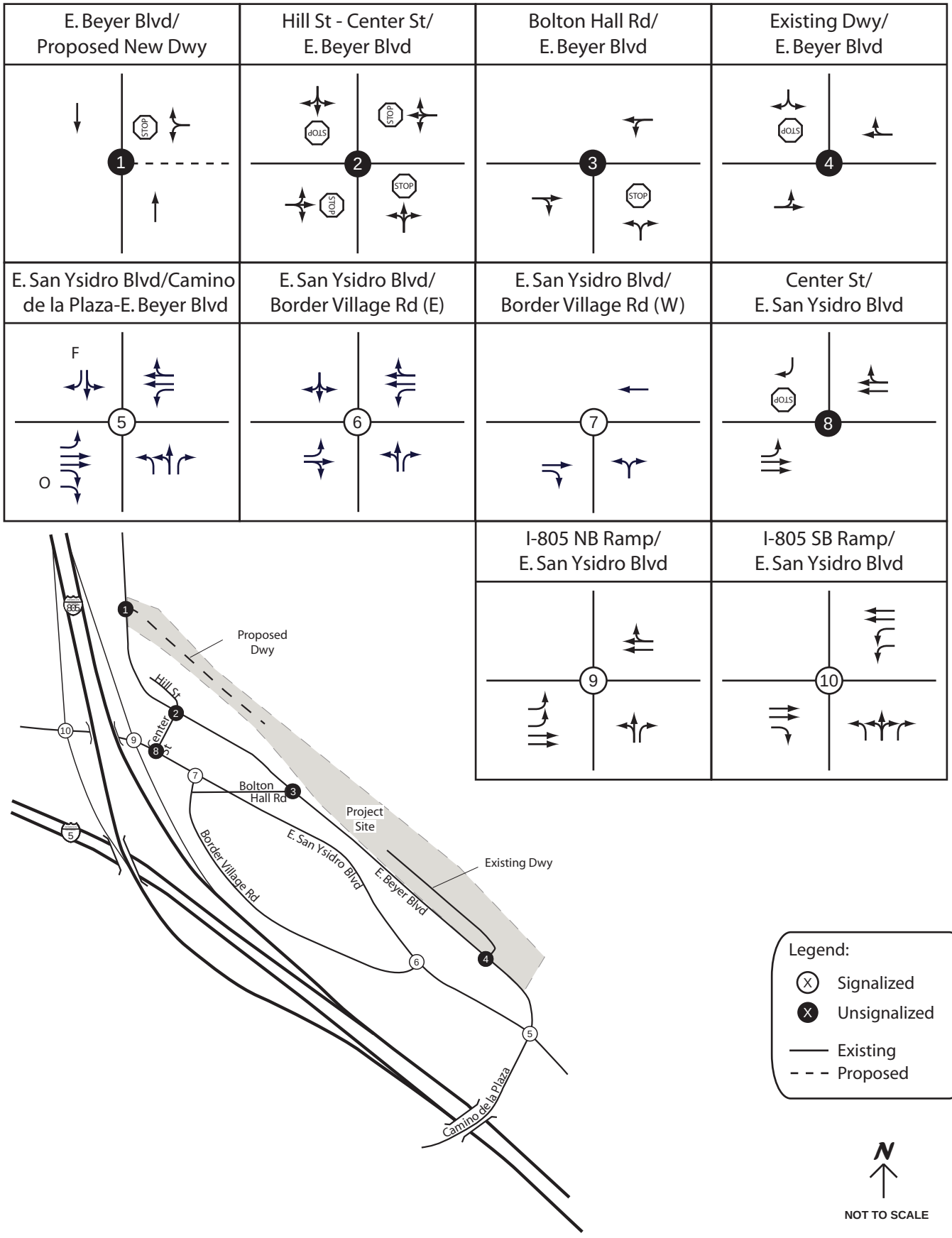


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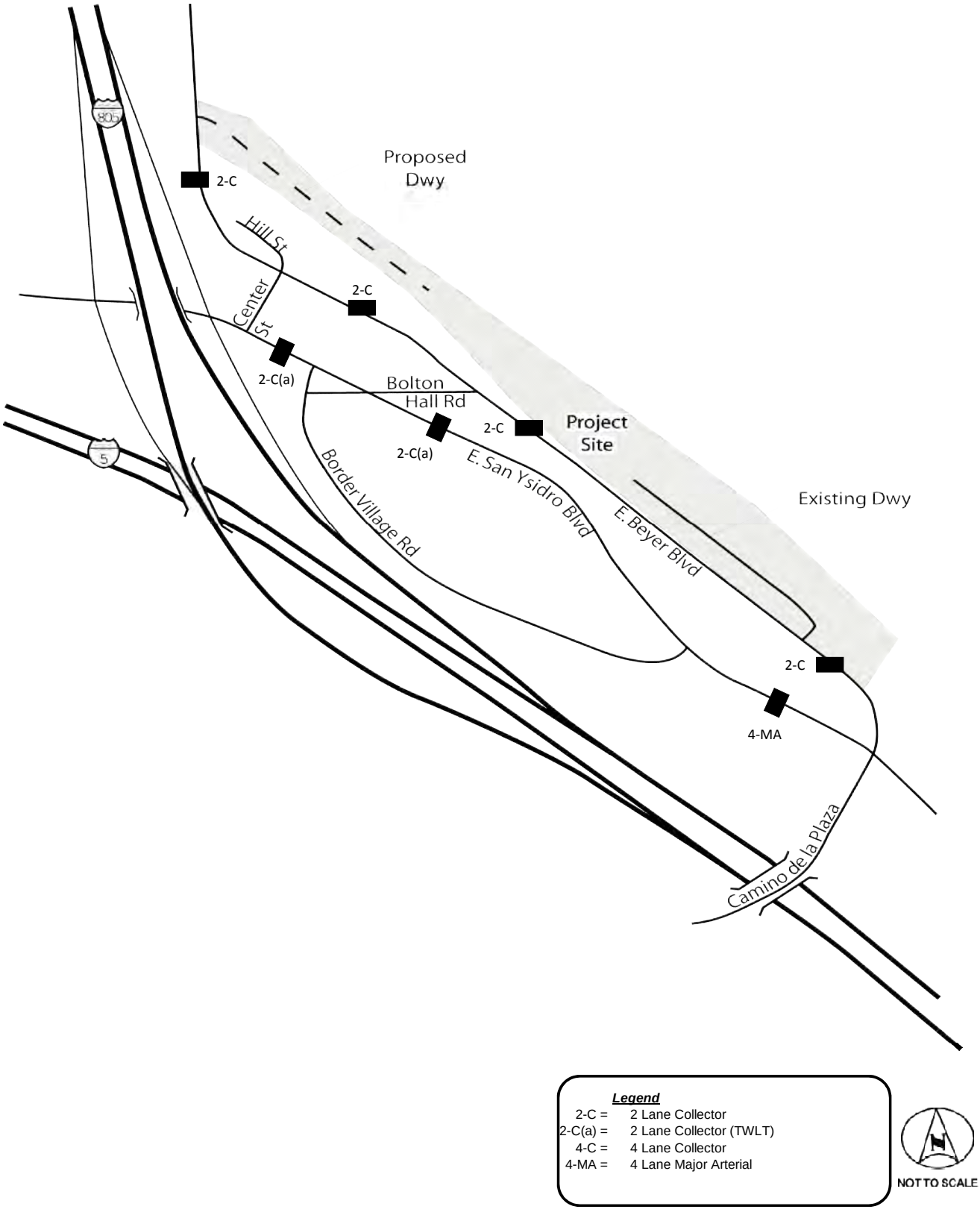
FIGURE 3-1

Existing Intersection Geometrics



Kimley-Horn and Associates, Inc.

FIGURE 3-2

Existing Roadway Geometrics

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021RS01.xlsm]ADT Fig (P)\Existing Roadway Geometrics

San Ysidro Railroad Yard Improvement Project

1

	90 / 175 ⇩	E. Beyer Blvd
Proposed New Dwy		
72 / 126 ⇧		

2

	2 / 3 ⇨	
	3 / 8 ⇩	
	1 / 4 ⇦	Hill St
	⇨ 2 / 3	
	⇧ 22 / 60	
	⇦ 7 / 27	E. Beyer Blvd
0 / 4 ⇨		
36 / 113 ⇩		
54 / 58 ⇦	Center St	
48 / 63 ⇧		
4 / 5 ⇧		
12 / 17 ⇧		

3

	⇧ 28 / 73	
	⇦ 1 / 6	E. Beyer Blvd
43 / 109 ⇩		
20 / 51 ⇦	Bolton Hall Rd	
1 / 22 ⇧		
1 / 3 ⇧		

4

	5 / 5 ⇦	Existing Dwy
	⇨ 5 / 5	
	⇧ 29 / 79	E. Beyer Blvd
44 / 112 ⇩		

5

	9 / 22 ⇨	
	32 / 44 ⇩	
	21 / 14 ⇦	E. Beyer Blvd
	⇨ 8 / 16	
	⇧ 45 / 94	
	⇦ 48 / 92	E. San Ysidro Blvd
17 / 29 ⇨		
132 / 123 ⇩		
74 / 408 ⇦	Camino de la Plaza	
99 / 248 ⇧		
45 / 61 ⇧		
277 / 567 ⇧		

6

	4 / 12 ⇨	
	1 / 1 ⇩	
	1 / 14 ⇦	0%
	⇨ 1 / 0	
	⇧ 171 / 420	
	⇦ 46 / 102	E. San Ysidro Blvd
4 / 16 ⇨		
182 / 432 ⇩		
12 / 24 ⇦	Border Village Rd (east)	
9 / 23 ⇧		
0 / 3 ⇧		
38 / 161 ⇧		

7

	⇧ 204 / 620	
	⇦ 0 / 2	E. San Ysidro Blvd
265 / 560 ⇩		
200 / 464 ⇦	Border Village Rd (west)	
116 / 353 ⇧		
5 / 5 ⇧		

8

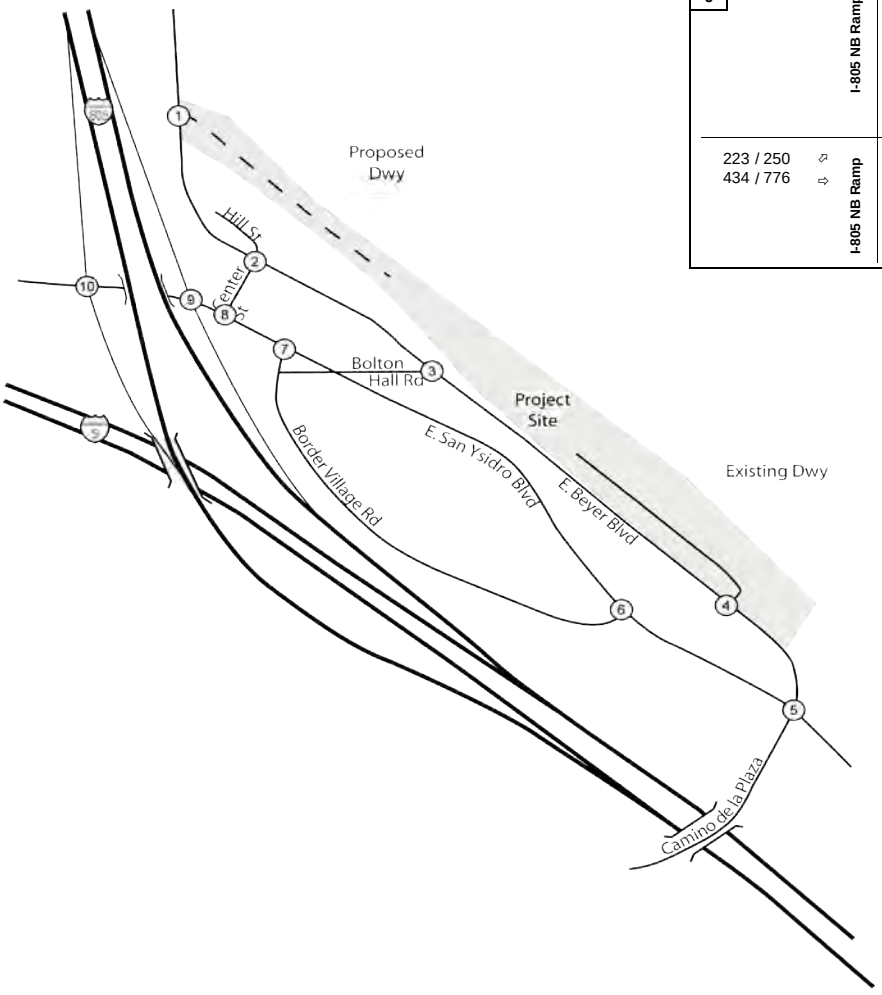
	76 / 78 ⇦	Center St
	⇨ 11 / 23	
	⇧ 390 / 927	E. San Ysidro Blvd
46 / 70 ⇨		
610 / 926 ⇩		

9

	⇨ 220 / 403	
	⇧ 235 / 517	I-805 NB Ramp
		E. San Ysidro Blvd
223 / 250 ⇨		
434 / 776 ⇩		
70 / 120 ⇨	I-805 NB Ramp	
155 / 229 ⇨		

10

	240 / 490 ⇦	
	1 / 13 ⇩	
	243 / 406 ⇦	I-805 SB Ramp
	⇧ 224 / 478	
	⇦ 38 / 173	E. San Ysidro Blvd
488 / 655 ⇩		
119 / 412 ⇦	I-805 SB Ramp	



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

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FIGURE 3-3

Existing Peak-Hour Traffic Volumes

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021TA01.xlsm]Ex Figure 1-12

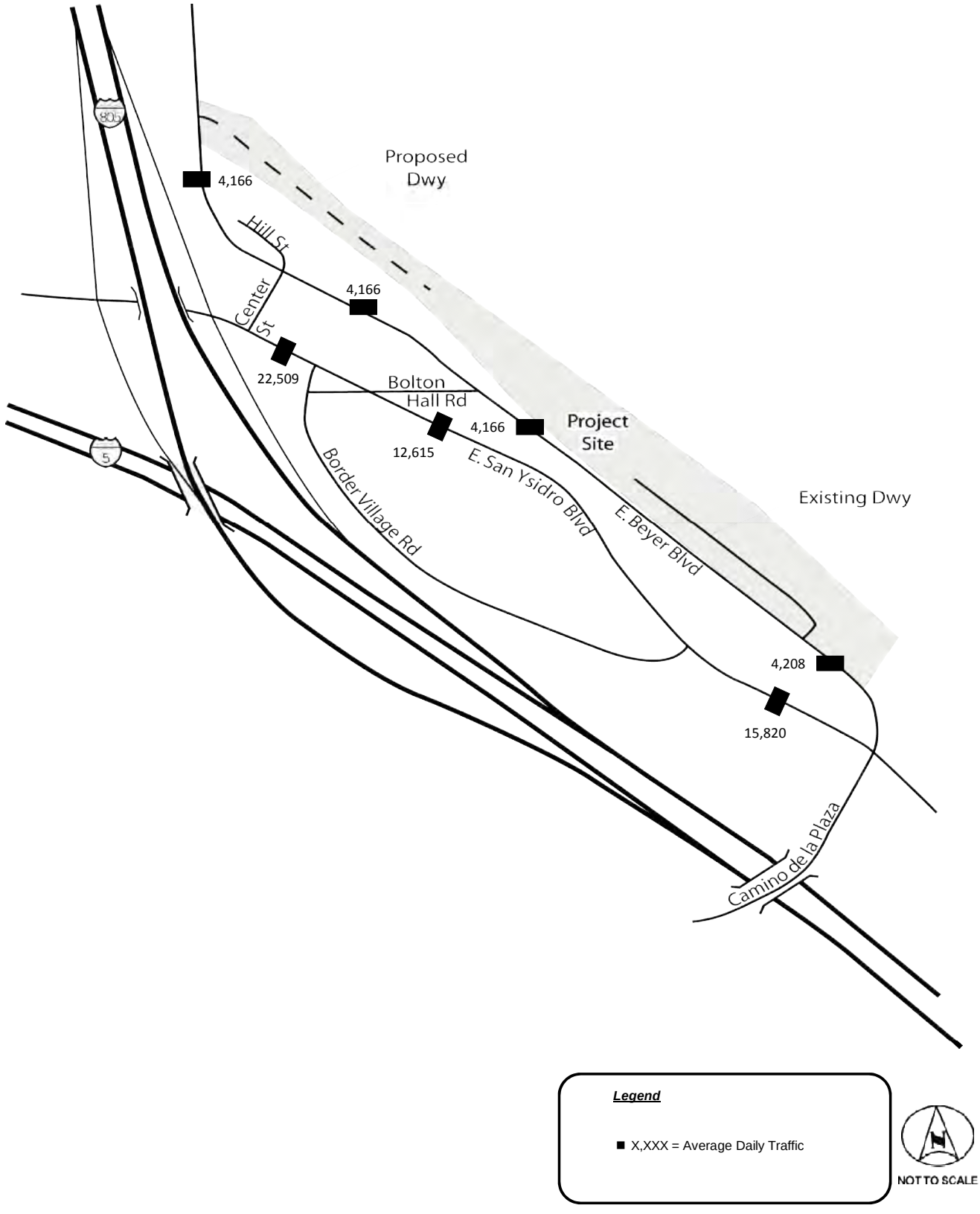

Proposed
Dwy
4,166
Hill St
Center St
4,166
22,509
Bolton
Hall Rd
4,166
Project
Site
12,615
E. San Ysidro Blvd
Border Village Rd
E. Beyer Blvd
Existing Dwy
4,208
15,820
Camino de la Plaza
Legend
X,XXX = Average Daily Traffic
NOT TO SCALE

TABLE 3-1

EXISTING CONDITIONS

PEAK-HOUR INTERSECTION LOS SUMMARY

	INTERSECTION	TRAFFIC CONTROL	PEAK HOUR	EXISTING	
				DELAY (a)	LOS (b)
1	Proposed New Dwy & E. Beyer Blvd	One-Way Stop	AM	This intersection does not exist under this scenario	
			PM		
2	E. Beyer Blvd & Hill St	All-Way Stop	AM	7.6	A
			PM	8.4	A
3	E. Beyer Blvd & Bolton Hall Rd	One-Way Stop	AM	8.9	A
			PM	10.1	B
4	E. Beyer Blvd & Existing Dwy	One-Way Stop	AM	9.2	A
			PM	9.7	A
5	E. San Ysidro Blvd & E. Beyer Blvd	Actuated-Uncoordinated Signal	AM	18.2	B
			PM	16.8	B
6	E. San Ysidro Blvd & Border Village Rd	Actuated-Uncoordinated Signal	AM	13.0	B
			PM	12.1	B
7	E. San Ysidro Blvd & Border Village Rd	Actuated-Uncoordinated Signal	AM	13.1	B
			PM	16.1	B
8	E. San Ysidro Blvd & Center St	One-Way Stop	AM	10.4	B
			PM	14.0	B
9	E. San Ysidro Blvd & I-805 NB Ramp	Actuated-Uncoordinated Signal	AM	17.2	B
			PM	20.3	C
10	E. San Ysidro Blvd & I-805 SB Ramp	Actuated-Uncoordinated Signal	AM	15.1	B
			PM	18.3	B

Notes:

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021IN01.xlsm]Existing

TABLE 3-2
EXISTING CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION (a)	LOS E CAPACITY	ADT (b)	V/C RATIO (c)	LOS
E. Beyer Blvd					
Proposed Dwy to Center St	2 Lane Collector	8,000	4,166	0.521	C
Center St to Bolton Hall Rd	2 Lane Collector	8,000	4,166	0.521	C
Bolton Hall Rd to Existing Dwy	2 Lane Collector	8,000	4,166	0.521	C
Existing Dwy to E. San Ysidro Blvd	2 Lane Collector	8,000	4,208	0.526	C
E. San Ysidro Blvd					
I-805 to Border Village Rd (W)	2 Lane Collector (TWLT)	15,000	22,509	1.501	**F**
Border Village Rd (W) to Border Village Rd (E)	2 Lane Collector (TWLT)	15,000	12,615	0.841	D
Border Village Rd (E) to E. Beyer Blvd/Camino de la Plaza	4 Lane Major Arterial	40,000	15,820	0.396	B

Notes:

(a) Existing roads street classification is based on field observations and City of San Diego's roadway classifications.

(b) Average Daily Traffic (ADT) volumes for the roadway segments along E.Beyer Blvd. were provided by True Counts and measured in July 14, 2009. The ADT counts for E. San Ysidro Blvd were provided by True Counts and measure in June 2010.

(c) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021RS01.xlsm]Existing

4.0 PROJECT TRAFFIC

The following section describes the trip generation, distribution and assignment related to the proposed San Ysidro Railroad Yard Improvements project.

Trip Generation

In order to determine the traffic generation characteristics of the site, seven day machine counts were collected at the site's existing driveway. A copy of the 7-day classification counts can be found in **Appendix D**. The average weekday total daily trip generation was then calculated, in addition to the peak-hour percentage of the daily and in/out ratios. The traffic counts indicated that the site currently generates an average of 42 daily vehicular trips (21 total vehicles). Half of the vehicular trips are passenger cars, one third of the trips are heavy trucks and the remaining are small trucks trips. The morning and afternoon peak-hour generation rates of the site are equal to approximately 14.3 percent of the total daily trip generation. The in and out ratios are equal to 50 percent for both the morning and afternoon peak-hour periods. A passenger car equivalent was applied to the small and heavy trucks for the purpose of the analysis. **Table 4-1** summarizes the trip generation for existing site. As shown in Table 4-1, with the passenger car equivalent adjustment the site currently generates a total of 67 passenger vehicles daily trips, including 10 (5 in, 5 out) a.m. peak-hour trips, and 10 (5 in, 5 out) p.m. peak-hour trips. The project will include the construction of two new track extensions to the north that would provide additional storage capacity, as well as the ability to switch rail cars outside of the constrained operating windows without interrupting the trolley line. A majority of the capacity increase within the yard is intended for throughput operations; however as part of the project, the number of locations which can be used as docking/unloading spots will increase from 3 spots to approximately 15 spots. This increase in docking/unloading spots will allow for an increase of truck traffic coming to the yard to load and unload products. Based on the nature of the products being unloaded from the rail cars, the additional 12 spots will allow for between 3 to 4 truck trips per rail car, and typical unloading patterns will result in an average of 1 to 2 days for unloading per car. Based on the expected unloading rates, the typical daily additional truck trips expected as a result of this project will be up to 28 truck trips per day. As shown in Table 4-1, with the increase of heavy truck frequency, the total trip generation for the site will be equal to 137 passenger cars daily trips, including 20 (10 in, 10 out) a.m. peak-hour trips, and 20 (10 in, 10 out) p.m. peak-hour trips. The net traffic generation of the project is equal to 70 passenger car daily trips, including 10 (5 in, 5 out) a.m. peak-hour trips, and 10 (5 in, 5 out) p.m. peak-hour trips.

Trip Distribution

Project trip distribution for the project is based on the locations of the site's access points, existing travel patterns and access to freeway locations. **Figures 4-1** and **4-2** display the project assumed distributions through the study intersections and roadway segments during the morning and afternoon peak-hour periods, respectively. It should be noted that all truck traffic originates at the Otay Border Crossing. Trucks will use Interstate 805 to travel from the Otay to the San Ysidro Area. They will exit at the East San Ysidro interchange and use East Beyer Boulevard to access the site. **Figure 4-3** shows the anticipated truck route with the modification of the access point to the site.

Trip Assignment

Based on the project trip distributions, daily, a.m. and p.m. peak-hour project trips were assigned to the local roadway network and through the study intersections. **Figure 4-4** shows the project trip assignment at the study intersections and **Figure 4-5** shows the project trip assignment along the roadway segments.

TABLE 4-1
TRIP GENERATION SUMMARY

Land Use	Daily Trips [1]	Heavy Vehicle Adjustment			Total with Adjustment	AM Peak-Hour					PM Peak-Hour				
		Percent of vehicles [1]	Number of Trucks	Passenger Car Equivalent (PCE)		AM % of Total [1]	In:Out Ratio	In	Out	Total	PM % of Total [1]	In:Out Ratio	In	Out	Total
Proposed															
Truck Distribution Facility	70														
Passenger Cars	21	30.0%		1.0	21										
Truck - Total	49														
Small Truck		10.0%	7	1.5	11										
Large Trucks		60.0%	42	2.5	105										
Subtotal	70				137										
Proposed Total	**70**				**137**	14.30%	0.50 : 0.50	**10**	**10**	**20**	14.30%	0.50 : 0.50	**10**	**10**	**20**
Existing															
Truck Distribution Facility	42														
Passenger Cars	21	50.0%		1.0	21										
Truck - Total	21														
Small Truck		16.7%	7	1.5	11										
Large Trucks		33.3%	14	2.5	35										
Subtotal	42				67										
Existing Total	**42**				**67**	14.30%	0.50 : 0.50	**5**	**5**	**10**	14.30%	0.50 : 0.50	**5**	**5**	**10**
NET INCREASE (PROPOSED MINUS EXISTING, TOTAL) =					**70**			**5**	**5**	**10**			**5**	**5**	**10**

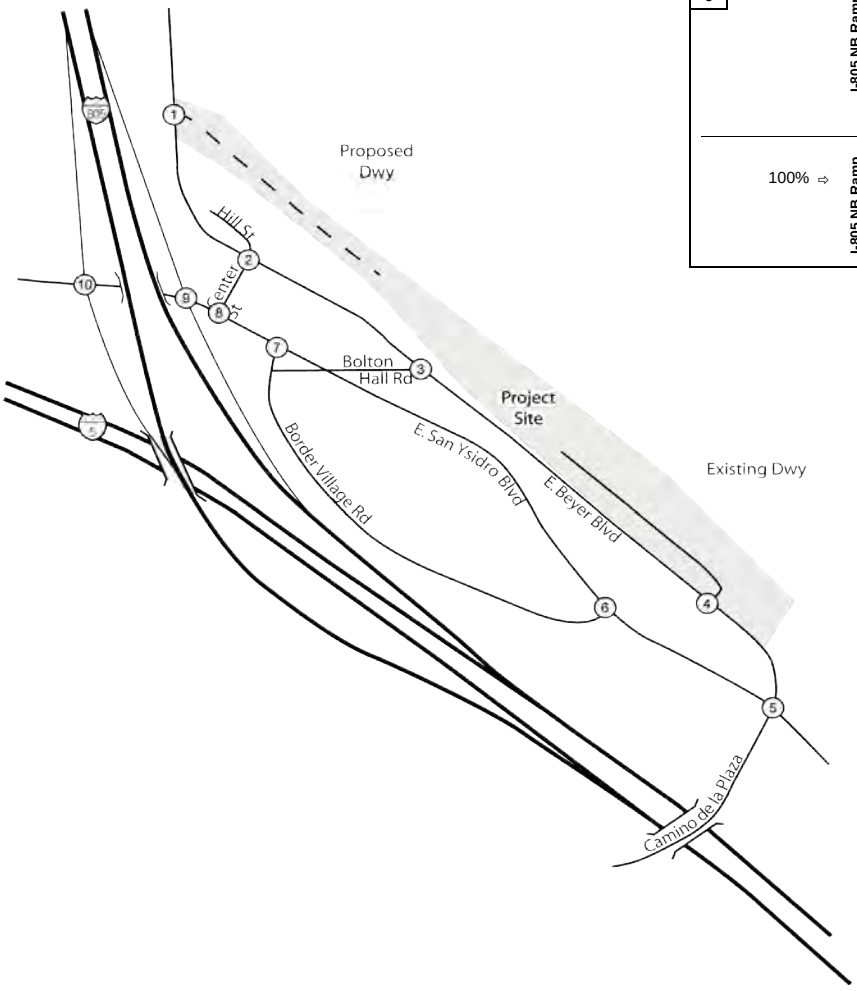
Note:

1. The total daily trips, vehicle classification and peak-hour trip generation rates were based on roadway machine counts placed at the existing site's entrance during a period of seven consecutive days. The counts were taken in July 2009.

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021TG01.xlsm]Trucks by Axle

San Ysidro Railroad Yard Improvement Project

1		**2**		**3**		**4**	
E. Beyer Blvd	Proposed New Dwy	Hill St	⇦ 100% E. Beyer Blvd	⇦ 100% E. Beyer Blvd		⇨ (100%) Existing Dwy	⇦ 100% E. Beyer Blvd
100% ⇨		Center St		Bolton Hall Rd			
5		**6**		**7**		**8**	
⇨ (100%) E. Beyer Blvd	E. San Ysidro Blvd		⇦ (100%) E. San Ysidro Blvd	⇦ (100%) E. San Ysidro Blvd		Center St	⇦ (100%) E. San Ysidro Blvd
100% ⇨ Camino de la Plaza		100% ⇨ Border Village Rd (east)		100% ⇨ Border Village Rd (west)		100% ⇨	
				9		**10**	
				I-805 NB Ramp	⇨ (100%) E. San Ysidro Blvd	⇨ #### I-805 SB Ramp	E. San Ysidro Blvd
				100% ⇨ I-805 NB Ramp		I-805 SB Ramp	



Legend

X% / (Y%) = IN / OUT PERCENT DISTRIBUTION

NOT TO SCALE

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FIGURE 4-1

Peak-Hour Project Trip Distribution-Study Intersections

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021TA01.xlsm]Dist 1-12

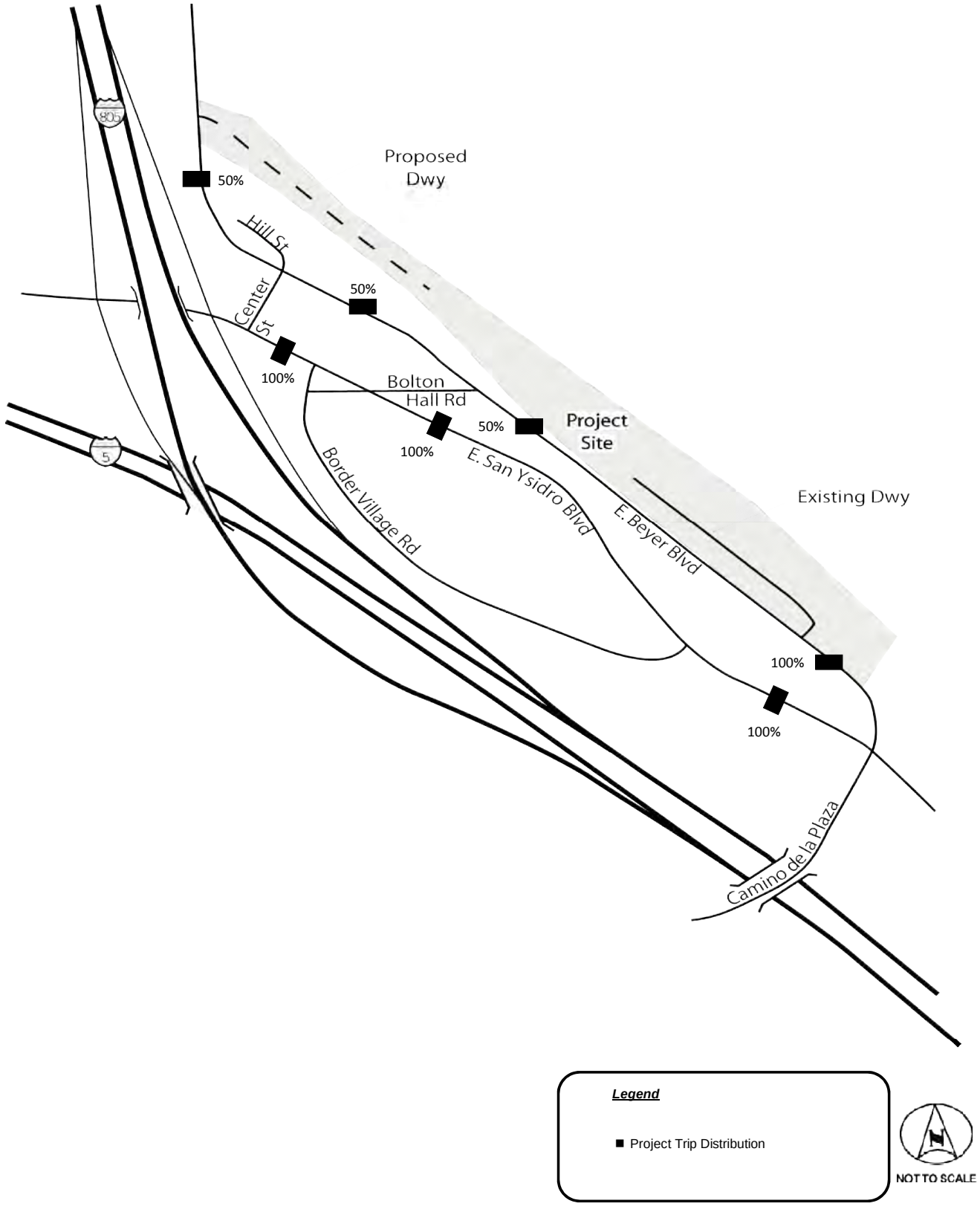

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FIGURE 4-2

Project Trip Distribution-Roadway Segments

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021RS01.xlsm]ADT Fig (P)\Project Trip Distribution-Roadway Segments

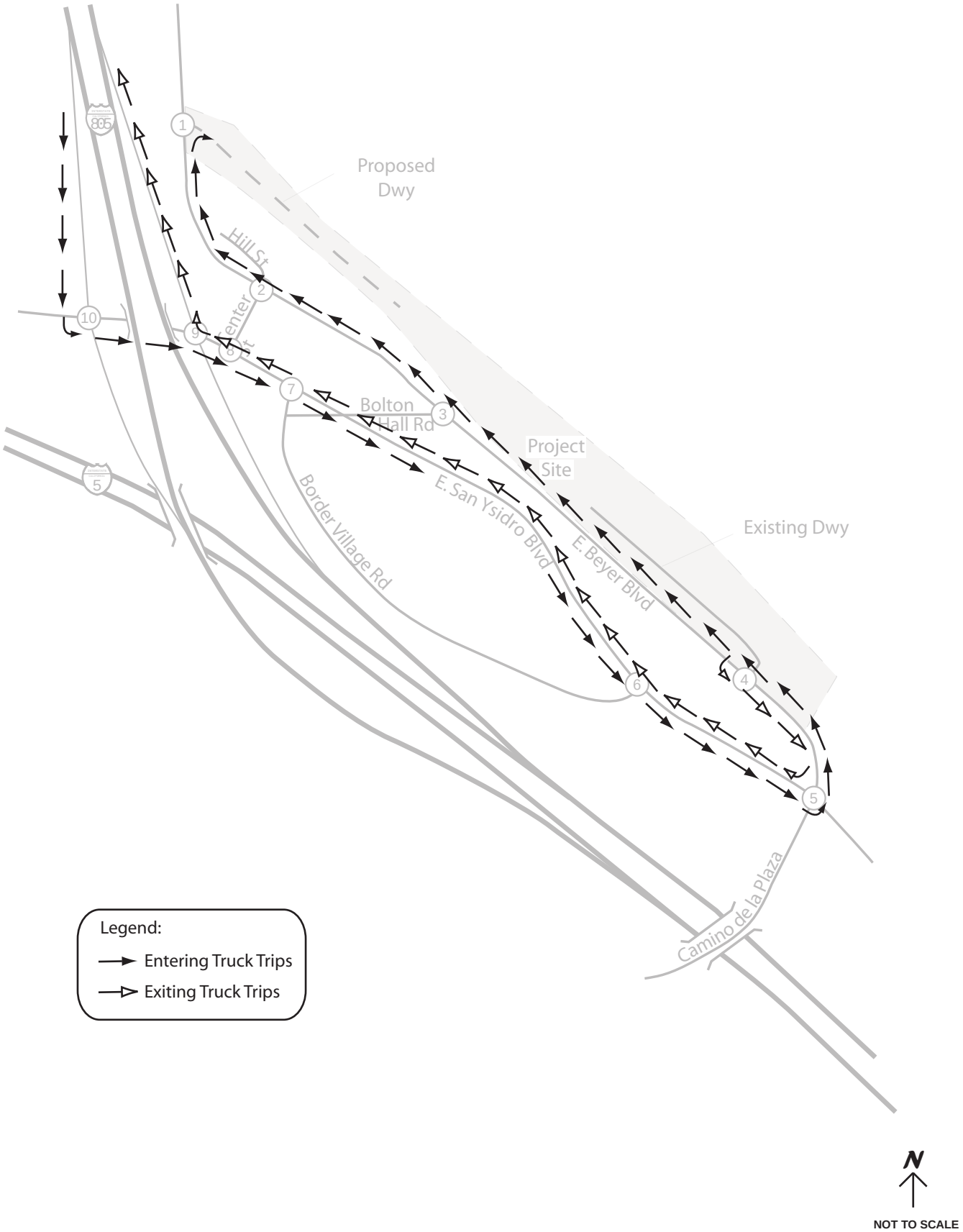

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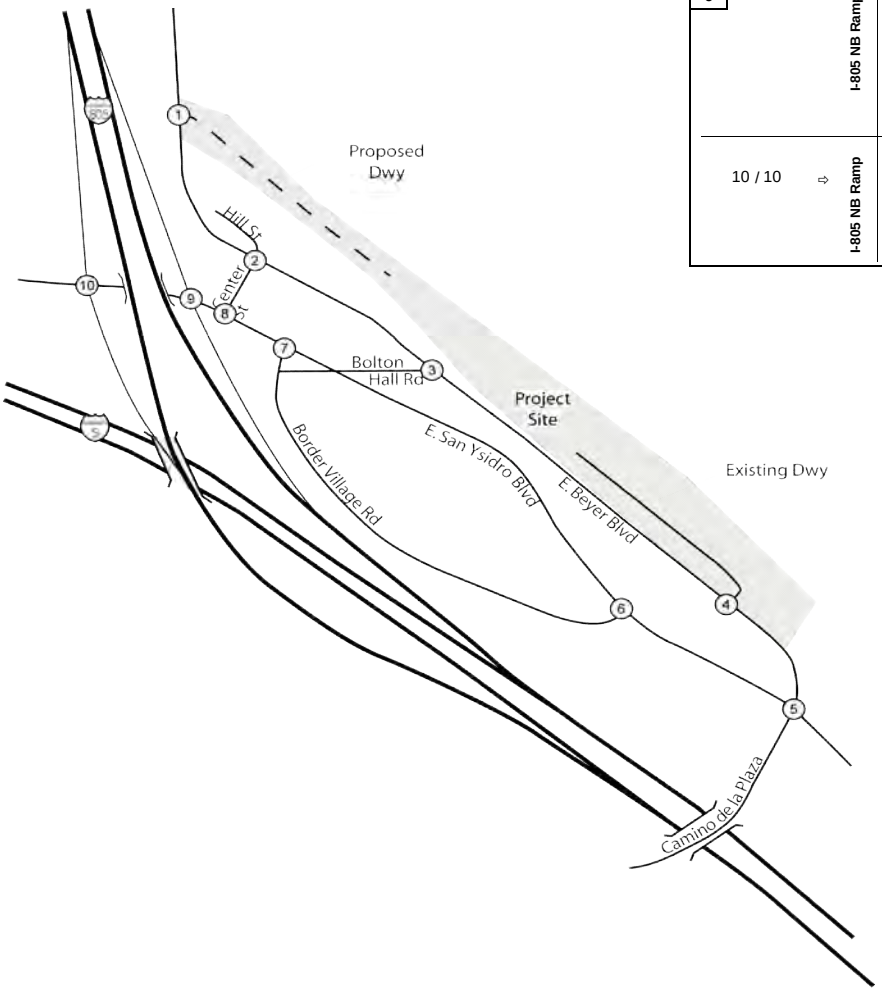
FIGURE 4-3

Heavy Truck Trip Distribution

1 E. Beyer Blvd Proposed New Dwy 10 / 10 ⇦	**2** Hill St 10 / 10 ⇦ E. Beyer Blvd Center St	**3** 10 / 10 ⇦ E. Beyer Blvd Bolton Hall Rd	**4** 10 / 10 ⇨ Existing Dwy 10 / 10 ⇦ E. Beyer Blvd
5 10 / 10 ⇨ E. Beyer Blvd E. San Ysidro Blvd 10 / 10 ⇨ Camino de la Plaza	**6** 10 / 10 ⇦ E. San Ysidro Blvd 10 / 10 ⇨ Border Village Rd (east)	**7** 10 / 10 ⇦ E. San Ysidro Blvd 10 / 10 ⇨ Border Village Rd (west)	**8** Center St 10 / 10 ⇦ E. San Ysidro Blvd 10 / 10 ⇨
9 I-805 NB Ramp 10 / 10 ⇨ E. San Ysidro Blvd 10 / 10 ⇨ I-805 NB Ramp	**10** 10 / 10 ⇨ I-805 SB Ramp E. San Ysidro Blvd I-805 SB Ramp		



Legend

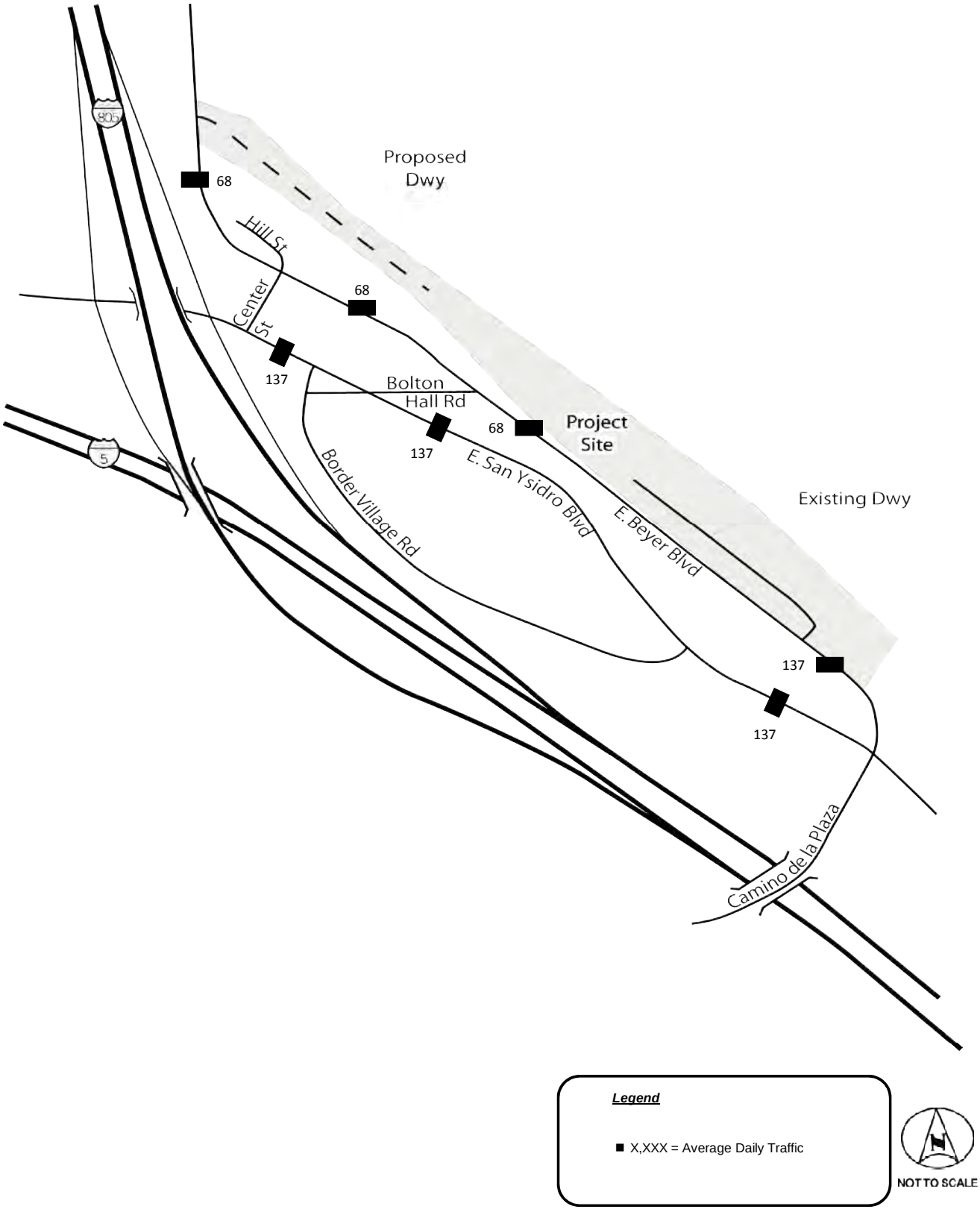
X / Y = AM / PM PEAK HOUR TURNING VOLUMES

N

NOT TO SCALE

FIGURE 4-4

Project Trip Assignment-Study Intersections



Kimley-Horn and Associates, Inc.

FIGURE 4-5

Project Trip Assignment - Roadway Segments

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021RS01.xlsm]ADT Fig (P)\Project Trip Assignment - Roadway Segments

5.0 NEAR TERM CONDITIONS

This section provides a description of near term conditions with the addition of the proposed project traffic.

Road Network

No roadway network changes are assumed to take place under the near term scenario.

Cumulative Projects

Discussions with City staff and research for other on-going traffic studies in the project vicinity identified that there are not major projects that would need to be included in this study.

Traffic Volumes

Traffic volumes for the near term baseline condition were equal to the existing traffic volumes. In addition, the proposed project traffic was added to the Near Term Baseline traffic volumes to estimate the Near Term with Project conditions.

Figures 5-1 through **5-4** show the peak-hour and ADT volumes with and without the project.

Intersection Analysis

Table 5-1 displays the LOS analysis results for the study intersections under the Near Term with and without project scenarios. As shown in the table, all study intersections operate at LOS C or better during both peak periods with and without the proposed project.

Appendix B contains the peak-hour intersections LOS calculation worksheets.

Roadway Segment Analysis

Table 5-2 displays the roadway segments analysis under Near Term Conditions. As shown in the table, all study roadway segments will continue to operate at LOS C or better with and without the addition of the proposed project with the following exception:

- East San Ysidro Boulevard between I-805 NB Ramps and Border Village Road (West) – LOS F without and with the proposed project traffic.

The addition of project traffic along the failing roadway segments will be less than the allowed by the City of San Diego thresholds. The proposed project will not have a traffic related impact along this roadway segment.

San Ysidro Railroad Yard Improvement Project

1

	E. Beyer Blvd ⇩ 90 / 175	
Proposed New Dwy ⇧ 72 / 126		

2

	Hill St ⇨ 2 / 3 ⇩ 3 / 8 ⇦ 1 / 4	
		E. Beyer Blvd ⇨ 2 / 3 ⇧ 22 / 60 ⇦ 7 / 27
0 / 4 ⇨ 36 / 113 ⇩ 54 / 58 ⇦	Center St	⇨ 48 / 63 ⇧ 4 / 5 ⇦ 12 / 17

3

		E. Beyer Blvd ⇧ 28 / 73 ⇦ 1 / 6
43 / 109 ⇨ 20 / 51 ⇦	Bolton Hall Rd	⇨ 1 / 22 ⇦ 1 / 3

4

	Existing Dwy ⇦ 5 / 5	
		E. Beyer Blvd ⇨ 5 / 5 ⇧ 29 / 79
44 / 112 ⇨		

5

	E. Beyer Blvd ⇨ 9 / 22 ⇩ 32 / 44 ⇦ 21 / 14	
		E. San Ysidro Blvd ⇨ 8 / 16 ⇧ 45 / 94 ⇦ 48 / 92
17 / 29 ⇨ 132 / 123 ⇩ 74 / 408 ⇦	Camino de la Plaza	⇨ 99 / 248 ⇧ 45 / 61 ⇦ 277 / 567

6

		E. San Ysidro Blvd ⇨ 1 / 0 ⇧ 171 / 420 ⇦ 46 / 102
4 / 16 ⇨ 182 / 432 ⇩ 12 / 24 ⇦	Border Village Rd (east)	⇨ 9 / 23 ⇧ 0 / 3 ⇦ 38 / 161

7

		E. San Ysidro Blvd ⇧ 204 / 620 ⇦ 0 / 2
265 / 560 ⇨ 200 / 464 ⇦	Border Village Rd (west)	⇨ 116 / 353 ⇦ 5 / 5

8

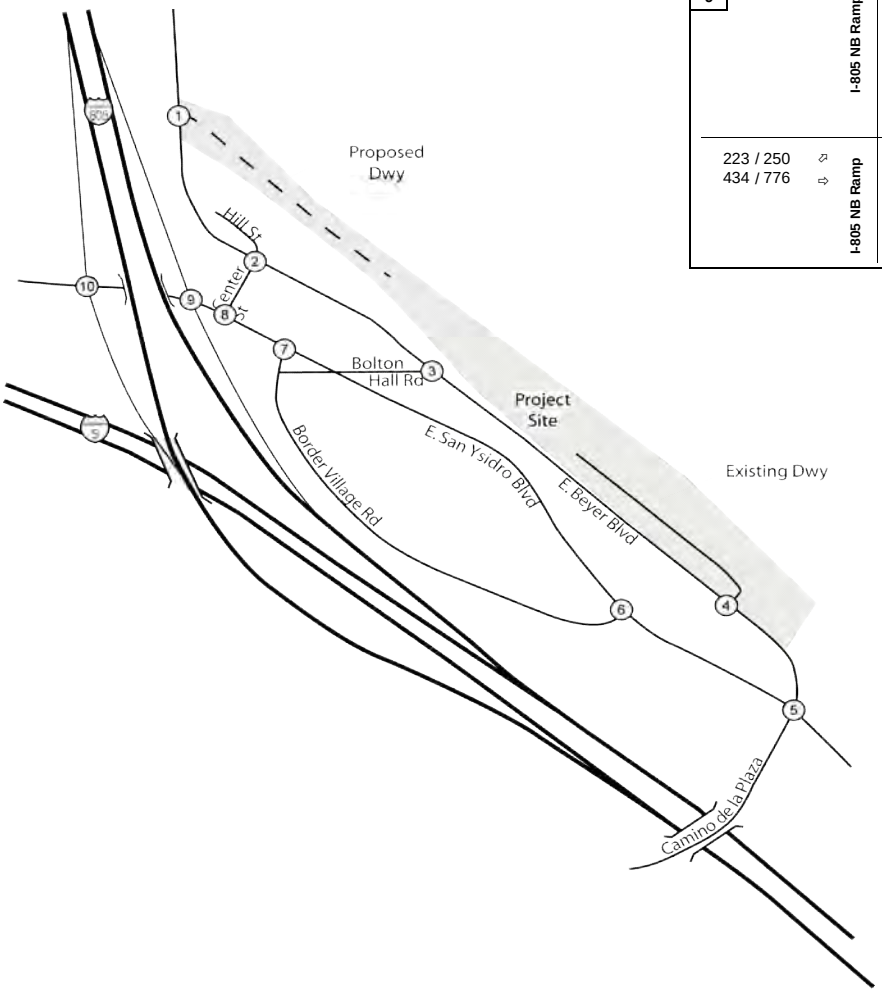
	Center St ⇦ 76 / 78	
		E. San Ysidro Blvd ⇨ 11 / 23 ⇧ 390 / 927
E. San Ysidro Blvd 46 / 70 ⇨ 610 / 926 ⇩		

9

	I-805 NB Ramp	⇨ 220 / 403 ⇧ 235 / 517
		E. San Ysidro Blvd
223 / 250 ⇨ 434 / 776 ⇩	I-805 NB Ramp	⇨ 70 / 120 ⇦ 155 / 229

10

	I-805 SB Ramp ⇦ 240 / 490 ⇩ 1 / 13 ⇦ 243 / 406	
		E. San Ysidro Blvd ⇧ 224 / 478 ⇦ 38 / 173
488 / 655 ⇩ 119 / 412 ⇦	I-805 SB Ramp	



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 5-1

Near Term Baseline Peak Hour Traffic Volumes

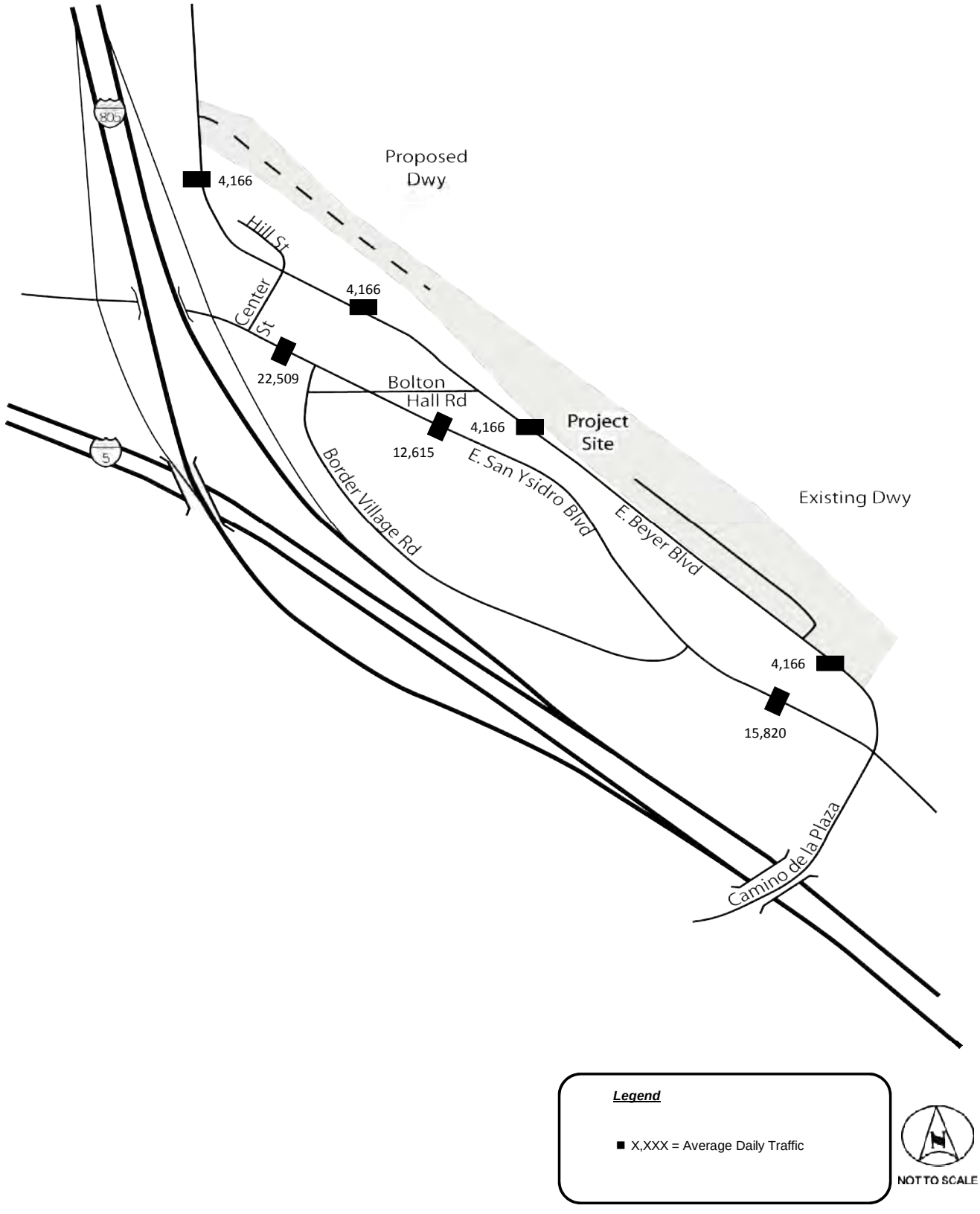


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FIGURE 5-2

Near Term Baseline ADT Volumes

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021RS01.xlsm]ADT Fig (P)\Near Term Baseline ADT Volumes

1

	E. Beyer Blvd	Proposed New Dwy
	⇩ 90 / 175	⇧ 72 / 126 ⇗ 10 / 10

2

	Hill St	E. Beyer Blvd
	⇘ 2 / 3 ⇩ 3 / 8 ⇙ 1 / 4	⇗ 2 / 3 ⇧ 32 / 70 ⇖ 7 / 27
0 / 4 ⇘	Center St	⇗ ⇧ ⇗
36 / 113 ⇩		48 / 63 4 / 5 12 / 17
54 / 58 ⇙		

3

	E. Beyer Blvd
	⇧ 38 / 83 ⇖ 1 / 6
43 / 109 ⇨	Bolton Hall Rd ⇗ ⇗
20 / 51 ⇙	1 / 22 1 / 3

4

	Existing Dwy	E. Beyer Blvd
	⇙ 10 / 10	⇦ 39 / 89
44 / 112 ⇨		

5

	E. Beyer Blvd	E. San Ysidro Blvd
	⇘ 14 / 27 ⇩ 32 / 44 ⇙ 21 / 14	⇗ 8 / 16 ⇧ 45 / 94 ⇖ 48 / 92
22 / 34 ⇗	Camino de la Plaza	⇗ ⇧ ⇗
132 / 123 ⇩		99 / 248 45 / 61 277 / 567
74 / 408 ⇙		

6

	Border Village Rd (east)	E. San Ysidro Blvd
	⇘ 4 / 12 ⇩ 1 / 1 ⇙ 1 / 14	⇗ 1 / 0 ⇧ 176 / 425 ⇖ 46 / 102
4 / 16 ⇗		⇗ ⇧ ⇗
187 / 437 ⇩		9 / 23 0 / 3 38 / 161
12 / 24 ⇙		

7

	Border Village Rd (west)	E. San Ysidro Blvd
		⇧ 209 / 625 ⇖ 0 / 2
270 / 565 ⇨		⇗ ⇗
200 / 464 ⇙		116 / 353 5 / 5

8

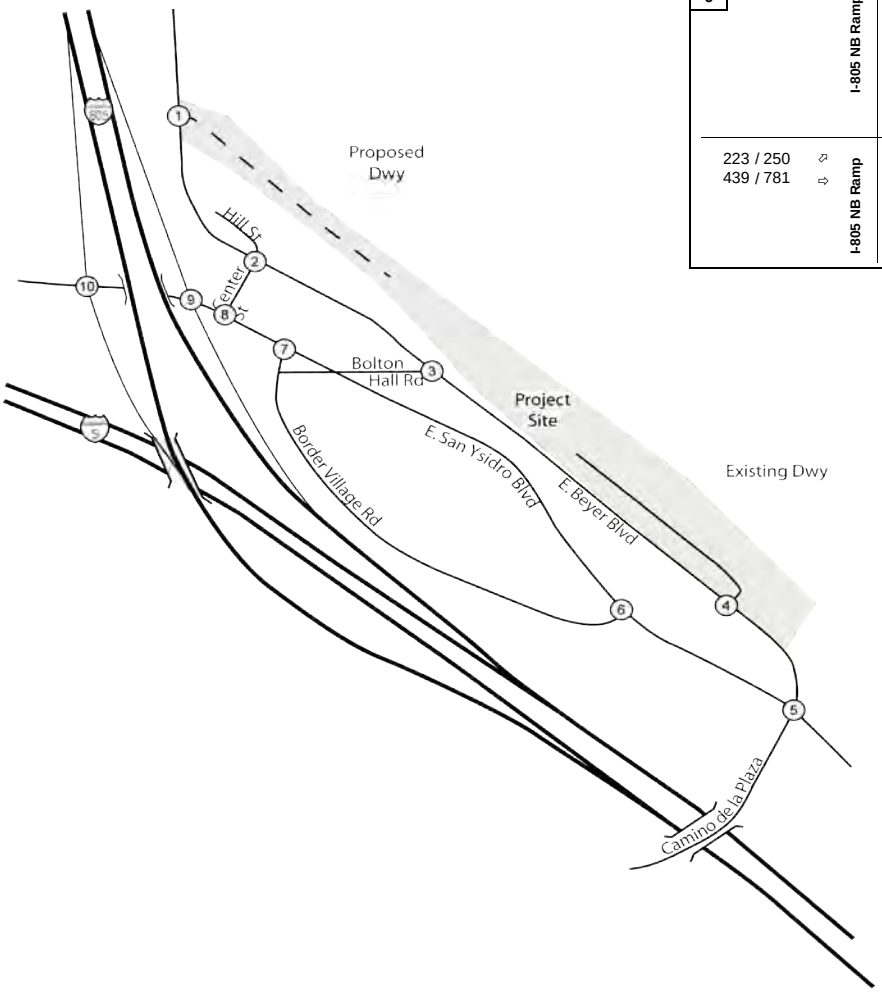
	Center St	E. San Ysidro Blvd
	⇙ 76 / 78	⇗ 11 / 23 ⇧ 395 / 932
46 / 70 ⇗		
615 / 931 ⇩		

9

	I-805 NB Ramp	E. San Ysidro Blvd
		⇗ 225 / 408 ⇧ 235 / 517
223 / 250 ⇗	I-805 NB Ramp	⇗ ⇗
439 / 781 ⇩		70 / 120 155 / 229

10

	I-805 SB Ramp	E. San Ysidro Blvd
	⇘ 240 / 490 ⇩ 1 / 13 ⇙ 248 / 411	⇦ 224 / 478 ⇙ 38 / 173
488 / 655 ⇩	I-805 SB Ramp	
119 / 412 ⇙		



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

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FIGURE 5-3

Near Term with Project Peak Hour Traffic Volumes

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021TA01.xlsm]NTWP Figure 1-12

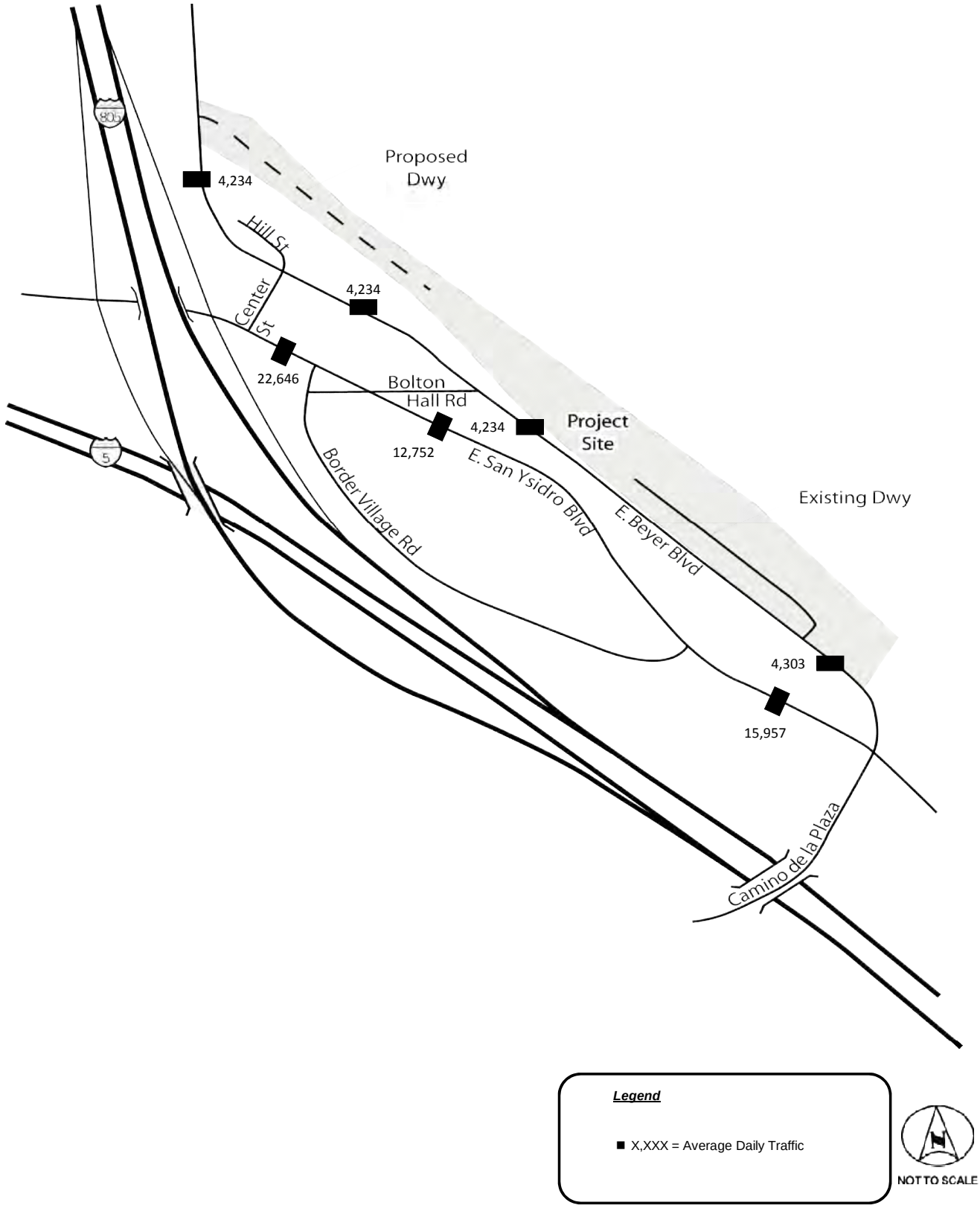

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FIGURE 5-4

Near Term with Project ADT Volumes

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021RS01.xlsm]ADT Fig (P)\Near Term with Project ADT Volumes

TABLE 5-1

NEAR TERM CONDITIONS

PEAK-HOUR INTERSECTION LOS SUMMARY

	INTERSECTION	PEAK HOUR	NEAR TERM BASELINE		NEAR TERM PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
1	Proposed New Dwy & E. Beyer Blvd	AM	This intersection does not exist under this scenario		This intersection will not have conflicting movements. Delay will be equal to zero seconds.			
		PM						
2	E. Beyer Blvd & Hill St	AM	7.6	A	7.6	A	0.0	NO
		PM	8.4	A	8.5	A	0.1	NO
3	E. Beyer Blvd & Bolton Hall Rd	AM	8.9	A	9.0	A	0.1	NO
		PM	10.1	B	10.2	B	0.1	NO
4	E. Beyer Blvd & Existing Dwy	AM	9.2	A	9.3	A	0.1	NO
		PM	9.7	A	9.8	A	0.1	NO
5	E. San Ysidro Blvd & E. Beyer Blvd	AM	18.2	B	19.0	B	0.8	NO
		PM	16.8	B	16.8	B	0.0	NO
6	E. San Ysidro Blvd & Border Village Rd (I	AM	13.0	B	13.1	B	0.1	NO
		PM	12.1	B	12.8	B	0.7	NO
7	E. San Ysidro Blvd & Border Village Rd (W	AM	13.1	B	13.1	B	0.0	NO
		PM	16.1	B	16.1	B	0.0	NO
8	E. San Ysidro Blvd & Center St	AM	10.4	B	10.5	B	0.1	NO
		PM	14.0	B	14.1	B	0.1	NO
9	E. San Ysidro Blvd & I-805 NB Ramp	AM	17.2	B	17.3	B	0.1	NO
		PM	20.3	C	20.7	C	0.4	NO
10	E. San Ysidro Blvd & I-805 SB Ramp	AM	15.1	B	15.4	B	0.3	NO
		PM	18.3	B	18.7	B	0.4	NO

Notes:

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

(c) Change in delay due to addition of project traffic

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TABLE 5-2
NEAR TERM CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	NEAR TERM BASELINE			NEAR TERM PLUS PROJECT			Δ in V/C	SIGNIFICANT?
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS		
E. Beyer Blvd										
Proposed Dwy to Center St	2 Lane Collector	8,000	4,166	0.521	C	4,234	0.529	C	0.008	NO
Center St to Bolton Hall Rd	2 Lane Collector	8,000	4,166	0.521	C	4,234	0.529	C	0.008	NO
Bolton Hall Rd to Existing Dwy	2 Lane Collector	8,000	4,166	0.521	C	4,234	0.529	C	0.008	NO
Existing Dwy to E. San Ysidro Blvd	2 Lane Collector	8,000	4,166	0.521	C	4,303	0.538	C	0.017	NO
E. San Ysidro Blvd										
I-805 to Border Village Rd (W)	2 Lane Collector (TWLT)	15,000	22,509	1.501	**F**	22,579	1.505	**F**	0.004	NO
Border Village Rd (W) to Border Village Rd (E)	2 Lane Collector (TWLT)	15,000	12,615	0.841	D	12,752	0.85	D	0.009	NO
Border Village Rd (E) to E. Beyer Blvd/Camino de la Plaza	4 Lane Major Arterial	40,000	15,820	0.396	B	15,957	0.399	B	0.003	NO

Notes:
(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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6.0 2030 HORIZON YEAR CONDITIONS

This section provides a description of the 2030 Horizon Year with the addition of the proposed project.

Road Network

No roadway network changes are assumed to take place under the Horizon Year scenario.

Traffic Volumes

The Horizon Year Average Daily Traffic volumes on the roadway segments in the study area were determined from SANDAG's 2030 Regional Transportation Plan (Mobility 2030) and the Final 2030 Regional Growth Forecast. To estimate the Horizon Year turning movement volumes at the study intersections, the existing turning movements at each respective study intersection were factored up based on the projected ADT volumes along each approach. A copy of the Year 2030 SANDAG forecast plot and worksheet calculations to estimate the future turning movements can be found in **Appendix C**.

Figures 6-1 illustrates the 2030 Horizon Year Baseline peak-hour traffic volumes at the study intersections, while **Figure 6-2** presents the 2030 Horizon Year Baseline ADT volumes along the roadway segments.

To determine the traffic volumes under the 2030 Horizon Year with the project scenario, the trips associated with the project were added to the 2030 Horizon Year Baseline volumes at the study intersections and roadway segments. **Figures 6-3** illustrates the Horizon Year with the project's peak-hour traffic volumes at the study intersections, while **Figure 6-4** presents the 2030 Horizon Year with the project's ADT volumes along the roadway segments.

Intersection Analysis

Table 6-1 displays the LOS analysis results for the study intersections under the Horizon Year with and without project scenarios. As shown in the table, all study intersections will operate at LOS C or better during both peak periods with and without the proposed project.

Appendix B contains the peak-hour intersections LOS calculation worksheets.

Roadway Segment Analysis

Table 6-2 displays the roadway segments analysis under 2030 Horizon Year Scenario. As shown in the table, under Horizon Year scenario, with the exception of East San Ysidro Boulevard between Border Village Road (East) and East Beyer Boulevard/Camino de la Plaza, all roadway segments are expected to operate at LOS F. The addition of the project traffic will not exceed the City of San Diego's threshold for determining significance and the project is not considered to have a significant cumulative impact along these failing roadway segment. All other study roadway segments will operate at LOS C or better with and without the addition of the proposed project. East San Ysidro Boulevard between Border Village Road (East) and East Beyer Boulevard/Camino de la Plaza will operate at LOS C without and with project conditions.

1

E. Beyer Blvd: ⇩ 253 / 517

Proposed New Dwy: ⇧ 216 / 382

2

Hill St: ⇨ 5 / 11, ⇩ 3 / 9, ⇦ 3 / 6

E. Beyer Blvd: ⇨ 4 / 5, ⇧ 91 / 232, ⇦ 6 / 35

Center St: ⇨ 0 / 10, ⇩ 138 / 372, ⇦ 115 / 135; ⇧ 120 / 139, ⇨ 6 / 5, ⇦ 7 / 22

3

E. Beyer Blvd: ⇧ 57 / 127, ⇦ 10 / 50

Bolton Hall Rd: ⇨ 81 / 197, ⇦ 74 / 187; ⇧ 4 / 81, ⇦ 6 / 33

4

Existing Dwy: ⇦ 5 / 5

E. Beyer Blvd: ⇨ 5 / 5, ⇧ 67 / 177

⇨ 87 / 230

5

E. Beyer Blvd: ⇨ 206 / 103, ⇩ 257 / 196, ⇦ 48 / 68

E. San Ysidro Blvd: ⇨ 23 / 50, ⇧ 48 / 235, ⇦ 22 / 61

Camino de la Plaza: ⇨ 295 / 153, ⇩ 43 / 337, ⇦ 138 / 704; ⇨ 23 / 583, ⇧ 123 / 231, ⇦ 10 / 569

6

Border Village Rd (east): ⇨ 2 / 2, ⇩ 2 / 1, ⇦ 2 / 33

E. San Ysidro Blvd: ⇨ 3 / 0, ⇧ 259 / 638, ⇦ 76 / 165

⇨ 3 / 16, ⇩ 330 / 781, ⇦ 2 / 2; ⇨ 2 / 2, ⇧ 0 / 4, ⇦ 72 / 289

7

E. San Ysidro Blvd: ⇧ 298 / 905, ⇦ 0 / 3

Border Village Rd (west): ⇨ 379 / 799, ⇦ 266 / 617; ⇨ 159 / 482, ⇦ 7 / 7

8

Center St: ⇦ 142 / 148

E. San Ysidro Blvd: ⇨ 30 / 119, ⇧ 448 / 1125

⇨ 80 / 125, ⇩ 610 / 1270

9

I-805 NB Ramp: ⇧ 231 / 575, ⇦ 359 / 698

E. San Ysidro Blvd

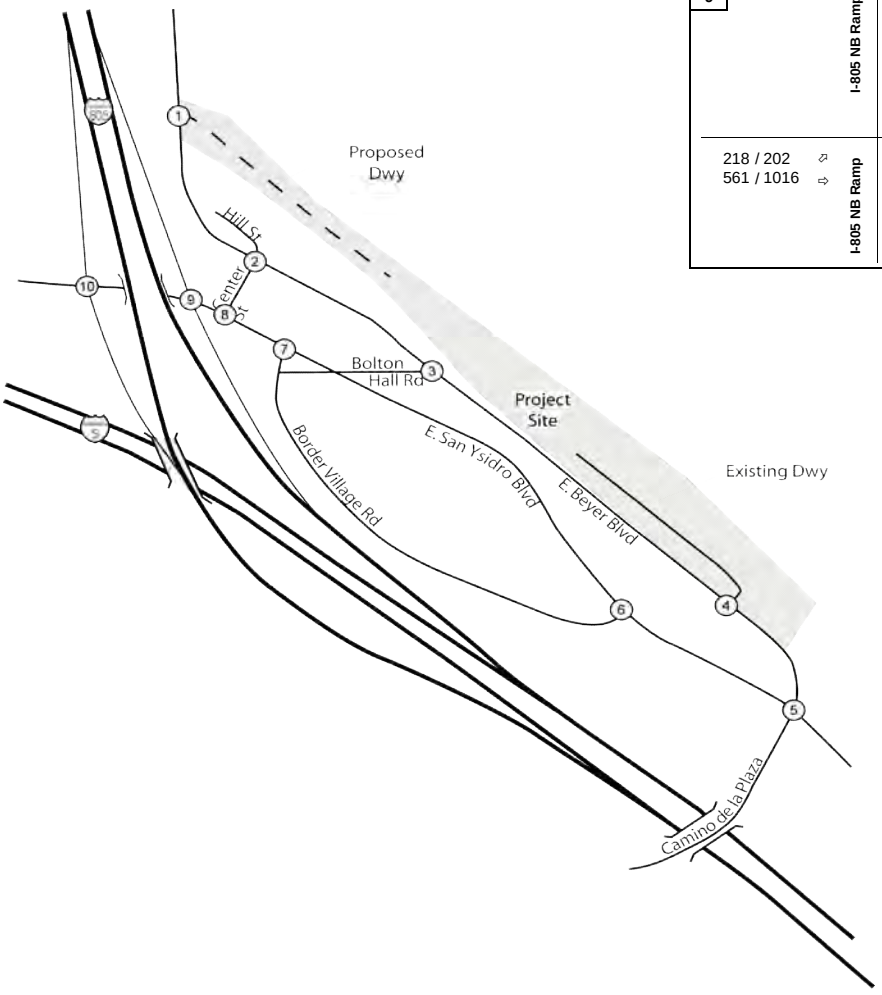
I-805 NB Ramp: ⇨ 218 / 202, ⇩ 561 / 1016; ⇨ 67 / 102, ⇧ 0 / 2, ⇦ 129 / 379

10

I-805 SB Ramp: ⇨ 218 / 197, ⇩ 2 / 3, ⇦ 230 / 413

E. San Ysidro Blvd: ⇧ 410 / 629, ⇦ 47 / 213

I-805 SB Ramp: ⇨ 587 / 855, ⇦ 119 / 316



Legend

X / Y = AM / PM PEAK HOUR TURNING VOLUMES

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 6-1

Horizon Year Baseline Peak-Hour Traffic Volumes

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021TA01.xlsm]BO Figure 1-12

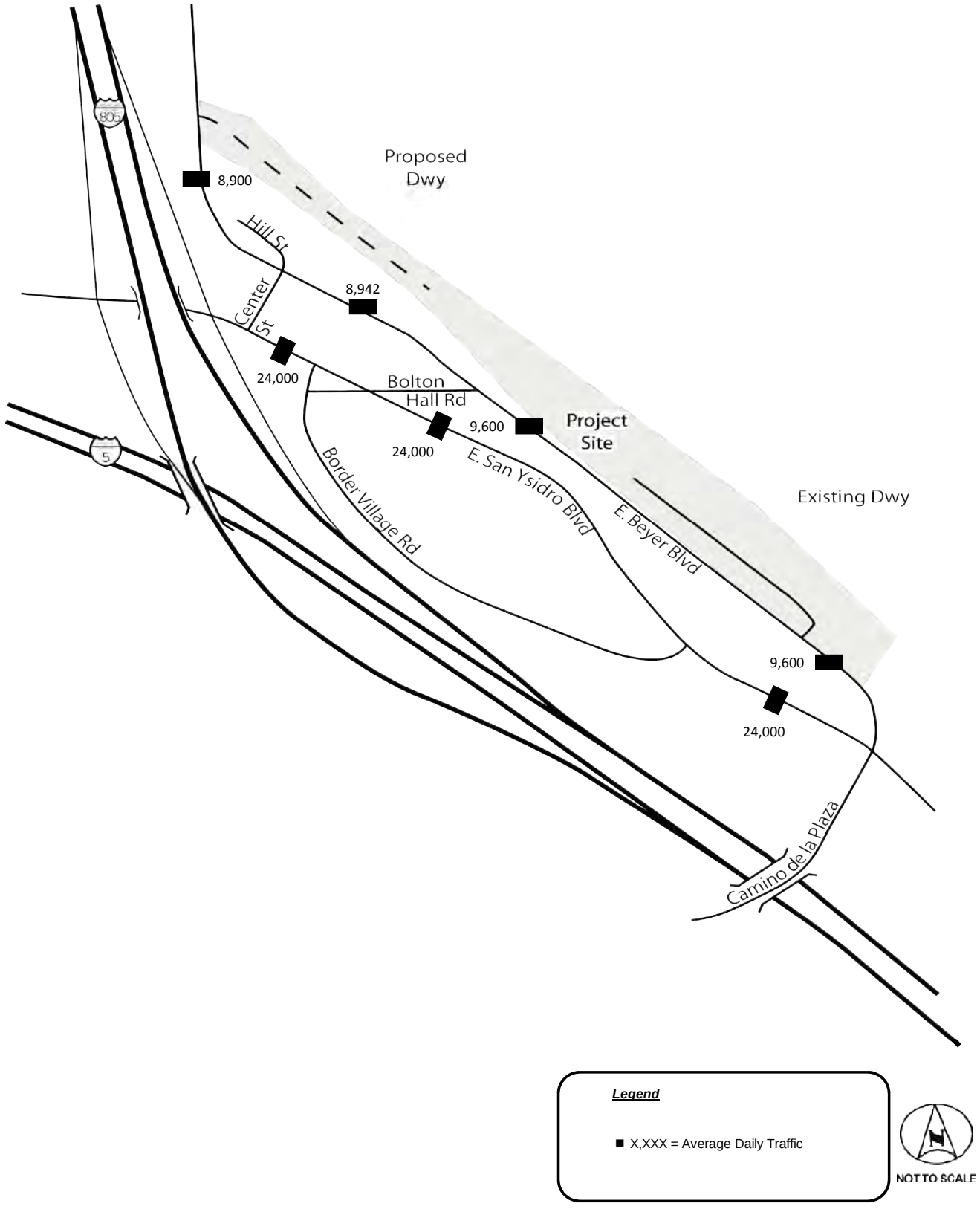


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FIGURE 6-2

Horizon Year Baseline ADT Volumes

K:\SND_TRANS\095596020\San Ysidro Yard Traffic Study\Excel\[526021RS01.xlsm]ADT Fig (P)\Horizon Year Baseline ADT Volumes

San Ysidro Railroad Yard Improvement Project

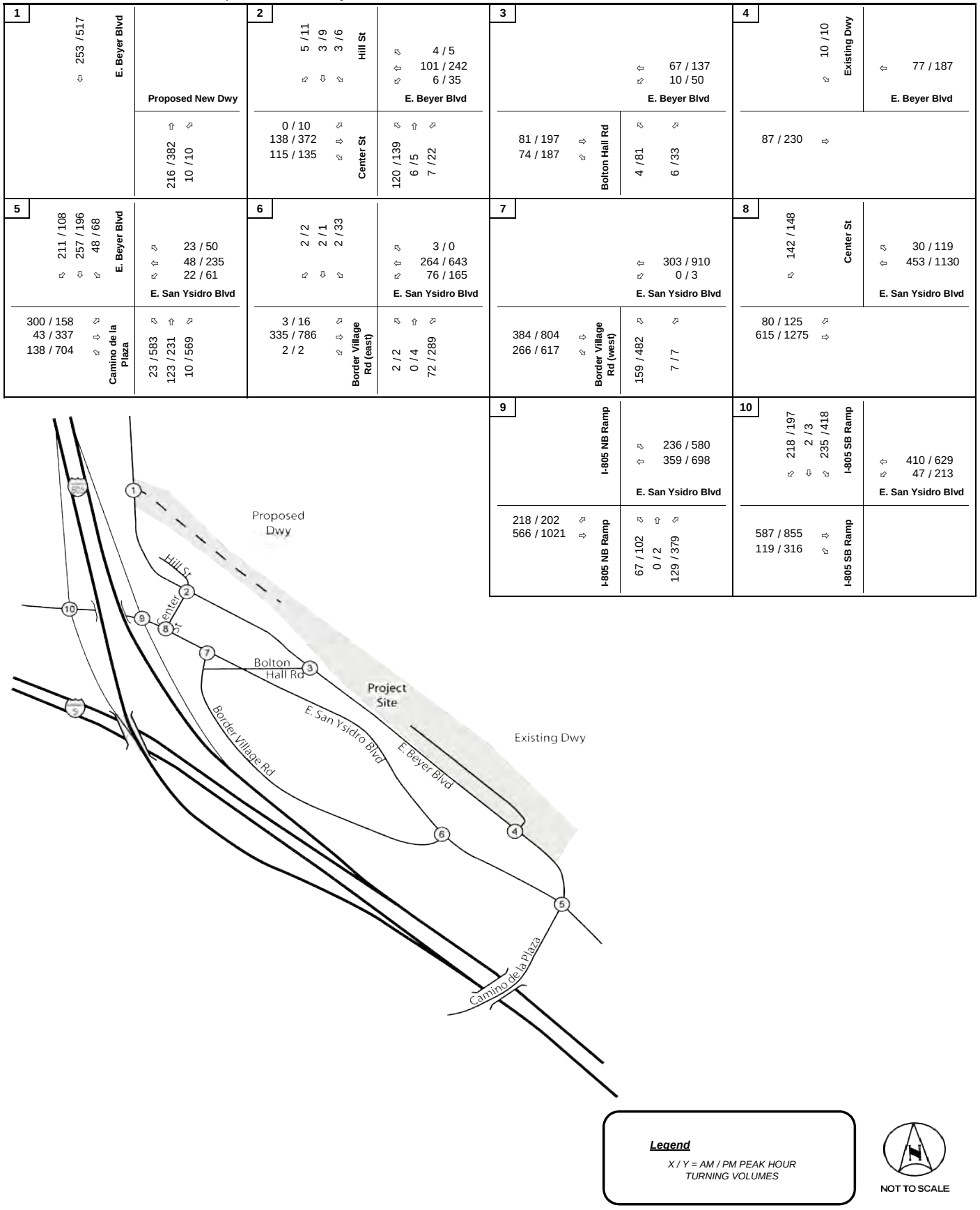

FIGURE 6-3

Horizon Year with Project Peak-Hour Traffic Volumes

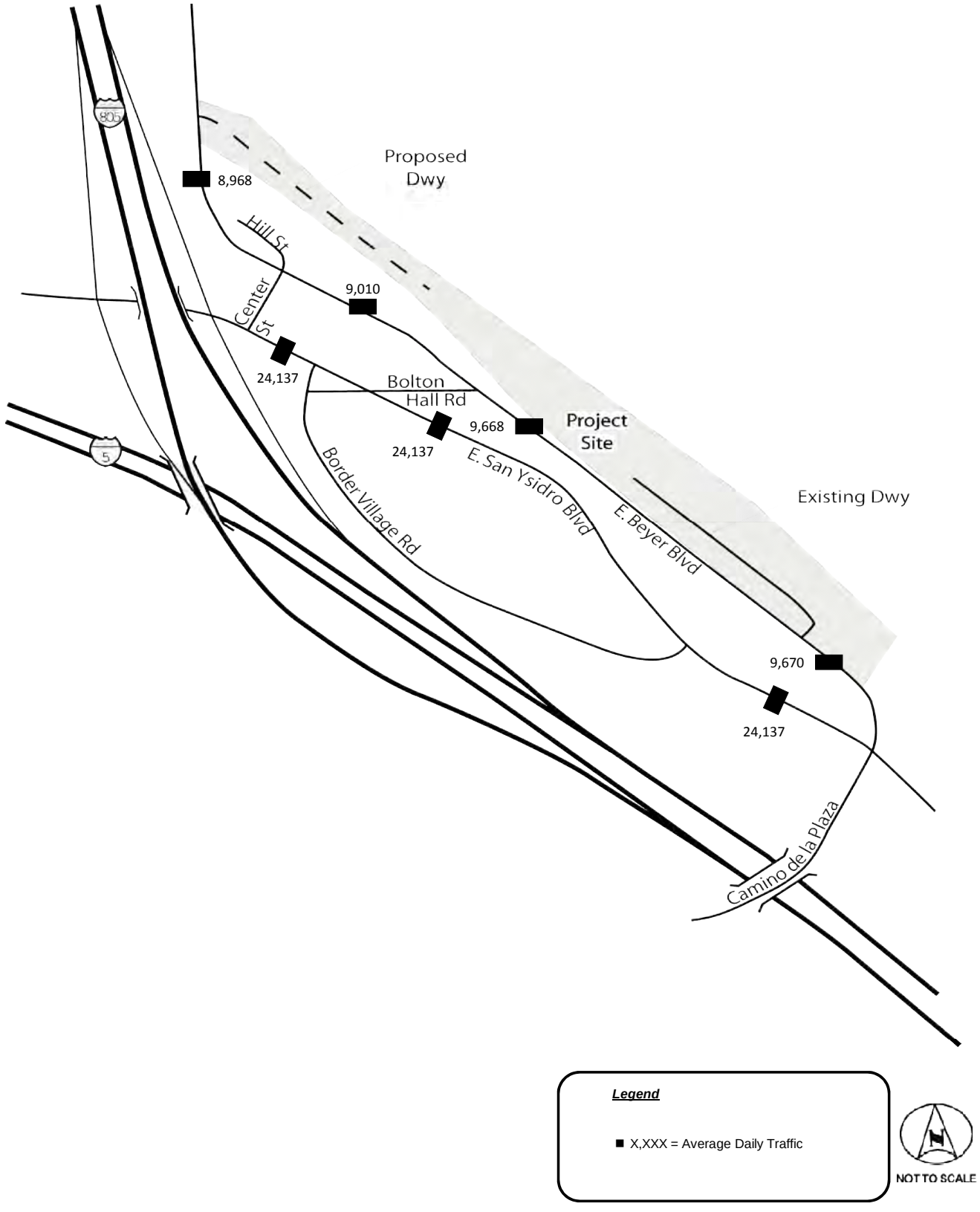
805
5
Proposed
Dwy
8,968
Hill St
Center
St
9,010
24,137
Bolton
Hall Rd
9,668
24,137
Project
Site
E. San Ysidro Blvd
Border Village Rd
E. Beyer Blvd
Existing Dwy
9,670
24,137
Camino de la Plaza
Legend
X,XXX = Average Daily Traffic
NOT TO SCALE

TABLE 6-1

HORIZON YEAR CONDITIONS

PEAK-HOUR INTERSECTION LOS SUMMARY

	INTERSECTION	PEAK HOUR	HORIZON YEAR BASELINE		HORIZON YEAR PLUS PROJECT			
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	Δ (c)	SIGNIFICANT?
1	Proposed New Dwy & E. Beyer Blvd	AM	This intersection does not exist under this scenario		This intersection will not have conflicting movements. Delay will be equal to zero seconds.			
		PM						
2	E. Beyer Blvd & Hill St	AM	10.0	B	10.1	B	0.1	NO
		PM	23.7	C	24.3	C	0.6	NO
3	E. Beyer Blvd & Bolton Hall Rd	AM	9.8	A	9.8	A	0.0	NO
		PM	15.5	C	15.7	C	0.2	NO
4	E. Beyer Blvd & Existing Dwy	AM	10.1	B	10.2	B	0.1	NO
		PM	11.5	B	11.7	B	0.2	NO
5	E. San Ysidro Blvd & E. Beyer Blvd	AM	24.9	C	25.0	C	0.1	NO
		PM	28.7	C	28.9	C	0.2	NO
6	E. San Ysidro Blvd & Border Village Rd (I	AM	12.0	B	12.1	B	0.1	NO
		PM	21.2	C	21.5	C	0.3	NO
7	E. San Ysidro Blvd & Border Village Rd (W	AM	12.5	B	12.5	B	0.0	NO
		PM	28.9	C	29.3	C	0.4	NO
8	E. San Ysidro Blvd & Center St	AM	11.9	B	12.0	B	0.1	NO
		PM	22.5	C	22.7	C	0.2	NO
9	E. San Ysidro Blvd & I-805 NB Ramp	AM	18.6	B	19.5	B	0.9	NO
		PM	29.3	C	30.9	C	1.6	NO
10	E. San Ysidro Blvd & I-805 SB Ramp	AM	16.1	B	16.5	B	0.4	NO
		PM	20.0	C	20.3	C	0.3	NO

Notes:

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

(c) Change in delay due to addition of project traffic

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TABLE 6-2
HORIZON YEAR CONDITIONS
ROADWAY SEGMENT LOS SUMMARY

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	HORIZON YEAR BASELINE			HORIZON YEAR PLUS PROJECT			Δ in V/C	SIGNIFICANT?
			ADT	V/C RATIO (a)	LOS	ADT	V/C RATIO (a)	LOS		
E. Beyer Blvd										
Proposed Dwy to Center St	2 Lane Collector	8,000	8,900	1.113	**F**	8,968	1.121	**F**	0.008	NO
Center St to Bolton Hall Rd	2 Lane Collector	8,000	8,942	1.118	**F**	9,010	1.126	**F**	0.008	NO
Bolton Hall Rd to Existing Dwy	2 Lane Collector	8,000	9,600	1.200	**F**	9,668	1.209	**F**	0.009	NO
Existing Dwy to E. San Ysidro Blvd	2 Lane Collector	8,000	9,600	1.200	**F**	9,670	1.209	**F**	0.009	NO
E. San Ysidro Blvd										
I-805 to Border Village Rd (W)	2 Lane Collector (TWLT)	15,000	20,000	1.333	**F**	20,070	1.338	**F**	0.005	NO
Border Village Rd (W) to Border Village Rd (E)	2 Lane Collector (TWLT)	15,000	24,000	1.600	**F**	24,137	1.609	**F**	0.009	NO
Border Village Rd (E) to E. Beyer Blvd/Camino de la Plaza	4 Lane Major Arterial	40,000	24,000	0.600	C	24,137	0.603	C	0.003	NO

Notes:
(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

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7.0 OTHER ISSUES

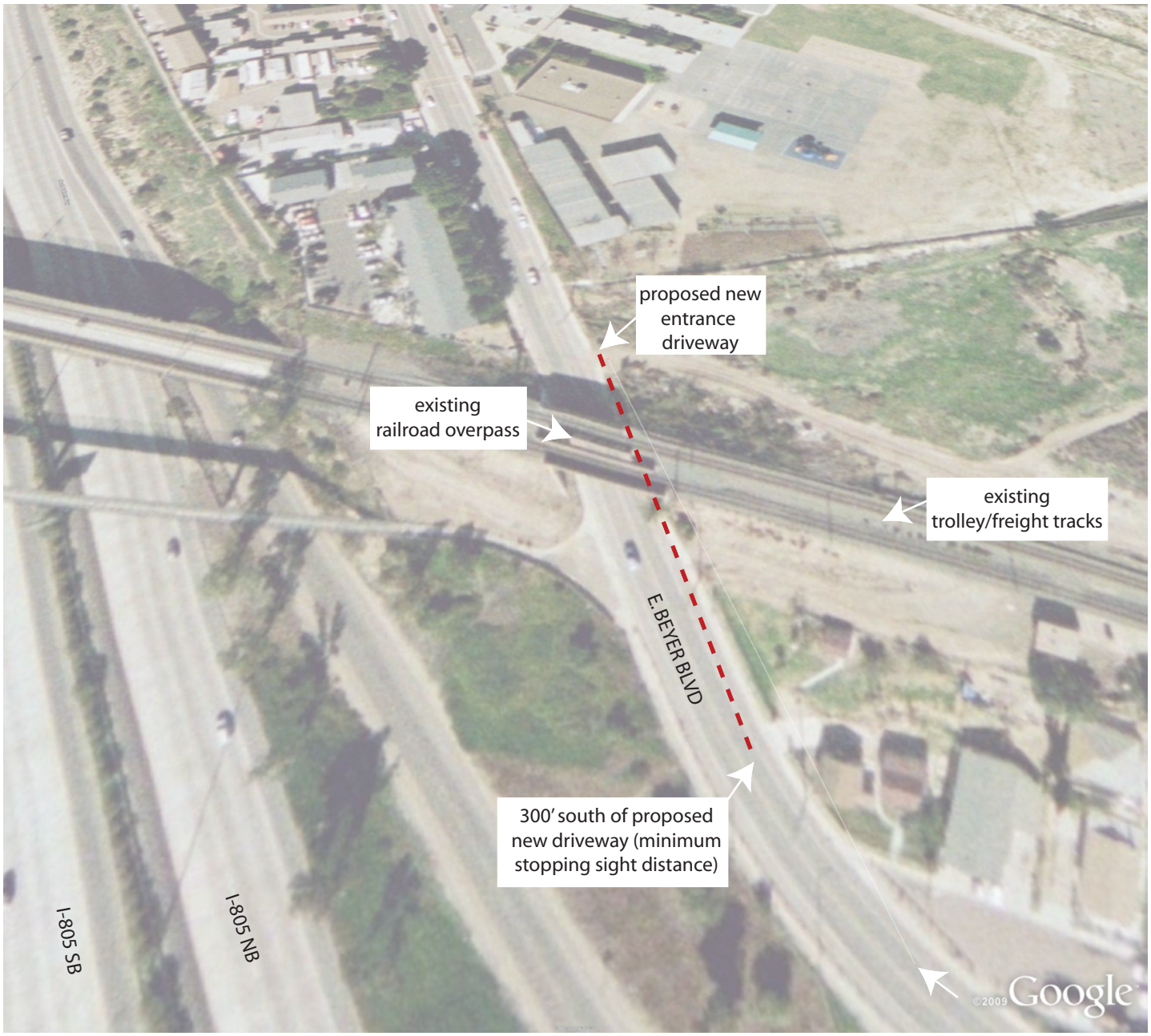
The following section discusses other traffic related issues related to the proposed project.

Site Access and On-site circulation

The project traffic will enter the site using a new driveway proposed to be constructed along the east side of East Beyer Boulevard, just north of the railroad crossing bridge. The proposed project will have an exit driveway along the north side of East Beyer Boulevard just east of Bolton Hall Road via an existing driveway. The on-site circulation for the project site was found to be adequate to accommodate vehicles entrance/exits to the site.

Sight Distance

Speed data was collected along East Beyer Boulevard at the location of the proposed driveway by True Counts on Tuesday July 14, 2009. A copy of the speed survey data can be found in **Appendix E**. The speed survey indicates that the prevailing speed along East Beyer Boulevard for vehicles traveling in the northbound direction is 38 miles per hour while the prevailing speed for the southbound direction is 41 miles per hour. Per Table 201.1 the minimum stopping sight distance for 40 miles per hour road is 300 feet. The proposed driveway location will meet the minimum stopping sight distance as required by Caltrans Highway Design Manual Table 201.1 for both directions of traffic. **Figure 7-1** illustrates the sight distance evaluation.



Legend:

Line of Minimum Stopping Sight Distance

N

NOT TO SCALE

Kimley-Horn and Associates, Inc.

FIGURE 7-1

Sight Distance Evaluation

8.0 FINDINGS AND CONCLUSIONS

The following section provides a summary of the key findings and study recommendations and includes a summary table that compares the results from the different scenarios.

Summary of Intersection Analyses

Table 8-1 displays the peak-hour LOS at all the study intersections for the different scenarios analyzed. As shown in the table, all intersections would operate at LOS D or better during all peak periods under all scenarios.

Summary of Roadway Segment Analyses

Table 8-2 displays the LOS at all the study roadway segments for the different scenarios analyzed. The following is a list of roadway segments operating at LOS E or F:

- East Beyer Boulevard between the proposed new driveway and Center Street : LOS F without and with project conditions;
- East Beyer Boulevard between Center Street and Bolton Hall Road : LOS F without and with project conditions;
- East Beyer Boulevard between Bolton Hall Road and existing driveway: LOS F without and with project conditions;
- East Beyer Boulevard between existing driveway and East San Ysidro Boulevard/Camino de la Plaza: LOS F without and with project conditions;
- East San Ysidro Boulevard between I-805 Ramps and Border Village Road (West): LOS F without and with project conditions;
- East San Ysidro Boulevard between Border Village Road (West) and Border Village Road (East): LOS F without and with project conditions; and
- East San Ysidro Boulevard between Border Village Road (East) and East Beyer Boulevard/Camino de la Plaza: LOS F without and with project conditions.

The addition of the project traffic will not exceed the City of San Diego's threshold for determining significance and the project is not considered to have a significant cumulative impact along these failing roadway segments. All other study roadway segments will operate at LOS C or better with and without the addition of the proposed project under all scenarios.

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TABLE 8-1

SUMMARY OF PEAK-HOUR INTERSECTION LOS RESULTS

	INTERSECTION	PEAK HOUR	EXISTING		NEAR TERM BASELINE		NEAR TERM PLUS PROJECT		HORIZON YEAR BASELINE		HORIZON YEAR PLUS PROJECT	
			DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)	DELAY (a)	LOS (b)
1	Proposed New Dwy & E. Beyer Blvd	AM	This intersection does not exist under this scenario		This intersection will not have conflicting movements. Delay will be equal to zero seconds.				This intersection will not have conflicting movements. Delay will be equal to zero seconds.			
		PM										
2	E. Beyer Blvd & Hill St	AM	7.6	A	7.6	A	7.6	A	10.0	B	10.1	B
		PM	8.4	A	8.4	A	8.5	A	23.7	C	24.3	C
3	E. Beyer Blvd & Bolton Hall Rd	AM	8.9	A	8.9	A	9.0	A	9.8	A	9.8	A
		PM	10.1	B	10.1	B	10.2	B	15.5	C	15.7	C
4	E. Beyer Blvd & Existing Dwy	AM	9.2	A	9.2	A	9.3	A	10.1	B	10.2	B
		PM	9.7	A	9.7	A	9.8	A	11.5	B	11.7	B
5	E. San Ysidro Blvd & E. Beyer Blvd	AM	18.2	B	18.2	B	19.0	B	24.9	C	25.0	C
		PM	16.8	B	16.8	B	16.8	B	28.7	C	28.9	C
6	E. San Ysidro Blvd & Border Village Rd (	AM	13.0	B	13.0	B	13.1	B	12.0	B	12.1	B
		PM	12.1	B	12.1	B	12.8	B	21.2	C	21.5	C
7	E. San Ysidro Blvd & Border Village Rd (	AM	13.1	B	13.1	B	13.1	B	12.5	B	12.5	B
		PM	16.1	B	16.1	B	16.1	B	28.9	C	29.3	C
8	E. San Ysidro Blvd & Center St	AM	10.4	B	10.4	B	10.5	B	11.9	B	12.0	B
		PM	14.0	B	14.0	B	14.1	B	22.5	C	22.7	C
9	E. San Ysidro Blvd & I-805 NB Ramp	AM	17.2	B	17.2	B	17.3	B	18.6	B	19.5	B
		PM	20.3	C	20.3	C	20.7	C	29.3	C	30.9	C
10	E. San Ysidro Blvd & I-805 SB Ramp	AM	15.1	B	15.1	B	15.4	B	16.1	B	16.5	B
		PM	18.3	B	18.3	B	18.7	B	20.0	C	20.3	C

Notes:

(a) Delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the worst movement.

(b) LOS calculations are based on the methodology outlined in the *2000 Highway Capacity Manual* and performed using Synchro 6.0

TABLE 8-2
SUMMARY OF ROADWAY SEGMENT LOS RESULTS

ROADWAY SEGMENT	ROADWAY CLASSIFICATION	LOS E CAPACITY	EXISTING		NEAR TERM BASELINE		NEAR TERM PLUS PROJECT		HORIZON YEAR BASELINE		HORIZON YEAR PLUS PROJECT	
			ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS	ADT	LOS
E. Beyer Blvd												
Proposed Dwy to Center St	2 Lane Collector	8,000	4,166	C	4,166	C	4,234	C	8,900	**F**	8,968	**F**
Center St to Bolton Hall Rd	2 Lane Collector	8,000	4,166	C	4,166	C	4,234	C	8,942	**F**	9,010	**F**
Bolton Hall Rd to Existing Dwy	2 Lane Collector	8,000	4,166	C	4,166	C	4,234	C	9,600	**F**	9,668	**F**
Existing Dwy to E. San Ysidro Blvd	2 Lane Collector	8,000	4,208	C	4,166	C	4,303	C	9,600	**F**	9,670	**F**
E. San Ysidro Blvd												
I-805 to Border Village Rd (W)	2 Lane Collector (TWLT)	15,000	22,509	**F**	22,509	**F**	22,579	**F**	20,000	**F**	20,070	**F**
Border Village Rd (W) to Border Village Rd (E)	2 Lane Collector (TWLT)	15,000	12,615	D	12,615	D	12,752	D	24,000	**F**	24,137	**F**
Border Village Rd (E) to E. Beyer Blvd/Camino de la Plaza	4 Lane Major Arterial	40,000	15,820	B	15,820	B	15,957	B	24,000	C	24,137	C

Notes:

Bold values indicate roadway segments operating at LOS E or F.

(a) The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

Appendices to the Traffic Impact Analysis are Bound Separately

San Diego Association of Governments

FINAL MITIGATED NEGATIVE DECLARATION
PURSUANT TO: CALIFORNIA ENVIRONMENTAL QUALITY ACT

PROJECT TITLE: San Ysidro Freight Rail Yard Improvement Project

LEAD AGENCY: San Diego Association of Governments (SANDAG)

PROJECT SPONSOR: SANDAG

PROJECT LOCATION: The project site encompasses approximately 59 acres along the San Diego and Arizona Eastern (SD&AE) Railroad line in the southeast portion of the City of San Diego community of San Ysidro. The project site is located southeast of Interstate 805, north of the United States (U.S.) – Mexico border, and east of East Beyer Boulevard.

PROJECT DESCRIPTION: SANDAG proposes improvements at the San Ysidro Rail Yard (Rail Yard), including construction of two new track extensions and revisions to track alignment for additional rail car storage, a new truck access road, and drainage improvements (herein referred to as the proposed project).

> The project would provide two new track extensions to the north that would provide additional storage capacity, as well as the ability to switch rail cars outside of the constrained operating windows without interrupting the trolley line. The new storage tracks and other revisions to track alignment would double rail car storage capacity. The improved truck access to the Rail Yard would provide additional opportunities for cargo transfer (transloading) and would eliminate some regional truck traffic trips on freeways in the region. Truck access~~Access~~ to the Rail Yard would be provided from East Beyer Boulevard via a new one-way, entrance-only driveway that would connect to an internal access road that would parallel the railroad tracks to the east. Trucks would exit the Rail Yard utilizing the ~~The~~ existing driveway off East Beyer Boulevard, north of East San Ysidro Boulevard~~, also would continue to provide access to the Rail Yard~~. Other improvements, such lighting and fencing, would be constructed for improved safety and security.

Additionally, the project would include drainage improvements to alleviate flooding and siltation which can occur at the Rail Yard. Because of the Rail Yard's adjacency to steeper topography of the undeveloped hillsides to the east, the project site is subject to inundation by water and silt during storm events. During these times, the Rail Yard and tracks are not in service, which further exacerbates the operational constraints, and limits the efficient movement of goods in the region. The project would correct the drainage deficiencies by constructing storm drain facilities to accommodate flows during storm events, including detention and desiltation basins, grated catch basins, and storm drain pipelines.

To accommodate the proposed improvements, it is anticipated that ~~partial~~ acquisition of ~~up to~~ approximately 12 abutting parcels to the east may be required. All but one of these parcels contain undeveloped land designated for industrial uses. One contains structural remains of a former ranch building and dirt driveways. This property is designated for residential uses. It is anticipated that ~~portions along the western edge of~~ the following parcels (identified by Assessor Parcel Number [APN]) may be acquired:

- 666-130-03
- 666-200-03
- 667-010-03
- 666-130-10
- 666-130-24-01
- 666-130-25-01
- 666-130-26
- 666-200-63
- 666-200-56
- 667-020-06
- 667020-07
- 667-020-08

FINDINGS

SANDAG finds that the San Ysidro Freight Rail Yard Improvement Project WILL NOT result in a significant effect on the environment for the following reasons:

a. The proposed project would be compatible with existing surrounding land uses.

b. The proposed project would not violate any air quality standard, or substantially contribute to an existing or projected air quality violation.

c. The proposed project would result in potentially significant impacts to sensitive animal and plant species, sensitive vegetation communities, jurisdictional areas (U.S. Army Corps of Engineers and California Department of Fish and Game), and spread of invasive plant species. Implementation of the mitigation measures listed below would reduce associated impacts related to biological resources to below a level of significance.

d. The proposed project would result in potentially significant impacts to a local historical resource. Implementation of the mitigation measure listed below would reduce impacts to below a level of significance.

e. The proposed project would result in a potentially significant impact to paleontological resources. Implementation of the mitigation measure listed below would reduce impacts to below a level of significance.

f. The proposed project would result in potentially significant impacts related to hazardous materials due to the potential presence of contaminated soil and hazardous materials (i.e., asbestos-containing materials, lead-based paint, and polychlorinated biphenyls) within the project site. Implementation of the mitigation measures listed below would reduce associated impacts to below a level of significance.

g. The proposed project will not create a substantial increase in traffic on area roadways.

h. The proposed project would comply with National Pollutant Discharge Elimination System (NPDES) guidelines for municipal storm water runoff in accordance with the San Diego Regional Water Quality Control Board (RWQCB) Order No. R9-2007-0001.

i. The proposed project would not result in direct or indirect project-level significant impacts to aesthetics, agriculture and forestry resources, air quality, geology and soils, greenhouse gas emissions, hydrology and water quality, land use and planning, mineral resources, noise, population and housing, public services, recreation, transportation and traffic, and utilities and service systems.

j. The proposed project could contribute to cumulative effects associated with air quality, greenhouse gases, water quality, noise, and traffic. The project's contribution, however, would not be cumulatively considerable.

MITIGATION MEASURES

Implementation of the project-specific mitigation measures identified below would reduce potentially significant impacts to below a level of significance.

Biological Resources

BIO-1. Temporary impacts to 1.8 acres of maritime succulent scrub (including disturbed) shall be mitigated at a 1:1 ratio and permanent impacts to 1.7 acres of maritime succulent scrub (including disturbed) shall be mitigated at a 2:1 ratio through acquisition and/or restoration of 5.2 acres of suitable upland habitat within West Otay or another approved mitigation site in consultation with the resource agencies.

BIO-2. Native vegetation shall be cleared and grubbed outside the coastal California gnatcatcher breeding season (February 15 through August 31) to avoid nesting/breeding birds.

A qualified biologist shall monitor construction activities throughout the duration of the project to ensure that measures are being employed to avoid incidental noise disturbance of the gnatcatcher outside the project footprint. Construction monitoring reports shall be completed and provided to the USFWS summarizing how the project is in compliance with applicable conditions.

If it is determined that breeding activities are occurring (territorial defense, nest building, brooding, etc.), the locations and/or perimeter of the territory and/or nest shall be documented and the USFWS shall be consulted. Project construction activities expected to adversely affect the coastal California gnatcatcher shall immediately halt within 500 feet of the territory or nest until it is determined that breeding activities are no longer occurring or the young have fledged.

In addition, at least two weeks prior to construction, under the direction of a qualified acoustician, noise attenuation measures shall be implemented to ensure that noise levels will not exceed 60 dB(A) hourly average (or ambient) at the edge of occupied gnatcatcher habitat. Concurrent with the commencement of construction and the construction of necessary noise attenuation facilities, noise monitoring (described below) shall be conducted at the edge of occupied habitat to ensure that the above stated noise levels are not exceeded. If the noise attenuation measures are determined to be inadequate by the acoustician or biologist, then construction shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 31).

Construction noise shall continue to be monitored at least twice weekly on varying days (or more frequently depending on the construction activity) to verify that noise levels at the edge of occupied habitat are maintained at or below 60 dB(A) (or ambient) hourly average. If not, other measures shall be implemented. Such measures may include but are not limited to limitations on the placement of equipment and simultaneous use of equipment.

BIO-3. Impacts to 0.11 acre of unvegetated basins shall be mitigated at a 3:1 ratio through creation and/or enhancement of 0.33 acre of vernal pools within West Otay or another approved mitigation site in consultation with the resource agencies. SANDAG shall prepare a vernal pool restoration plan subject to approval by the USFWS prior to project construction. Soils containing fairy shrimp cysts from the impacted unvegetated basins shall be salvaged prior to grading and used to inoculate the created vernal pools.

BIO-4. Prior to construction, individual sensitive plant species that would be impacted by the project shall be salvaged and replanted at off-site mitigation areas, where practicable.

BIO-5. Temporary and permanent impacts to 5.0 acres of non-native grassland shall be mitigated at a 0.5:1 ratio through acquisition and/or restoration of 2.5 acres of suitable upland habitat within West Otay or another approved mitigation site in consultation with the resource agencies.

BIO-6. Clearing and grubbing shall occur outside the breeding season of raptors (breeding season is February 15 to August 31) to avoid breeding birds. If vegetation clearing and grubbing occur during the raptor breeding season, pre-construction nesting raptor surveys shall be conducted to determine presence or absence of nesting raptors. If nesting raptors are discovered within 500 feet of proposed construction activities, such activities shall be halted until the young have fledged.

BIO-7. All sensitive habitats outside the proposed impact area shall be designated as Environmentally Sensitive Areas (ESAs). These ESAs shall be fenced with orange plastic exclusionary fencing and no personnel, debris, or equipment shall be allowed within the ESAs. The ESAs shall be monitored during construction activities.

BIO-8. Impacts to 0.53 acre of mule fat scrub shall be mitigated at a 3:1 ratio through preservation of 1.59 acres of mule fat scrub in cooperation with the County of San Diego at the Dairy Mart Ponds Ecological Reserve in south San Diego County in consultation with the resource agencies.

BIO-9. Impacts to Waters of the U.S. (WUS)/streambed shall be mitigated at a 1:1 ratio through preservation or enhancement of 0.03 acre of wetland or non-wetland habitat in cooperation with the County of San Diego at the Dairy Mart Ponds Ecological Reserve in south San Diego County in consultation with the resource agencies.

BIO-10. Prior to construction, a qualified biologist shall review the project hydroseed mix to ensure that no invasive species (as listed in the California Invasive Plant Inventory) are included.

Cultural Resources

CUL-1. Prior to realignment, removal, or modifications to existing railroad tracks within the project site, SANDAG shall prepare a Level II Historic American Engineering Record (HAER) of the SD&AE Railroad in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation Historic American Buildings Survey (HABS)/HAER Standards.

Paleontological Resources

PAL-1. Prior to and during construction, a paleontological monitoring plan shall be prepared and implemented and shall include the following:

- A qualified paleontologist shall attend a pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology, who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County,

and who has worked as a paleontological mitigation project supervisor in the County for at least one year.

- A paleontological monitor shall be on site on a full-time basis during the original cutting of previously undisturbed deposits with high or moderate paleontological resource potential (i.e., the Otay formation and terrace deposits) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of the qualified paleontologist. As grading progresses, the qualified paleontologist and paleontological monitor shall have the authority to reduce the scope of the monitoring program to an appropriate level if it is determined that the potential for impacts to paleontological resources is lower than anticipated.

- If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time, although if necessary the paleontologist (or paleontological monitor) shall be allowed to briefly redirect, divert, or halt grading. Certain fossil specimens, however (e.g., a complete large mammal skeleton), may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to redirect, divert, or halt grading to allow recovery of fossil remains in a timely manner.

- Fossil remains collected during monitoring and salvage shall be cleaned (removal of extraneous enclosing sedimentary rock material), repaired (consolidation of fragile fossils and gluing together of broken pieces), sorted (separating fossils of different species), and cataloged (scientific identification of species, assignment of inventory tracking numbers, and recording of these numbers in a computerized collection database). Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in an accredited scientific institution with permanent paleontological collections, such as the San Diego Natural History Museum.

- A final summary report shall be prepared that outlines the results of the monitoring program.

Hazards and Hazardous Materials

HAZ-1. Prior to ground disturbance associated with the construction of the proposed project, a geophysical survey shall be conducted at the maintenance building fueling area and former or current locomotive washing area to attempt to determine if unidentified underground facilities are present. If any underground facilities are identified during the geophysical survey or encountered during project construction, they shall be removed under the oversight of a qualified environmental professional and appropriate regulatory agencies in accordance with applicable regulations.

HAZ-2. Prior to ground disturbance associated with the construction of the proposed project, a limited shallow soil subsurface investigation shall be conducted by a certified hazardous materials specialist to assess the presence/absence of contaminated soils. If contaminated soil is present, appropriate abatement actions shall be implemented by a licensed abatement contractor and in accordance with applicable regulatory requirements.

HAZ-3. Prior to maintenance or renovation of existing on-site buildings, surveys shall be conducted for the presence of asbestos-containing materials and lead-based paint. The surveys shall be conducted by a certified hazardous materials specialist in accordance with applicable local, state, and federal guidelines and regulations. If hazardous building materials are present, appropriate abatement measures shall be implemented by a licensed abatement contractor in accordance with regulatory requirements.

HAZ-4. Prior to removal or relocation of railroad switching ties or electrical transformers, sampling of hydraulic and dielectric fluids shall be conducted for the presence of polychlorinated biphenyls. The sampling shall be conducted by a certified hazardous materials specialist in accordance with applicable local, state, and federal guidelines and regulations. If hazardous building materials are present, appropriate abatement measures shall be implemented by a licensed abatement contractor in accordance with regulatory requirements.

THE INITIAL STUDY PREPARED FOR THIS PROJECT IS ATTACHED.

Form Prepared By:
Rob Rundle, Principal Regional Planner
SANDAG
401 B Street
San Diego, CA 92101
Phone: (619) 699-6949; E-mail: rru@sandag.org

Signature

2/2/11
Date

MITIGATION, MONITORING, AND REPORTING PROGRAM SUMMARY
SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

The California Environmental Quality Act (CEQA; California Public Resources Code Section 21081.6) requires public agencies to adopt a monitoring and reporting program for the revisions which it has required in the project and the measures it has imposed to mitigate or avoid significant environmental effects. In order to ensure that the mitigation measures and project revisions identified in the Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the public agency shall adopt a Mitigation Monitoring and Reporting Program (MMRP). This MMRP has been prepared in conjunction with the proposed San Ysidro Freight Rail Yard Improvement Project, the environmental effects of which have been evaluated in an MND prepared in accordance with CEQA and the State CEQA Guidelines.

This MMRP identifies the mitigation measures to be implemented by SANDAG, the entity responsible for the monitoring, and the timing of mitigation implementation and monitoring. This MMRP is appended to the Final MND for the proposed project. A record of the MMRP will be maintained at SANDAG, 401 B Street, Suite 800, San Diego, California 92101.

MITIGATION, MONITORING, AND REPORTING PROGRAM SUMMARY **SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT**		
Mitigation Measure	**Responsible Party**	**Timing**
BIOLOGICAL RESOURCES		
BIO-1. Temporary impacts to 1.8 acres of maritime succulent scrub (including disturbed) shall be mitigated at a 1:1 ratio and permanent impacts to 1.7 acres of maritime succulent scrub (including disturbed) shall be mitigated at a 2:1 ratio through acquisition and/or restoration of 5.2 acres of suitable upland habitat within West Otay or another approved mitigation site in consultation with the resource agencies.	SANDAG	Prior to construction
BIO-2. Native vegetation shall be cleared and grubbed outside the coastal California gnatcatcher breeding season (February 15 through August 31) to avoid nesting/breeding birds. A qualified biologist shall monitor construction activities throughout the duration of the project to ensure that measures are being employed to avoid incidental noise disturbance of the gnatcatcher outside the project footprint. Construction monitoring reports shall be completed and provided to the USFWS summarizing how the project is in compliance with applicable conditions. If it is determined that breeding activities are occurring (territorial defense, nest building, brooding, etc.), the locations and/or perimeter of the territory and/or nest shall be documented and the USFWS shall be consulted. Project construction activities expected to adversely affect the coastal California gnatcatcher shall immediately halt within 500 feet of the territory or nest until it is determined that breeding activities are no longer occurring or the young have fledged.	SANDAG/ Construction Contractor SANDAG/ Qualified Consultant/ Construction Contractor	During construction

MITIGATION, MONITORING, AND REPORTING PROGRAM SUMMARY SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT		
Mitigation Measure	**Responsible Party**	**Timing**
BIOLOGICAL RESOURCES (CONT.)		
In addition, at least two weeks prior to construction, under the direction of a qualified acoustician, noise attenuation measures shall be implemented to ensure that noise levels will not exceed 60 dB(A) hourly average (or ambient) at the edge of occupied gnatcatcher habitat. Concurrent with the commencement of construction and the construction of necessary noise attenuation facilities, noise monitoring (described below) shall be conducted at the edge of occupied habitat to ensure that the above stated noise levels are not exceeded. If the noise attenuation measures are determined to be inadequate by the acoustician or biologist, then construction shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 31). Construction noise shall continue to be monitored at least twice weekly on varying days (or more frequently depending on the construction activity) to verify that noise levels at the edge of occupied habitat are maintained at or below 60 dB(A) (or ambient) hourly average. If not, other measures shall be implemented. Such measures may include but are not limited to limitations on the placement of equipment and simultaneous use of equipment.		
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BIO-4. Prior to construction, individual sensitive plant species that would be impacted by the project shall be salvaged and replanted at off-site mitigation areas, where practicable.	Qualified Consultant	Prior to construction
BIO-5. Temporary and permanent impacts to 5.0 acres of non-native grassland shall be mitigated at a 0.5:1 ratio through acquisition and/or restoration of 2.5 acres of suitable upland habitat within West Otay or another approved mitigation site in consultation with the resource agencies.	SANDAG	Prior to construction

MITIGATION, MONITORING, AND REPORTING PROGRAM SUMMARY SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT		
Mitigation Measure	**Responsible Party**	**Timing**
BIOLOGICAL RESOURCES (CONT.)		
BIO-6. Clearing and grubbing shall occur outside the breeding season of raptors (breeding season is February 15 to August 31) to avoid breeding birds. If vegetation clearing and grubbing occur during the raptor breeding season, pre-construction nesting raptor surveys shall be conducted to determine presence or absence of nesting raptors. If nesting raptors are discovered within 500 feet of proposed construction activities, such activities shall be halted until the young have fledged.	SANDAG/ Qualified Consultant/ Construction Contractor	During construction
BIO-7. All sensitive habitats outside the proposed impact area shall be designated as Environmentally Sensitive Areas (ESAs). These ESAs shall be fenced with orange plastic exclusionary fencing and no personnel, debris, or equipment shall be allowed within the ESAs. The ESAs shall be monitored during construction activities.	Construction Contractor/ Qualified Consultant	Prior to and during construction
BIO-8. Impacts to 0.53 acre of mule fat scrub shall be mitigated at a 3:1 ratio through preservation of 1.59 acres of mule fat scrub in cooperation with the County of San Diego at the Dairy Mart Ponds Ecological Reserve in south San Diego County in consultation with the resource agencies.	SANDAG	Prior to construction
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BIO-10. Prior to construction, a qualified biologist shall review the project hydroseed mix to ensure that no invasive species (as listed in the California Invasive Plant Inventory) are included.	SANDAG/ Qualified Consultant	Prior to construction
CULTURAL RESOURCES		
CUL-1. Prior to realignment, removal, or modifications to existing railroad tracks within the project site, SANDAG shall prepare a Level II Historic American Engineering Record (HAER) of the SD&AE Railroad in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation Historic American Buildings Survey (HABS)/HAER Standards.	SANDAG/ Qualified Consultant	Prior to construction involving track work

MITIGATION, MONITORING, AND REPORTING PROGRAM SUMMARY SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT		
Mitigation Measure	**Responsible Party**	**Timing**
PALEONTOLOGICAL RESOURCES		
PAL-1. Prior to and during construction, a paleontological monitoring plan shall be prepared and implemented and shall include the following: ▪ A qualified paleontologist shall attend a pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology, who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the County for at least one year. ▪ A paleontological monitor shall be on site on a full-time basis during the original cutting of previously undisturbed deposits with high or moderate paleontological resource potential (i.e., the Otay formation and terrace deposits) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of the qualified paleontologist. As grading progresses, the qualified paleontologist and paleontological monitor shall have the authority to reduce the scope of the monitoring program to an appropriate level if it is determined that the potential for impacts to paleontological resources is lower than anticipated. ▪ If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time, although if necessary the paleontologist (or paleontological monitor) shall be allowed to briefly redirect, divert, or halt grading. Certain fossil specimens, however (e.g., a complete large mammal skeleton), may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to redirect, divert, or halt grading to allow recovery of fossil remains in a timely manner.	SANDAG/ Qualified Consultant	Prior to and during construction

MITIGATION, MONITORING, AND REPORTING PROGRAM SUMMARY SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT		
Mitigation Measure	**Responsible Party**	**Timing**
PALEONTOLOGICAL RESOURCES (CONT.)		
▪ Fossil remains collected during monitoring and salvage shall be cleaned (removal of extraneous enclosing sedimentary rock material), repaired (consolidation of fragile fossils and gluing together of broken pieces), sorted (separating fossils of different species), and cataloged (scientific identification of species, assignment of inventory tracking numbers, and recording of these numbers in a computerized collection database). Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in an accredited scientific institution with permanent paleontological collections, such as the San Diego Natural History Museum. ▪ A final summary report shall be prepared that outlines the results of the monitoring program.		
HAZARDS AND HAZARDOUS MATERIALS		
HAZ-1. Prior to ground disturbance associated with the construction of the proposed project, a geophysical survey shall be conducted at the maintenance building fueling area and former or current locomotive washing area to attempt to determine if unidentified underground facilities are present. If any underground facilities are identified during the geophysical survey or encountered during project construction, they shall be removed under the oversight of a qualified environmental professional and appropriate regulatory agencies in accordance with applicable regulations.	SANDAG/ Qualified Consultant	Prior to construction
HAZ-2. Prior to ground disturbance associated with the construction of the proposed project, a limited shallow soil subsurface investigation shall be conducted by a certified hazardous materials specialist to assess the presence/absence of contaminated soils. If contaminated soil is present, appropriate abatement actions shall be implemented by a licensed abatement contractor and in accordance with applicable regulatory requirements.	SANDAG/ Qualified Consultant	Prior to construction
HAZ-3. Prior to maintenance or renovation of existing on-site buildings, surveys shall be conducted for the presence of asbestos-containing materials and lead-based paint. The surveys shall be conducted by a certified hazardous materials specialist in accordance with applicable local, state, and federal guidelines and regulations. If hazardous building materials are present, appropriate abatement measures shall be implemented by a licensed abatement contractor in accordance with regulatory requirements.	SANDAG/ Qualified Consultant	Prior to construction

MITIGATION, MONITORING, AND REPORTING PROGRAM SUMMARY SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT		
Mitigation Measure	**Responsible Party**	**Timing**
HAZARDS AND HAZARDOUS MATERIALS (CONT.)		
HAZ-4. Prior to removal or relocation of railroad switching ties or electrical transformers, sampling of hydraulic and dielectric fluids shall be conducted for the presence of polychlorinated biphenyls. The sampling shall be conducted by a certified hazardous materials specialist in accordance with applicable local, state, and federal guidelines and regulations. If hazardous building materials are present, appropriate abatement measures shall be implemented by a licensed abatement contractor in accordance with regulatory requirements.	SANDAG/ Qualified Consultant	Prior to construction

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ENVIRONMENTAL CHECKLIST FORM

I. PROJECT INFORMATION

1. Project Title:	San Ysidro Freight Rail Yard Improvement Project
2. Lead Agency Name and Address:	San Diego Association of Governments 401 B Street, Suite 800 San Diego, CA 92101-4231
3. Contact Person and Phone Number:	Rob Rundle Principal Regional Planner (619) 699-6949
4. Project Location:	Along the San Diego and Arizona Eastern (SD&AE) railroad line in the southeast portion of the City of San Diego community of San Ysidro. The Project site is located southeast of Interstate 805, north of the United States (U.S.)-Mexico border, and east of East Beyer Boulevard.
5. Project Sponsor's Name/Address:	The same as lead agency.
6. General Plan Designation:	Industrial, Low-density Residential (5 to 10 dwelling units per net acre).
7. Zoning:	IL-3-1 (Industrial – Light; light industrial, office, and commercial uses), RS-1-7 (Residential – Single Unit; minimum 5,000-square foot lots), SYIO-I-1 (San Ysidro Implementing Ordinance I-1; industrial use).

II. PROJECT DESCRIPTION

The San Diego Association of Governments (SANDAG) proposes improvements at the San Ysidro Rail Yard (Rail Yard), including construction of two new track extensions and revisions to track alignment for additional rail car storage, a new truck access road, and drainage improvements (herein referred to as the proposed project). The approximately 59-acre project site is located in the southeast portion of the City of San Diego community of San Ysidro, southeast of Interstate 805, north of the U.S.-Mexico border, and east of East Beyer Boulevard (Figures 1 and 2).

Environmental Setting

The project site encompasses approximately 59 acres along the SD&AE railroad line in the community of San Ysidro. The project site consists of an approximately one-mile long northwest/southeast trending railroad corridor, as well as undeveloped land. The Rail Yard is located along the SD&AE South Line, which extends approximately 15 miles between downtown San Diego and the U.S.–Mexico border at San Ysidro. This railroad line connects to the Carrizo Gorge Railway in Mexico. The San Diego and Imperial Valley (SD&IV) railroad is the freight operator along this line and transports commodities such as propane, petroleum fuels, corn syrup, malt, and wood pulp. The existing Rail Yard includes a maintenance warehouse, a cargo transfer or transload (rail to truck) facility, and storage tracks. The area surrounding the project site consists of commercial and residential development and undeveloped land (Figure 2).

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Regional Location Map

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Figure 1

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Project Vicinity Map

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

HELIX Environmental Planning

Figure 2

Project Background

The purpose of the project is to improve operational capacity and efficiency at the Rail Yard to accommodate existing and future freight rail operations in the region. Regional freight rail growth has stressed the current capacity of the existing 100-car Rail Yard. Much of the growth is from the increase in cross-border traffic to Mexico. The Rail Yard is operationally constrained by a 3.5-hour daily freight train operating window for rail traffic moving north to interchange in San Diego, and a three-hour border-crossing window for moving rail cars to and from Mexico. These operational constraints trap rail cars at the Rail Yard for the majority of the day, creating demands on its existing storage capacity.

Project Characteristics

The project would provide two new track extensions to the north that would provide additional storage capacity, as well as the ability to switch rail cars outside of the constrained operating windows without interrupting the trolley line. The new storage tracks and other revisions to track alignment would double rail car storage capacity. The improved truck access to the Rail Yard would provide additional opportunities for cargo transfer (transloading) and would eliminate some regional truck traffic trips on freeways in the region. Truck acess~~Access~~ to the Rail Yard would be provided from East Beyer Boulevard via a new one-way, entrance-only driveway that would connect to an internal access road that would parallel the railroad tracks to the east. Trucks would exit the Rail Yard utilizing the~~The~~ existing driveway off East Beyer Boulevard, north of East San Ysidro Boulevard~~, also would continue to provide access to the Rail Yard~~. Other improvements, such lighting and fencing, would be constructed for improved safety and security. The project would be constructed in approximately 18 months. The amount of cut would total approximately 170,000 cubic yards and fill would total 9,000 cubic yards. Slopes and areas of temporary impacts would be hydroseeded with native, drought-tolerant vegetation for erosion control.

Additionally, the project would include drainage improvements to alleviate flooding and siltation which can occur at the Rail Yard. Because of the Rail Yard's adjacency to steeper topography of the undeveloped hillsides to the east, the project site is subject to inundation by water and silt during storm events. During these times, the Rail Yard and tracks are not in service, which further exacerbates the operational constraints, and limits the efficient movement of goods in the region. The project would correct the drainage deficiencies by constructing storm drain facilities to accommodate flows during storm events, including detention and desiltation basins, grated catch basins, drainage ditches and storm drain pipelines. Figures 3a through 3f depict a site plan of the proposed project.

To accommodate the proposed improvements, ~~partial~~ it is anticipated that acquisition of ~~up to~~ approximately 12 abutting parcels to the east may be required. All but one of these parcels contain undeveloped land designated for industrial uses. One contains structural remains of a former ranch building and dirt driveways. This property is designated for residential uses. It is anticipated ~~that portions along the western edge of~~ the parcels listed in Table 1 (identified by Assessor Parcel Number [APN]) may be acquired:

Table 1 POTENTIAL PROPERTY ACQUISITIONS		
Assessor Parcel Number (APN)	**~~Partial or Full Take~~**	**Designated Land Use**
666-130-03	~~Partial~~	Residential
666-200-03	~~Partial~~	Industrial
667-010-03	~~Partial~~	Industrial
666-130-10	~~Partial~~	Industrial
666-130-24-01	~~Partial~~	Industrial
666-130-25-01	~~Partial~~	Industrial
666-130-26	~~Partial~~	Industrial
666-200-63	~~Partial~~	Industrial
666-200-56	~~Partial~~	Industrial
667-020-06	~~Partial~~	Industrial
667-020-07	~~Partial~~	Industrial
667-020-08	~~Partial~~	Industrial

Project Approval

SANDAG is the Lead Agency under CEQA and is responsible for reviewing and approving this Mitigated Negative Declaration/Initial Study. Permits and approvals from the following Responsible Agencies under CEQA also would be required for the proposed project. Additional permits may be required from agencies upon review of construction documents.

California Department of Fish and Game (CDFG)

- 1602 Streambed Alteration Agreement

State Water Resources Control Board/Regional Water Quality Control Board (RWQCB)

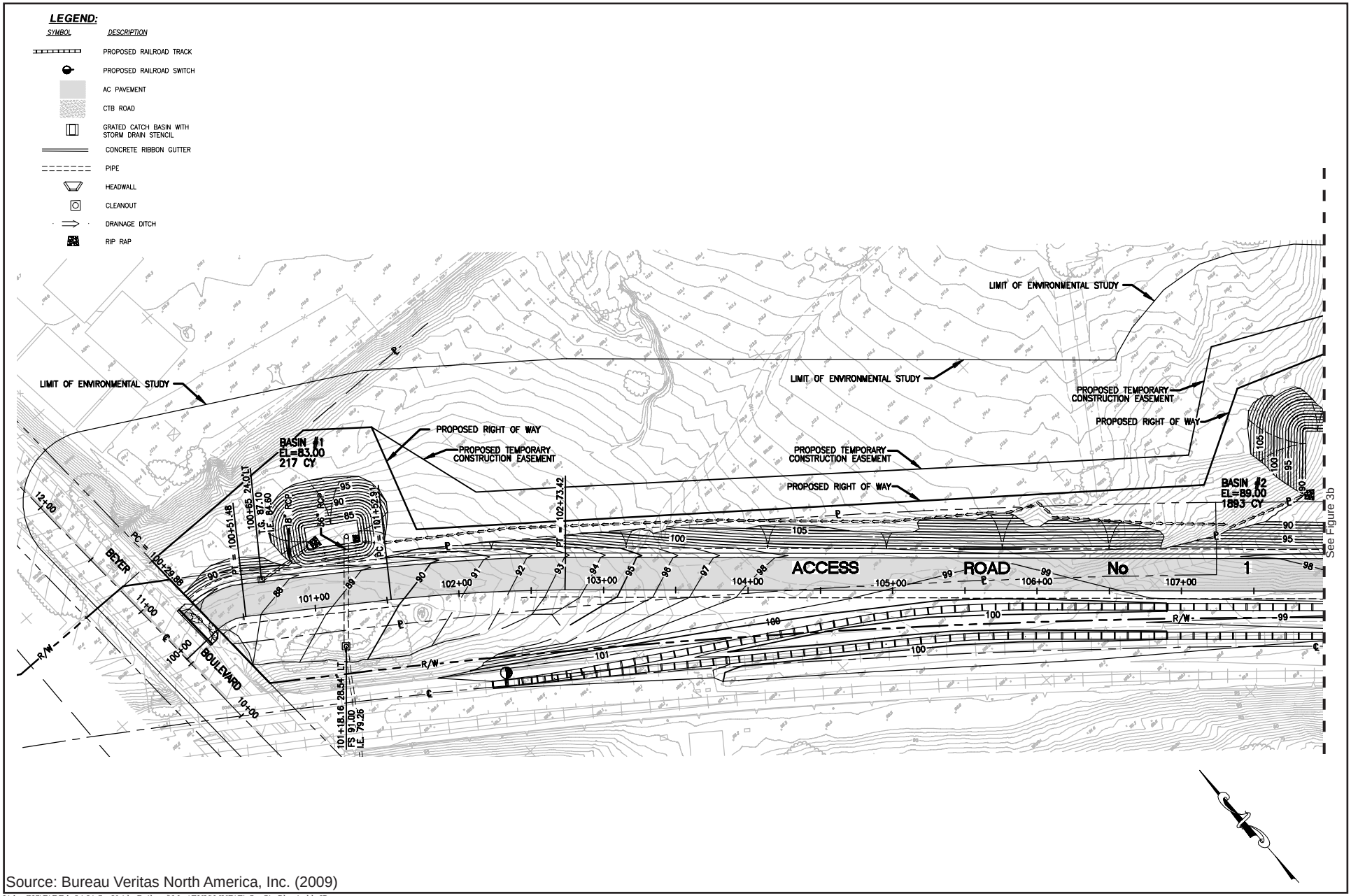
- Section 401 Water Quality Certification
- National Pollutant Discharge Elimination System (NPDES) General Construction Activity Permit

U.S. Army Corps of Engineers (Corps)

- Section 404 Permit

California Public Utilities Commission

- Approval for modified/new railroad crossing(s)



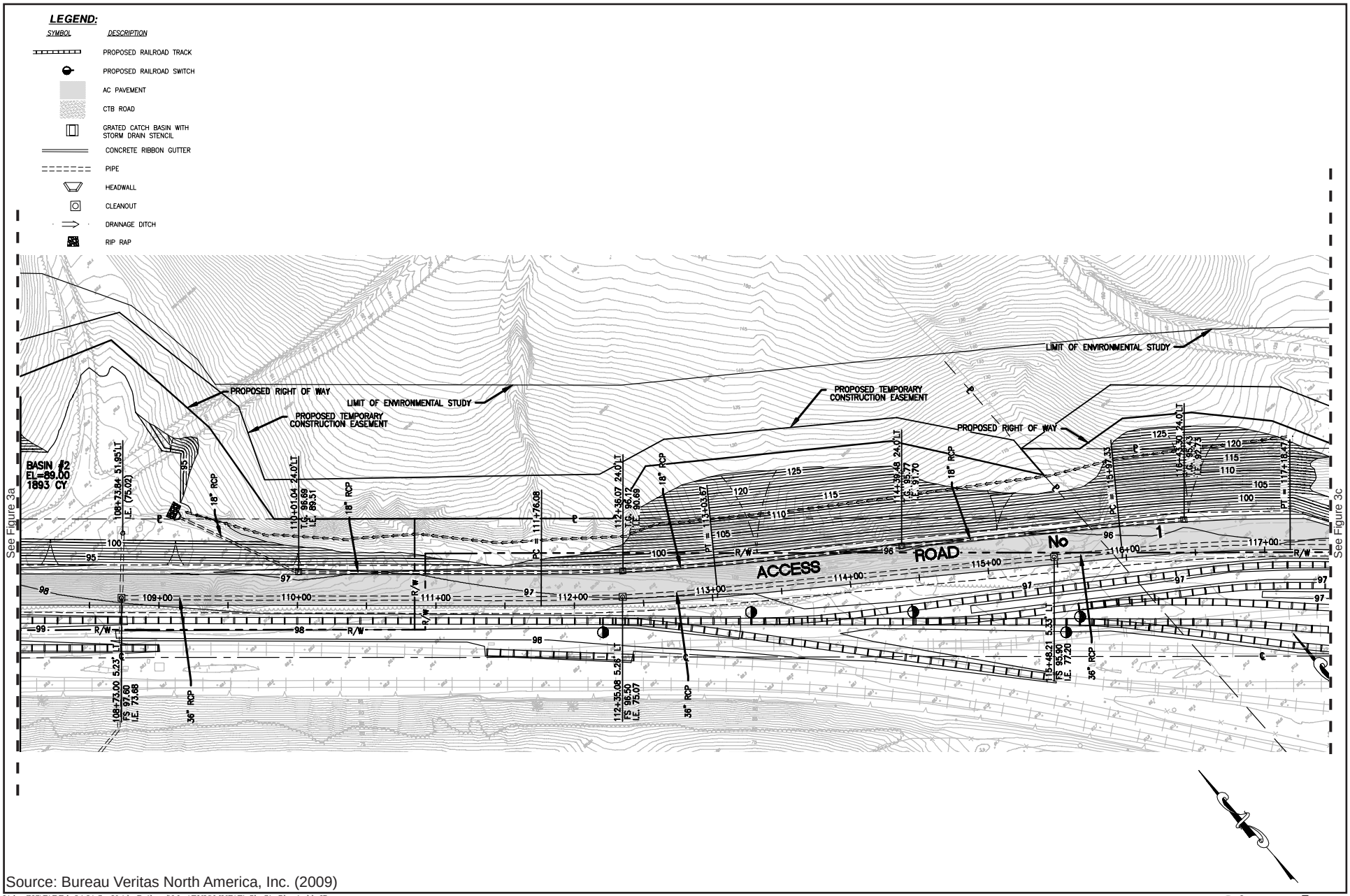
Source: Bureau Veritas North America, Inc. (2009)

I:\ArcGIS\D\DEA-04.01 SanYsidroRailroad\Map\ENV\MND\Fig3a_SitePlan.indd -JP

Site Plan

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Figure 3a



Source: Bureau Veritas North America, Inc. (2009)

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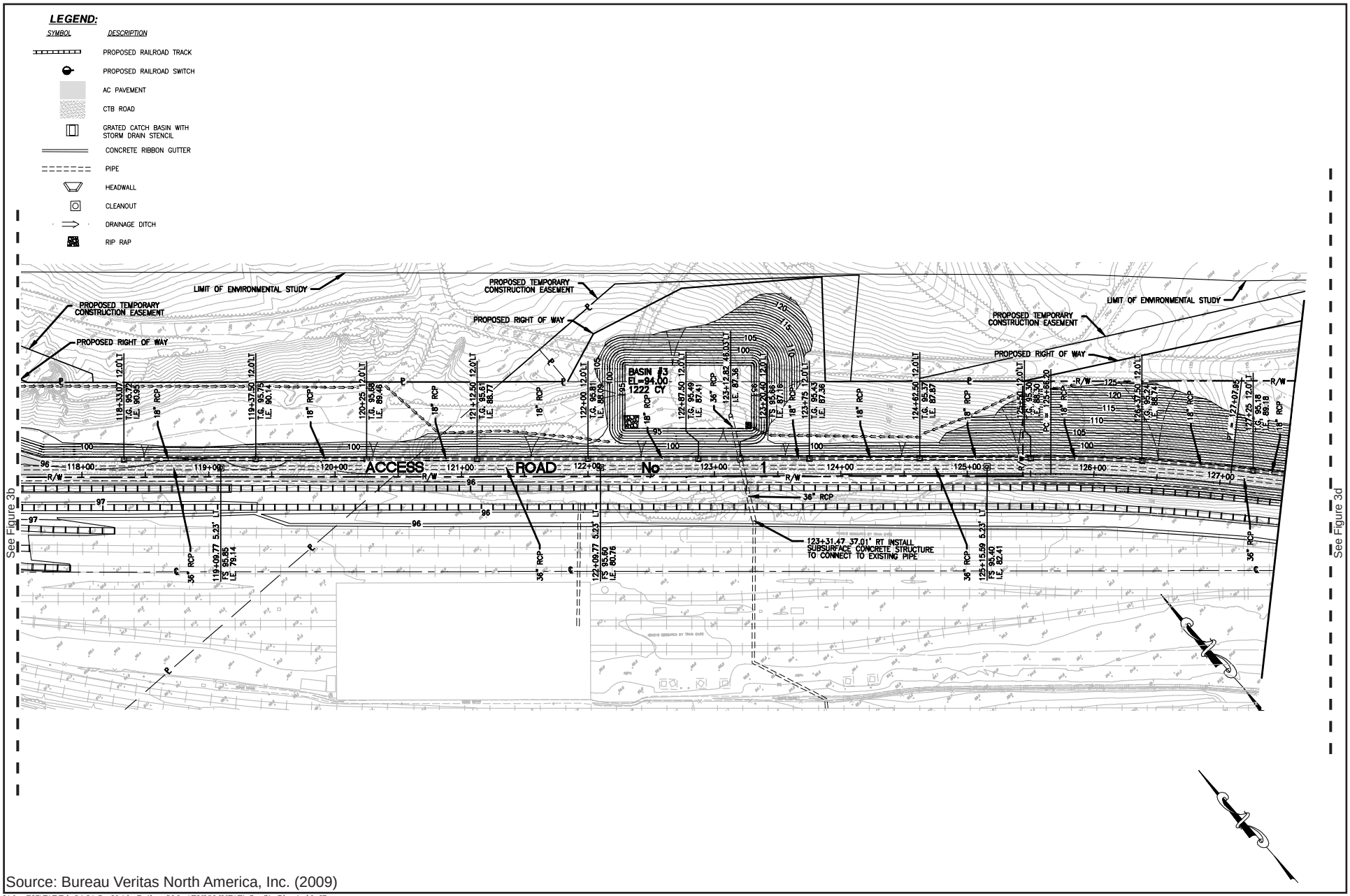
Site Plan

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Figure 3b



Source: Bureau Veritas North America, Inc. (2009)

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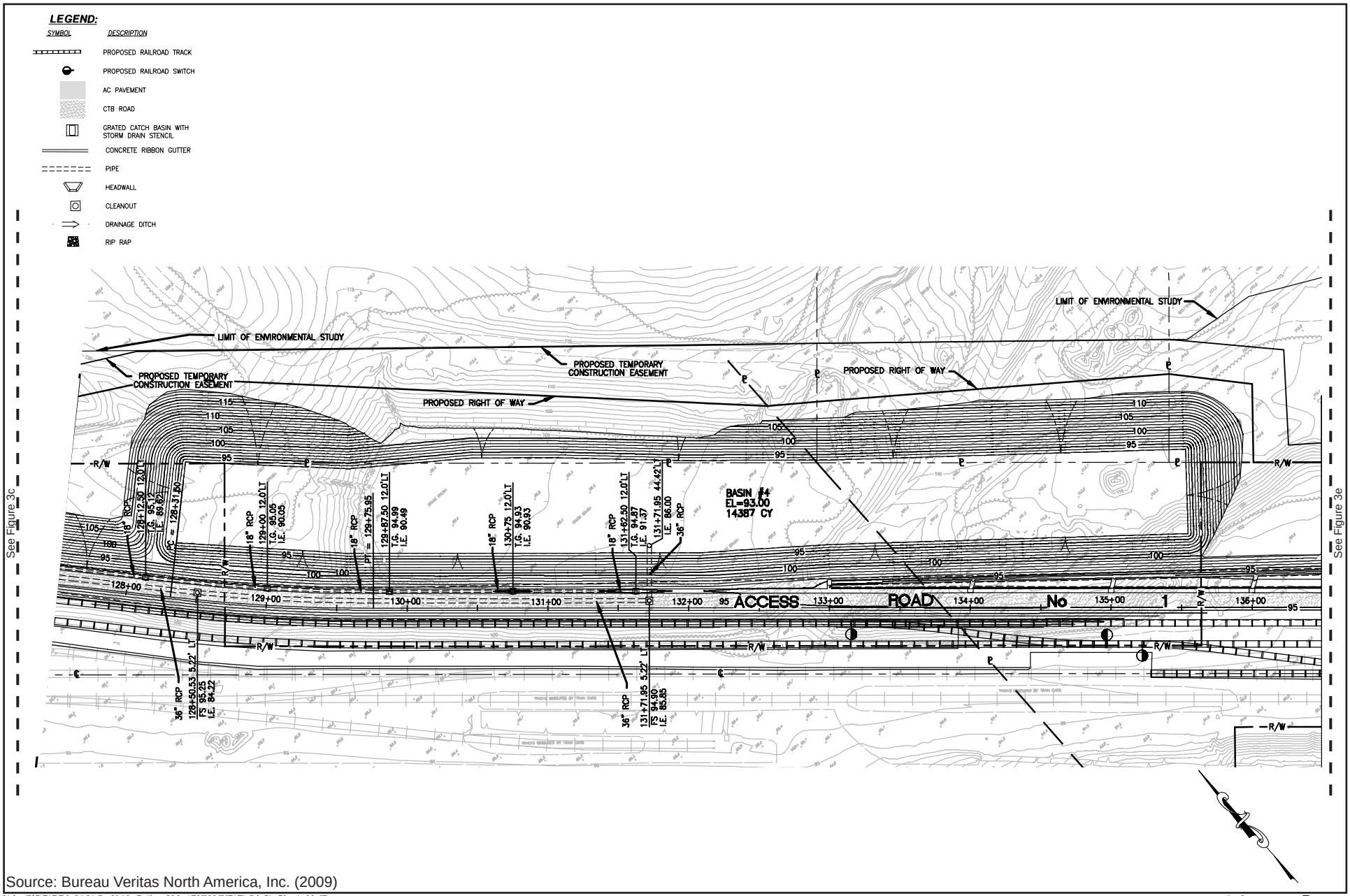
Site Plan

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Figure 3c



Source: Bureau Veritas North America, Inc. (2009)

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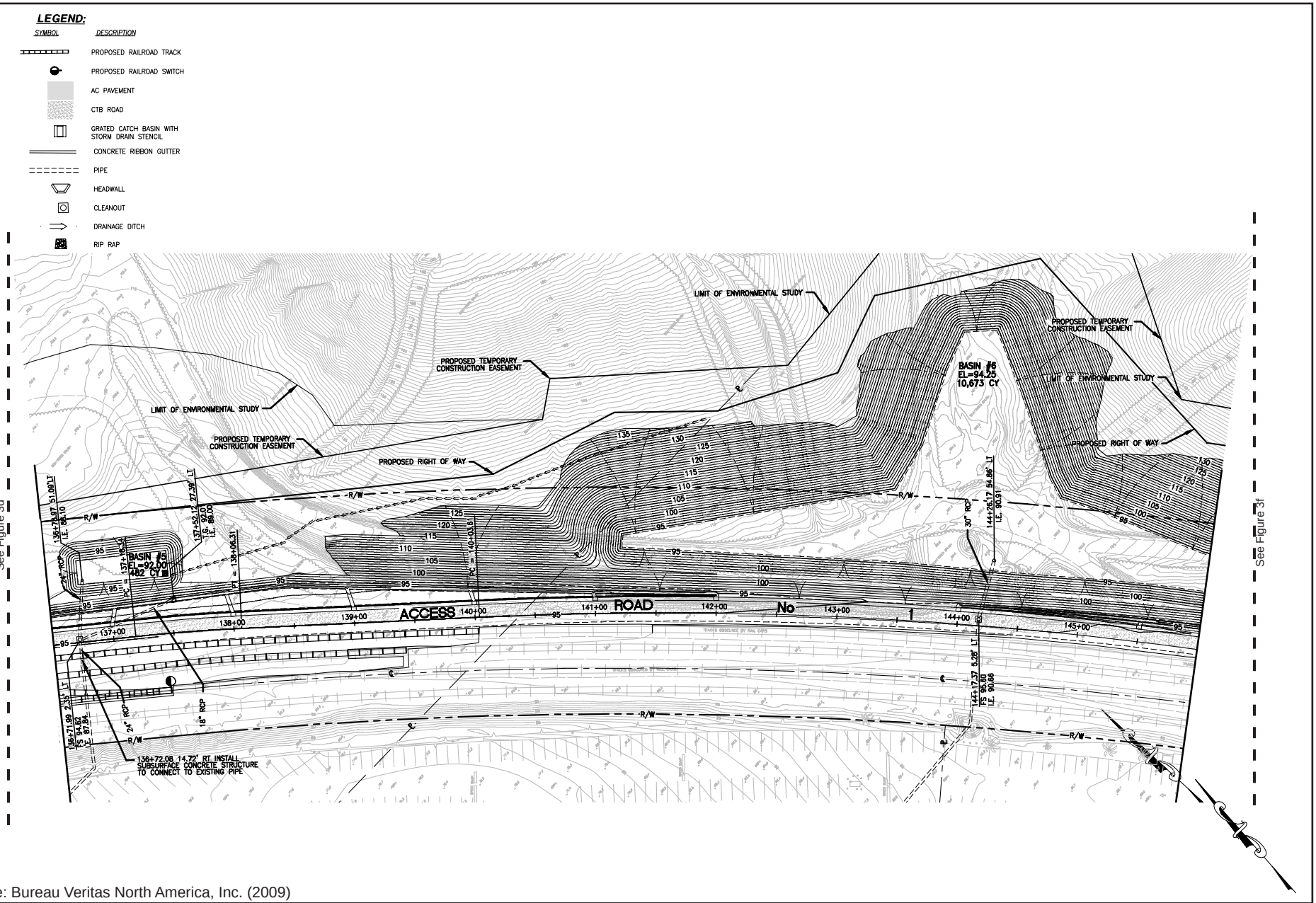
Site Plan

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Figure 3d



Source: Bureau Veritas North America, Inc. (2009)

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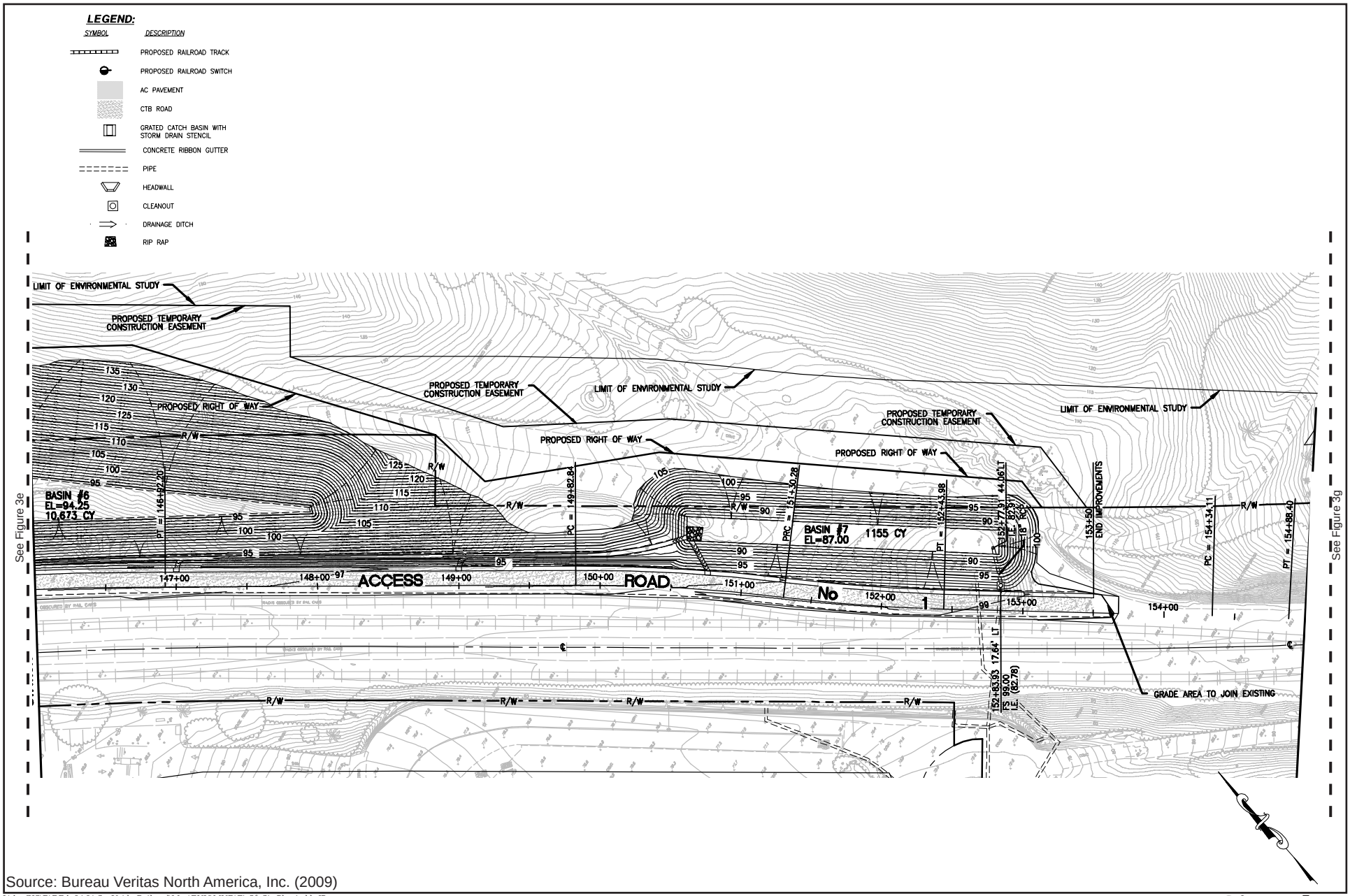
Site Plan

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Figure 3e



Source: Bureau Veritas North America, Inc. (2009)

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Site Plan

SAN YSIDRO FREIGHT RAIL YARD IMPROVEMENT PROJECT

Figure 3f

III. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below will be potentially affected by this project, involving at least one impact that is "Potentially Significant Impact" as indicated by the checklist on the following pages.

□ Aesthetics	□ Agriculture and Forestry Resources	□ Air Quality
□ Biological Resources	□ Cultural Resources	□ Geology/Soils
□ Greenhouse Gas Emissions	□ Hazards & Hazardous Materials	□ Hydrology/Water Quality
□ Land Use/Planning	□ Mineral Resources	□ Noise
□ Population/Housing	□ Public Services	□ Recreation
□ Transportation/Traffic	□ Utilities/Service Systems	□ Mandatory Findings of Significance

IV. DETERMINATION

On the basis of this initial evaluation that follows:

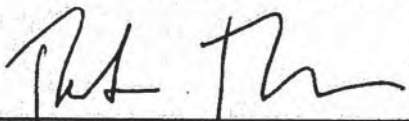
□ **The proposed project is exempt from CEQA pursuant to the general exemption (CEQA Guidelines, 15061 (b)(3)), a statutory exemption, and/or a categorical exemption, and that if a categorical exemption, none of the exceptions to the exemption apply. A NOTICE OF EXEMPTION will be prepared.**

□ **I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.**

■ **I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.**

□ **I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.**

□ **I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, no further environmental document is required. FINDINGS consistent with this determination will be prepared.**



6-30-10

Signature
Rob Rundle, Principal Regional Planner

Date
For: San Diego Association of Governments

V. EVALUATION OF ENVIRONMENTAL IMPACTS

This section evaluates the potential environmental effects of the proposed project using the environmental checklist from the State CEQA Guidelines as amended. The definitions of the response column headings include:

A. "Potentially Significant Impact" is appropriate if there is substantial evidence that an effect may be significant. If there are one or more "Potentially Significant Impact" entries when the determination is made, an EIR is required.

B. "Less Than Significant With Mitigation Incorporated" applies where the incorporation of mitigation measures has reduced an effect from "Potentially Significant Impact" to a "Less Than Significant Impact." The lead agency must describe the mitigation measures and briefly explain how they reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

C. "Less Than Significant Impact" applies where the project creates no significant impacts, only Less than Significant impacts.

D. "No Impact" applies where a project does not create an impact in that category. "No Impact" answers do not require an explanation if they are adequately supported by the information sources cited by the lead agency which show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project would not expose sensitive receptors to pollutants, based on a project specific screening analysis).

1. Aesthetics

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect on a scenic vista?	□	□	□	■
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	□	□	□	■
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	□	□	□	■
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?	□	□	■	□

Discussion

a. The project site is located at the eastern edge of the developed San Ysidro community. Surrounding land uses consist of commercial and residential development. Although the area to the immediate east is undeveloped land, no designated scenic vistas or resources occur in the project area. Additionally, the proposed project would not involve construction of any new structures at a bulk or scale that would obstruct existing views. No impacts to scenic vistas would occur.

b. The project site is located near I-5 and I-805; however, neither of these freeways in this location is designated a state scenic highway. The proposed improvements would mostly occur within the existing railroad right-of-way associated with the Rail Yard, which does not contain scenic resources. The proposed drainage facilities would require grading of a portion of the undeveloped hillsides to the east, which would require removal of a few trees and vegetation. Although these trees and hillside vegetation are not considered major scenic resources, their removal would be offset by hydroseeding the manufactured slopes with similar native, drought tolerant vegetation. No mature stands of trees or large rock outcroppings are located within the impact footprint. In addition, the proposed project would not affect any historic buildings. Sections of existing railroad track may be replaced, which are considered a local historical resource (refer to Item 5, Cultural Resources). The railroad tracks, however, are not considered a visual resource and are not a component of an historical landscape setting. Therefore, no impacts to scenic resources would occur.

c. The proposed project would entail improvements to the existing Rail Yard, including the expansion of rail-related facilities. The project site is mostly developed and/or within railroad rights-of-way. The construction of additional facilities would not result in a substantial change to the visual character or quality of the site and surrounding areas, and no impacts are assessed.

d. Most of the project site is currently developed with railroad facilities, with lighting already present at the Rail Yard. Additional lighting would be installed within the Rail Yard as part of the proposed project. Proposed lighting would be directional and/or shielded to minimize spillover and associated glare effects onto surrounding land uses and native habitat. For these reasons, impacts associated with new sources of lighting would be less than significant.

2. Agriculture and Forestry Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	□	□	□	■
e. Conflict with existing zoning for agricultural use or a Williamson Act contract?	□	□	□	■
c. Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	□	□	□	■
d. Result in the loss of forest land or conversion of forest land to non-forest use?	□	□	□	■
e. Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	□	□	□	■

Discussion

a. The project site is located at the edge of an urbanized area primarily developed with railroad facilities, although some undeveloped land is present on site. No agricultural resources exist within or adjacent to the project site. The California Department of Conservation Farmland Mapping and Monitoring Program indicates that no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance is mapped in the project vicinity. Mapped Grazing Land is located in the eastern portion of the project site within undeveloped land, but this area is not currently being used for agricultural grazing and is zoned and designated for residential development. No impacts related to loss of farmland would occur.

b. The project site does not contain agricultural resources, is not zoned for agricultural uses, and is not the subject of a Williamson Act contract. No impacts to agricultural resources would occur.

c-d. The project site is located at the eastern edge of an urbanized area. No forest land occurs within or adjacent to the project site. No impacts to forest land would occur.

e. No Farmland or forest land is present in the project vicinity. Therefore, no project-related changes to the existing environment would result in the conversion of Farmland to non-agricultural uses or forest land to non-forest uses.

3. Air Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?	□	□	□	■
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	□	□	■	□
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions that exceed quantitative thresholds for ozone precursors)?	□	□	■	□
d. Expose sensitive receptors to substantial pollutant concentrations?	□	□	■	□
e. Create objectionable odors affecting a substantial number of people?	□	□	■	□

Discussion

A project-specific air quality impact report was prepared by Scientific Resources Associated (SRA; *Air Quality Technical Report for the San Ysidro Railroad Yard Improvement Project*; June 30, 2010) to evaluate air quality impacts associated with the proposed project. This report is hereby incorporated by reference in its entirety. The results and conclusions are summarized herein.

a. The project site is located within the San Diego Air Basin (SDAB). The San Diego Air Pollution Control District (APCD) manages air quality in the SDAB. Air quality plans applicable to the SDAB include the San Diego Regional Air Quality Strategy (RAQS) and applicable portions of the State Implementation Plan (SIP). The RAQS and SIP outline the APCD's plans and control measures designed to attain state and federal air quality standards. The RAQS and SIP rely on information from the California Air Resources Board (CARB) and SANDAG, including mobile and area source emissions, as well as information regarding projected growth in the County, to project future emissions and then determine the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile-source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by jurisdictions (i.e, cities and County). Projects that propose development consistent with the growth anticipated by the applicable general plan(s) would be consistent with the RAQS and applicable portions of the SIP. With regard to transportation-related projects, such as the proposed project, their emissions are accounted for within the RAQS and SIP if the projects are listed in the Regional Transportation Plan (RTP). The proposed project is listed in the 2030 San Diego RTP (Table B.1-San Diego Regional Goods Movement Action Plan List of Prioritized Projects and Revenue Scenarios, page B-5) and is therefore accounted for in

the RAQS and SIP. The project would not conflict or obstruct implementation of applicable air quality plans. No associated air quality impacts would occur.

b. Under the federal Clean Air Act of 1970 and its subsequent amendments, the U.S. Environmental Protection Agency (USEPA) established the National Ambient Air Quality Standards (NAAQS) for criteria pollutants, including carbon monoxide (CO), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), ozone (O_3), particulate matter of less than 10 microns in size (PM_{10}), particulate matter of less than 2.5 microns in size ($PM_{2.5}$), and lead (Pb). Ozone is not emitted directly, but is formed from a complex set of reactions involving ozone precursors, such as nitrogen oxides (NO_x) and reactive organic compounds (ROC). The CARB subsequently established more stringent California Ambient Air Quality Standards (CAAQS) for these pollutants, as well as for sulfates, hydrogen sulfide, vinyl chloride, and visibility-reducing particles. Areas that do not meet the NAAQS or CAAQS for a particular pollutant are considered to be "non-attainment areas" for that pollutant. The SDAB is classified as a nonattainment area for ozone under NAAQS (eight-hour) and CAAQS, as well as particulate matter (PM_{10} and $PM_{2.5}$) under CAAQS.

Significance thresholds for air quality impacts related to criteria pollutants are based on San Diego APCD emissions thresholds, which are identified in Table 2 below. The San Diego APCD uses South Coast Air Quality Management District's (SCAQMD) thresholds for ~~PM_{10}~~$PM_{2.5}$~~.~~.

Table 2
AIR QUALITY SIGNIFICANCE THRESHOLDS

Pollutant	Total Emissions		
	Pounds per Hour	Pounds per Day	Tons per year
Carbon Monoxide (CO)	100	550	100
Oxides of Nitrogen (NO_x)	25	250	40
Particulate Matter (PM_{10})	--	100	15
Oxides of Sulfur (SO_x)	25	250	40
Lead and Lead Compounds	--	3.2	0.6
Particulate Matter, 2.5 microns ($PM_{2.5}$)[1]	--	55	~~15~~10
Volatile Organic Compounds (VOCs)/ Reactive Organic Gases (ROG)	--	137	15

[1]Threshold for $PM_{2.5}$ from South Coast Air Quality Management District (SCAQMD)
Source: SRA 2010

Construction Emissions

During project construction, emissions associated with fugitive dust and exhaust from construction truck trips and equipment would be generated. Truck trips would be generated during grading activities due to the estimated earthwork, including approximately 170,000 cubic yards of cut and approximately 9,000 cubic yards of fill, resulting in export of up to approximately 161,000 cubic yards. Based on the estimated export quantity, a total of approximately 6,200 truck trips would be required during grading. Construction equipment and other vehicular trips during the estimated 18-month construction period were considered in the analysis of construction air emissions. To predict emission levels associated with construction, it was assumed that standard fugitive dust control measures would be implemented. Such measures would include: (1) application of soil stabilizers to inactive areas; (2) replacement of groundcover in disturbed areas as soon as possible; (3) watering of

exposed surfaces and unpaved roads a minimum of twice daily; (4) control of dust during equipment loading/unloading; and (5) reduction of speed on unpaved surfaces to 15 mph. The estimated emissions generated during project construction are presented in Table 3. As shown in this table, the emissions of criteria pollutants would be below the applicable significance thresholds. In addition, construction emissions would be temporary and would be localized within the immediate project vicinity. Therefore, project construction emissions would result in less than significant air quality impacts.

Table 3
ESTIMATED MAXIMUM DAILY CONSTRUCTION EMISSIONS
(pounds)

Construction Activity	ROG	NOx	CO	SO_2	PM_{10}	$PM_{2.5}$
Grading and Drainage Work						
Fugitive Dust	-	-	-	-	3.62	0.76
Off-Road Diesel	16.11	135.78	64.07	0.00	6.56	6.03
On-Road Diesel	0.85	12.98	4.38	0.02	0.56	0.48
Worker Trips	0.13	0.23	4.12	0.00	0.03	0.02
TOTAL[1]	**17.09**	**148.99**	**72.57**	**0.02**	**10.77**	**7.28**
Significance Threshold	137	250	550	250	100	55
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*
Access Road Grading and Track Work						
Fugitive Dust	-	-	-	-	4.61	0.96
Off-Road Diesel	9.69	86.89	37.62	0.00	3.54	3.26
On-Road Diesel	1.08	16.56	5.58	0.02	0.71	0.61
Worker Trips	0.18	0.14	2.47	0.00	0.02	0.01
TOTAL[1]	**10.85**	**103.59**	**45.67**	**0.02**	**8.88**	**4.84**
Significance Threshold	137	250	550	250	100	55
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*
Paving						
Asphalt Offgassing	0.12	-	-	-	-	-
Paving Off-Road Diesel	3.84	31.43	12.26	0.00	1.48	1.37
Paving On-Road Diesel	0.02	0.36	0.12	0.00	0.01	0.01
Worker Trips	0.03	0.06	1.02	0.00	0.01	0.00
TOTAL[1]	**4.02**	**31.85**	**13.41**	**0.00**	**1.50**	**1.38**
Significance Threshold	137	250	550	250	100	55
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

[1] Totals reflect rounding
Source: SRA 2010

Operational Emissions

Operational emissions generated by the project would include those from vehicular traffic, Rail Yard operations and routine maintenance. According to the project traffic report (*Traffic Impact Analysis San Ysidro Railroad Yard Improvement Project*; May 2010), an additional 28 heavy-duty truck trips per day would result from project implementation and no additional passenger car or small truck trips would occur. The heavy-duty truck trips would account for nearly all of operational emissions; other activities such as maintenance would be relatively minor and would not generate measurable contributions to operational air emissions. As shown in Table 4, operational emissions would be below the applicable significance thresholds. Therefore, project operational emissions would result in less than significant air quality impacts.

Table 4 OPERATIONAL EMISSIONS						
Operational Activity	**ROG**	**NOx**	**CO**	**SO_x**	**PM_{10}**	**$PM_{2.5}$**
Pounds per Day						
Truck Emissions	2.14	36.94	11.02	0.04	1.48	1.27
TOTAL	**2.14**	**36.94**	**11.02**	**0.04**	**1.48**	**1.27**
Significance Threshold	137	250	550	250	100	55
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*
Tons per Year						
Truck Emissions	0.39	6.74	2.01	0.01	0.27	0.23
TOTAL	**0.39**	**6.74**	**2.01**	**0.01**	**0.27**	**0.23**
Significance Threshold	15	40	100	100	15	10
Significant Impact?	*No*	*No*	*No*	*No*	*No*	*No*

Source: SRA 2010

c. The SDAB is currently classified as a non-attainment area for ozone and particulate matter (PM_{10} and $PM_{2.5}$) under state standards (CAAQS), and ozone (eight-hour standard) under national standards (NAAQS). It is possible that construction of the project could coincide with construction of other projects in the project area. Even if construction activities were concurrent, the project's contribution to short-term, construction-related air emissions would not be cumulatively considerable. As discussed above, air emissions generated during project construction would be relatively minor and substantially below the screening level thresholds (refer to Table 3). Additionally, the cumulative projects would be subject to the same air quality thresholds and would be required to implement measures during construction, as required, to ensure that short-term air emissions would not be significant. Project construction, therefore, would not result in a significant cumulative air quality impact.

   With regard to long-term operational cumulative impacts associated with ozone precursors (NOx and/or ROCs), significant cumulative impacts do not generally occur if project emissions have been accounted for in the ozone attainment assumptions contained within the RAQS. The project is listed in the RTP for the San Diego region; therefore, the project's emissions have been considered in the cumulative analysis of impacts for non-attainment pollutants included in the attainment demonstration for the SDAB. Accordingly, the project would not result in cumulatively considerable long-term impacts related to non-attainment pollutants.

d. Sensitive receptors typically are defined as schools (preschool through 12th grade), hospitals, resident-care facilities, parks, daycare centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The project site is not located near any hospitals, resident-care facilities, or parks; however, the following schools/daycares are located within one mile of the project site:

   - San Ysidro Head Start, 249 Willow Road
   - Willow Elementary School, 2312 East Beyer Boulevard
   - Beyer Elementary School, 2312 East Beyer Boulevard
   - Our Lady of Mt. Carmel School, 4141 Beyer Boulevard
   - San Ysidro Middle School, 4345 Otay Mesa Road
   - La Mirada Elementary School, 222 Avenida de la Madrid
   - Smythe Elementary School, 1880 Smythe Avenue
   - Sunset Elementary School, 3825 Sunset Lane
   - New Life Christian Academy, 3747 Sunset Lane

A Health Risk Assessment was conducted to determine if the project would result in potentially significant air quality impacts related to toxic air contaminants (TACs). The primary objective of the Health Risk Assessment is to estimate cancer risks and non-cancer health hazards associated with operation of the proposed project. The health risk calculations were derived from the USEPA's AERMOD Model, which is the currently approved regulatory model for air dispersion modeling. For the project's analysis, the model was used to calculate concentrations of diesel particulate matter from project-related truck trips.

Truck trips and locomotives may result in emissions of diesel particulate matter, which is known to contain carcinogenic compounds. The risks associated with carcinogenic effects are typically evaluated based on a lifetime of chronic exposure (i.e., 24 hours per day, 7 days a week, 365 days a year for 70 years). A significant cancer risk would be assessed if an individual's cancer risk is greater than 10 in 1 million. Risks at the closest residence were calculated to be 2.83 in 1 million, which is below the significance threshold. Individual excess cancer risks at the nearby schools also would be below 10 in 1 million. Therefore, associated air quality impacts to sensitive receptors would be less than significant.

e. Project construction and operation could result in minor amounts of odor compounds associated with diesel emissions. These compounds would be emitted in various amounts and at various locations during construction. Prevailing winds in the area are from the west which would tend to transport odors from the site away from receptors (including residents, school children and staff, and commercial patrons and employees) located to the west. During certain periods, odor compounds could be transported from the site toward receptors; however, odors are highest near the source and would quickly dissipate off site. The potential for adverse odor impacts associated with the proposed project would be less than significant.

4. Biological Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	□	■	□	□
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	□	■	□	□
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	□	■	□	□

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	□	□	□	■
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	□	□	□	■
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	□	■	□	□

Discussion

A project-specific biological resources report was prepared by HELIX Environmental Planning, Inc. (*San Ysidro Railroad Yard Improvement Project Natural Environment Study*; July 2010) to evaluate biological resources and the potential for the proposed project to impact such resources. This study is hereby incorporated by reference in its entirety. The results and conclusions are summarized herein.

a. A list of candidate, proposed, threatened, and endangered species with the potential to occur within the vicinity of the Biological Study Area[1] (BSA) was requested from the USFWS. The USFWS identified four federally endangered or threatened plant species as potentially occurring in the BSA, including San Diego button-celery (*Eryngium aristulatum* var. *parishii*), spreading navarretia (*Navarretia fossalis*), California Orcutt grass (*Orcuttia californica*), and Otay mesa mint (*Pogogyne nudiuscula*). The USFWS also identified four federally endangered or threatened animal species as potentially occurring in the BSA, including San Diego fairy shrimp (*Branchinecta sandiegonensis*), Riverside fairy shrimp (*Streptocephalus woottonii*), Quino checkerspot butterfly (*Euphydryas editha quino*), and coastal California gnatcatcher (*Polioptila californica californica*). In addition, a review of existing literature and biological databases (including the CDFG California Natural Diversity Database [CNDDB]) was conducted to identify other listed species with the potential to occur within the BSA and surrounding area.

   The following biological studies were conducted within the BSA: vegetation mapping; general botanical and zoological survey; rare plant surveys; a jurisdictional delineation; and focused protocol surveys for burrowing owl (*Athene cunicularia*), Quino checkerspot butterfly, coastal California gnatcatcher, and San Diego and Riverside fairy shrimp. No burrowing owls, quino checkerspot butterflies or their host plants, or Riverside fairy shrimp were observed during the focused surveys (HELIX 2009a, 2009b, 2009c, 2009d, 2010b, and 2010c). Table 5 lists the sensitive animal and plant species observed within the BSA and identifies project impacts to these sensitive species.

[1] The Biological Study Area coincides with the project site and encompasses the project footprint, as well as adjacent areas where potential indirect effects could occur.

Table 5
SENSITIVE ANIMAL AND PLANT SPECIES OBSERVED WITHIN BSA

Species	Status	Description	Impacts
Animal Species			
Coastal California gnatcatcher (*Polioptila californica californica*)	FE/SSC	Observed within and adjacent to BSA during surveys	Direct impacts to occupied habitat
San Diego fairy shrimp (*Branchinecta sandiegonensis*)	FT	Observed within 2 unvegetated basins within BSA during surveys.	Direct impacts to 2 occupied unvegetated basins
Orange-throated whiptail (*Aspidoscelis hyperythra*)	SSC	3 individuals observed during surveys.	Direct impacts to occupied habitat
Cooper's hawk (*Accipiter cooperii*)	CDFG Watch List	Observed flying over BSA during surveys.	Direct impacts to suitable habitat
San Diego black-tailed jackrabbit (*Lepus californicus bennettii*)	SSC	Observed within BSA during surveys.	Direct impacts to occupied habitat
Plant Species			
Snake cholla (*Cylindropuntia californica* var. *californica*)	CNPS List 1b.1	Observed 14 individual plants within BSA	14 plants
Pacific saltbush (*Atriplex pacifica*)	CNPS List 1b.2	Observed 14 individual plants within BSA	14 plants
Spinebush (*Adolphia californica*)	CNPS List 2.1	Observed 18 individual plants within BSA.	4 plants
San Diego bur-sage (*Ambrosia chenopodiifolia*)	CNPS List 2.1	Observed 1,100 individual plants within BSA.	630 plants
San Diego barrel cactus (*Ferocactus viridescens*)	CNPS List 2.1	Observed 2 individual plants within BSA.	1 plant
Cliff spurge (*Euphorbia misera*)	CNPS List 2.2	Observed 20 individual plants within BSA.	18 plants
California box thorn (*Lycium californicum*)	CNPS List 4.2	Observed 54 individual plants within BSA.	35 plants
San Diego County viguiera (*Viguiera laciniata*)	CNPS List 4.2	Observed 202 individual plants within BSA	123 plants
Orcutt's bird's beak (*Cordylanthus orcuttianus*)	CNPS List 2.1	Observed 2 individual plants within BSA.	1 plant

Source: HELIX 2010a
FE = federally listed endangered; FT = federally listed threatened; SSC = State species of special concern; CNPS = California Native Plant Society
CNPS List 1b.1 = rare, threatened, or endangered in California and elsewhere - seriously endangered in California
CNPS List 1b.2 = rare, threatened or endangered in California but more common elsewhere - fairly endangered in California
CNPS List 2.1 = rare, threatened or endangered in California but more common elsewhere – seriously endangered in California
CNPS List 2.2 = rare, threatened or endangered in California but more common elsewhere – fairly endangered in California
CNPS List 4.2 = a watch list for species of limited distribution - fairly endangered in California

Federally Endangered or Threatened Species

As identified in Table 5, two federally endangered or threatened animal species were observed in BSA, including the coastal California gnatcatcher (which is also a State species of special concern) and San Diego fairy shrimp. Implementation of the project would result in significant impacts to both of these sensitive species.

The project would result in significant direct impacts to gnatcatchers due to clearing habitat (maritime succulent scrub) at two locations where coastal California gnatcatchers (one pair and one individual) were observed during biological surveys. Significant direct impacts would be mitigated through off-site habitat acquisition as identified in the following mitigation measure:

BIO-1. Temporary impacts to 1.8 acres of maritime succulent scrub (including disturbed) shall be mitigated at a 1:1 ratio and permanent impacts to 1.7 acres of maritime succulent scrub (including disturbed) shall be mitigated at a 2:1 ratio through acquisition and/or restoration of 5.2 acres of suitable upland habitat within West Otay or another approved mitigation site in consultation with the resource agencies.

In addition, the project also could potentially result in significant indirect impacts to nesting gnatcatchers from construction noise if construction would occur during the gnatcatcher breeding season (February 15 through August 31). Implementation of the following mitigation measure would reduce potentially significant indirect impacts to gnatcatchers to below a level of significance:

BIO-2. Native vegetation shall be cleared and grubbed outside the coastal California gnatcatcher breeding season (February 15 through August 31) to avoid nesting/breeding birds.

A qualified biologist shall monitor construction activities throughout the duration of the project to ensure that measures are being employed to avoid incidental noise disturbance of the gnatcatcher outside the project footprint. Construction monitoring reports shall be completed and provided to the USFWS summarizing how the project is in compliance with applicable conditions.

If it is determined that breeding activities are occurring (territorial defense, nest building, brooding, etc.), the locations and/or perimeter of the territory and/or nest shall be documented and the USFWS shall be consulted. Project construction activities expected to adversely affect the coastal California gnatcatcher shall immediately halt within 500 feet of the territory or nest until it is determined that breeding activities are no longer occurring or the young have fledged.

In addition, at least two weeks prior to construction, under the direction of a qualified acoustician, noise attenuation measures shall be implemented to ensure that noise levels will not exceed 60 dB(A) hourly average (or ambient) at the edge of occupied gnatcatcher habitat. Concurrent with the commencement of construction and the construction of necessary noise attenuation facilities, noise monitoring (described below) shall be conducted at the edge of occupied habitat to ensure that the above stated noise levels are not exceeded. If the noise attenuation measures are determined to be inadequate by the acoustician or biologist, then construction shall cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 31).

Construction noise shall continue to be monitored at least twice weekly on varying days (or more frequently depending on the construction activity) to verify that noise levels at the edge of occupied habitat are maintained at or below 60 dB(A) (or ambient) hourly average. If not, other measures shall be implemented. Such measures may include but are not limited to limitations on the placement of equipment and simultaneous use of equipment.

Project implementation also would impact two unvegetated basins totaling 0.11 acre that support San Diego fairy shrimp. Impacts to these unvegetated basins, and therefore San Diego fairy shrimp would be significant. Implementation of the following mitigation measure would reduce significant impacts to San Diego fairy shrimp to below a level of significance:

BIO-3. Impacts to 0.11 acre of unvegetated basins shall be mitigated at a 3:1 ratio through creation and/or enhancement of 0.33 acre of vernal pools within West Otay or another approved mitigation site in consultation with the resource agencies. SANDAG shall prepare a vernal pool restoration plan subject to approval by the USFWS prior to project construction. Soils containing fairy shrimp cysts from the impacted unvegetated basins shall be salvaged prior to grading and used to inoculate the created vernal pools.

Other Designated Sensitive Species

As identified in Table 5, three sensitive animal and nine sensitive plant species designated by the CDFG and/or the CNPS were observed within the BSA, including orange-throated whiptail, Cooper's hawk, San Diego black-tailed jackrabbit, Pacific saltbush, snake cholla, spinebush, San Diego bur-sage, San Diego barrel cactus, cliff spurge, California box-thorn, San Diego County viguiera, and Orcutt's bird's-beak.

Project implementation would directly impact all nine of these sensitive plant species and the habitats of the three sensitive animal species (see Table 5). Project impacts to these sensitive plant species and habitat for sensitive animal species are considered significant. Impacts would be reduced to below a level of significance through implementation of compensatory mitigation for the appropriate impacted habitat, and conducting grading activities outside of the raptor breeding season, as identified in mitigation measure **BIO-1** and the following mitigation measures:

BIO-4. Prior to construction, individual sensitive plant species that would be impacted by the project shall be salvaged and replanted at off-site mitigation areas, where practicable.

BIO-5. Temporary and permanent impacts to 5.0 acres of non-native grassland shall be mitigated at a 0.5:1 ratio through acquisition and/or restoration of 2.5 acres of suitable upland habitat within West Otay or another approved mitigation site in consultation with the resource agencies.

BIO-6. Clearing and grubbing shall occur outside the breeding season of raptors (breeding season is February 15 to August 31) to avoid breeding birds. If vegetation clearing and grubbing occur during the raptor breeding season, pre-construction nesting raptor surveys shall be conducted to determine presence or absence of nesting raptors. If nesting raptors are discovered within 500 feet of proposed construction activities, such activities shall be halted until the young have fledged.

In addition, implementation of the following mitigation measure would reduce additional impacts to sensitive plant and animal species to below a level of significance:

BIO-7. All sensitive habitats outside the proposed impact area shall be designated as Environmentally Sensitive Areas (ESAs). These ESAs shall be fenced with orange plastic exclusionary fencing and no personnel, debris, or equipment shall be allowed within the ESAs. The ESAs shall be monitored during construction activities.

b. The BSA contains five vegetation communities, in addition to unvegetated basins (that support San Diego fairy shrimp, as discussed above in Item 4a.) and developed land, including, mule fat scrub, maritime succulent scrub (including disturbed), saltbush scrub, non-native grassland (including disturbed), and disturbed habitat. Of these, mule fat scrub, maritime succulent scrub (including disturbed), saltbush scrub, and non-native grassland (including disturbed) are considered sensitive vegetation communities. The project would result in temporary and/or permanent impacts to three of these sensitive vegetation communities, including mule fat scrub, maritime succulent scrub (including disturbed), and non-native grassland (including disturbed). Temporary impacts are those that would occur as a result of construction activities, such as staging or construction easements, and would be replanted with native drought-tolerant species upon completion of project construction. For this reason, mitigation ratios for temporary impacts are less than those for permanent impacts. Impacts associated with the proposed project and required mitigation are presented in Table 6.

Table 6
VEGETATION COMMUNITY IMPACTS AND MITIGATION SUMMARY

Vegetation Community	Existing (acre)	Impacts (acre)*		Mitigation Ratio	Mitigation Required (acre)*
		Temporary	Permanent		
Unvegetated Basins	0.11	0.11	--	3:1	0.33
Mule fat scrub	0.54	0.00	0.53	3:1	1.59
Maritime succulent scrub (including disturbed)	7.0	--	1.7	2:1	3.4
		1.8	--	1:1	1.8
Saltbush scrub	0.04	0.0	0.0	--	0.0
Non-native grassland (including disturbed)	9.8	1.7	3.3	0.5:1	2.5
Disturbed habitat	20.1	2.7	8.6	--	0.0
Developed land	21.0	0.0	1.0	--	0.0
TOTAL	**58.6**	**6.3**	**15.1**	**--**	**9.6**

Source: HELIX 2010a
* Upland habitats are rounded to the nearest 0.1 acre, while wetland habitats are rounded to the nearest 0.01; thus, totals reflect rounding.

Implementation of mitigation measures **BIO-1**, **BIO-5**, and the following mitigation measure would reduce direct significant impacts to sensitive vegetation communities to below a level of significance:

BIO-8. Impacts to 0.53 acre of mule fat scrub shall be mitigated at a 3:1 ratio through preservation of 1.59 acres of mule fat scrub in cooperation with the County of San Diego at the Dairy Mart Ponds Ecological Reserve in south San Diego County in consultation with the resource agencies.

c. A jurisdictional delineation was conducted within the BSA to identify wetland areas under the Corps jurisdiction, pursuant to Section 404 of the Clean Water Act (33 U.S.C. 1344), and habitats under CDFG jurisdiction, pursuant to Section 1600 of the California Fish and Game Code. Corps jurisdictional areas within the BSA total 0.28 acre and include 0.25 acre of mule fat scrub and 0.03 acre of non-wetland Waters of the U.S (WUS). CDFG jurisdictional areas within the BSA total 0.58 acre and include 0.54 acre of mule fat scrub and 0.04 acre of streambed. Project impacts to these jurisdictional areas and required mitigation are presented in Table 7.

Table 7 CORPS AND CDFG JURISDICTIONAL AREA IMPACTS AND MITIGATION SUMMARY				
Habitat	**Existing (acre)**	**Impacts (acre)**	**Mitigation Ratio**	**Mitigation Required (acre)**
Corps Jurisdictional Areas				
Wetland				
Mule fat scrub	0.25	0.25	3:1	0.75
Non-wetland				
Non-wetland WUS	0.03	0.02	1:1	0.02
Total Corps	**0.28**	**0.27**	**--**	**0.77**
CDFG Jurisdictional Areas				
Wetlands				
Mule fat scrub	0.54	0.53	3:1	1.59
Non-wetland				
Streambed	0.04	0.03	1:1	0.03
Total CDFG	**0.58**	**0.56**	**--**	**1.62**

Source: HELIX 2010a

Impacts would require compensatory mitigation, as well as a federal Clean Water Act Section 404 Permit from the Corps, a Section 401 Water Quality Certification from the State Water Resources Control Board/Regional Water Quality Control Board, and a 1602 Streambed Alteration Agreement from the CDFG. Implementation of mitigation measure **BIO-8**, identified above, would reduce impacts to Corps and CDFG jurisdictional wetland areas to below a level of significance. The following mitigation measure would reduce impacts to WUS/streambed to below a level of significance:

BIO-9. Impacts to WUS/streambed shall be mitigated at a 1:1 ratio through preservation or enhancement of 0.03 acre of wetland or non-wetland habitat in cooperation with the County of San Diego at the Dairy Mart Ponds Ecological Reserve in south San Diego County in consultation with the resource agencies.

d. The BSA is largely developed with few areas of native habitat. The BSA is connected to a large expanse of undeveloped land within the City of San Diego's Multi-Habitat Planning Area (MHPA), which is the City of San Diego's biological preserve intended to link all core biological areas into a regional open space. Because of the highly developed setting of the BSA, including existing railroad tracks and associated infrastructure, residential houses and freeways to the west, development to the north, and the border fence to the south, the BSA is not anticipated to support viable wildlife corridors. No associated impacts would occur.

e. The proposed project would not conflict with any local policies/ordinances protecting biological resources. The City of San Diego has adopted a Habitat Conservation Plan as part of the subregional Multiple Species Conservation Program (MSCP). The proposed project would not conflict with the conservation goals of the MSCP (refer to Item 4f below).

f. The proposed project would not conflict with the subregional MSCP or the City of San Diego's MSCP Subarea Plan. The BSA occurs within the City's MSCP Subarea Plan, and less than 0.1 acre of the BSA occurs within the MHPA. Implementation of the proposed project would not result in permanent impacts to the MHPA. Nonetheless, MSCP land use adjacency guidelines are applicable due to the presence of sensitive vegetation communities, as well as sensitive plants and animals, within the

BSA. Potential indirect impacts from project construction and operation could include decreased water quality (i.e., through sedimentation, contaminants, or fuel release), noise, fugitive dust, non-native plant species colonization in previously undisturbed areas, and night lighting. These potential indirect impacts to biological resources are briefly discussed below.

Decreased Water Quality

Indirect water quality impacts to biological resources through erosion/sedimentation would be less than significant based on conformance with existing regulatory requirements (i.e., acquisition of a NPDES General Construction Activity Storm Water Permit and implementation of a Storm Water Pollution Prevention Plan (SWPPP). Conformance with applicable requirements and SWPPP implementation would ensure that water quality violations would not occur (refer to Item 9, Hydrology and Water Quality, for additional details). In addition, on-site runoff would not be discharged into the MHPA. No resulting significant indirect impacts to biological resources would occur.

Noise

Temporary impacts from construction noise could occur to animal species located within and adjacent to the BSA, and are addressed above in Item 4a. Potentially significant indirect noise impacts would be reduced through implementation of mitigation measure **BIO-2**. No permanent direct post-construction noise impacts would occur given that noise levels would be similar to existing noise levels.

Fugitive Dust

Fugitive dust produced by construction has the potential to disperse onto adjacent vegetation, which may reduce the overall vigor of individual plants by reducing their photosynthetic capabilities and increasing their susceptibility to pests or disease. This, in turn, could affect animals dependent on these plants (e.g., seed-eating rodents). Fugitive dust may make plants unsuitable as habitat for insects and birds. Active construction areas and unpaved surfaces would be watered pursuant to compliance with local dust control requirements through measures such as regular watering and/or use of chemical palliatives (refer to Item 3, Air Quality). As such, no temporary or permanent indirect effects from fugitive dust to biological resources would occur.

Non-native Plant Species Colonization

Non-native plants could colonize areas disturbed by construction and could potentially spread into adjacent native habitats. Many non-native plants are highly invasive and can displace native vegetation (reducing native species diversity), potentially increase flammability and fire frequency, change ground and surface water levels, and potentially adversely affect native wildlife dependent on the native plant species. Given the presence of non-native plant species in the BSA, the project could potentially result in significant indirect impacts to biological resources due to spread of non-native plants, particularly within cleared and graded areas of exposed soil during the 18-month construction period. Graded areas within the project site would be kept clear of vegetation throughout construction and implementation of mitigation measure **BIO-7** would protect native habitats from non-native colonization. Additionally, it is possible that non-native plant species could be introduced during revegetation of cleared and graded areas. Implementation of mitigation measure **BIO-7** and

the following mitigation measure would reduce impacts associated with invasive species to below a level of significance:

BIO-10. Prior to construction, a qualified biologist shall review the project hydroseed mix to ensure that no invasive species (as listed in the California Invasive Plant Inventory) are included.

Night Lighting

Night lighting has the potential to spill over into native habitats, which could interfere with wildlife movement and provide nocturnal predators with an unnatural advantage over their prey. This could cause an increased loss in native wildlife. An increase in light overspill onto native habitats is not likely to occur because proposed lighting would be shielded and directed away from native habitat. Additionally, lighting used for nighttime construction activities would be shielded and directional to avoid illumination of adjacent native habitat. As such, no temporary or permanent indirect effects from night lighting would occur.

5. Cultural Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in Section 15064.5?	□	■	□	□
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	□	■	□	□
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	□	■	□	□
d. Disturb any human remains, including those interred outside of formal cemeteries?	□	□	□	■

Discussion

A cultural resources study was conducted for the project by ASM Affiliates (*Cultural Resource Inventory and Evaluation for the San Ysidro Rail Yard Improvement Project*; April 2010). The study included a records search, field survey, historical evaluation, Native American consultation, and archaeological site testing. This report is hereby incorporated by reference in its entirety. The results and conclusions are summarized herein.

a-b. A records search was conducted at the South Coastal Information Center that encompassed the project Area of Potential Effects (APE)[2] and a surrounding one-mile radius. The records search identified 45 prehistoric resources and 1 historic resource, as well as 9 prehistoric isolates and 2 historical isolates, within a 1-mile-radius of the APE. Of these, two prehistoric resources and one

[2] The APE coincides with the project site and encompasses the project footprint, as well as adjacent areas where potential indirect effects could occur.

historical resource are located within the APE. The prehistoric resources (CA-SDI-5555 and CA-SDI-10613) consist of lithic scatter (e.g., flakes and tool fragments), and the historical resource (P-37-025680) consists of the SD&AE Railroad line. In addition, one new historical site (SDI-19751/P-37-031175) and two new isolates (SG-I-1 and SG-I-2) were identified during the field survey. These previously recorded and newly recorded resources are discussed below.

Previously Recorded Cultural Resources

Site CA-SDI-5555 was first recorded in 1978 as a lithic quarry site. During the current field survey, the density of cultural materials observed within the site boundaries was very sparse and included 20 pieces of metavolcanic debitage flakes[3], at least 3 metavolcanic cores[4], 3 marine shell fragments, and a white ware fragment (i.e., pottery). Site testing was conducted to evaluate the significance of this resource, and included excavating eight shovel test pits (STPs) to determine the presence, extent, and structure of subsurface deposits. Only two STPs yielded cultural materials, which consisted of a total of four debitage flakes. Because site CA-SDI-5555 contains only a few intact subsurface cultural deposits, which are isolate flakes, it does not represent a significant subsurface deposit with research potential. This site is therefore not recommended eligible for listing in the National Register of Historic Preservation (NRHP), the California Register of Historic Resources (CRHR), or the City of San Diego Historical Resources Register (City Register). No associated significant cultural resource impacts would occur resulting from project implementation.

Site CA-SDI-10613 was recorded in 1986 and included a prehistoric lithic scatter comprised of three flakes and one flaked tool. During the current field survey, this resource was not located and is anticipated to have been destroyed due to the disturbed nature of the area of the recorded site.

Site P-37-025680 consists of the SD&AE Railroad line that was constructed circa 1911 and was one of the last of the major railroads built in the U.S. The railroad tracks within the APE are not recommended as eligible to the NRHP or the CRHR, but are recommended eligible to the City Register because the tracks exemplify an important aspect of San Ysidro's economic development as the border station regulating traffic of goods and people between the U.S. and Mexico. Project impacts to this historical resource, therefore, would be potentially significant. Implementation of the following mitigation measure would reduce impacts to historical resources to below a level of significance:

> **CUL-1**. Prior to realignment, removal, or modifications to existing railroad tracks within the project site, SANDAG shall prepare a Level II Historic American Engineering Record (HAER) of the SD&AE Railroad in accordance with the Secretary of the Interior's Standards and Guidelines for Architectural and Engineering Documentation Historic American Buildings Survey (HABS)/HAER Standards.

Newly Recorded Cultural Resources

Site SDI-19751/P-37-031175 consists of the remains of a cattle pen and feed lot associated with a San Ysidro cattle ranch generally between the early 1900s and 1960s. Evaluation and site testing were conducted at this potentially historical site, which consisted of archival research, mapping of

[3] Debitage are rock flakes produced during the creation of stone tools.
[4] Stone artifacts

structural remains, intensive field survey of the area surrounding the cattle pen and feed lot for additional structural remains and/or historic refuse deposits, and excavation of two STPs. No additional remains or artifacts were identified during the intensive field survey or within the STPs. Therefore, it was determined that the cattle pen and feed lot are not associated with significant historic deposits and have poor research potential. Due to lack of a sufficient range and quantity of historic materials present, and the general lack of integrity of the materials that are present, this resource is not recommended eligible for listing in the NRHP, CRHR, or the City Register. No associated significant cultural resource impacts would occur resulting from project implementation.

Isolates SG-I-1 and SG-I-2 consist of amethyst glass pieces, metavolcanic debitage, and a shell fragment. Isolates are not eligible for listing in the NRHP, CRHR, or the City Register. No associated significant cultural resource impacts would occur resulting from project implementation.

c. Surficial and underlying deposits within the project site include artificial fill, alluvium, landslide deposits, terrace deposits, and Otay Formation (Ninyo & Moore 2009). Fill material is present along the existing railroad tracks and access roads within the Rail Yard and exhibits no potential for paleontological resources. Alluvium occurs in the bottoms of drainages in the eastern portion of the project site and exhibits low paleontological resource potential (City of San Diego 2007). Project impacts to these underlying formations would not result in potentially significant impacts to paleontological resources. Landslide deposits underlie most of the slopes within the eastern portion of the project site, which are derived from materials of the Otay Formation, and terrace deposits overlie some of the landslide deposits. The Otay Formation exhibits high paleontological resource potential, and terrace deposits in the San Ysidro area exhibit moderate potential for paleontological resources (City of San Diego 2007). Project grading into the slopes on the eastern portion of the project site could encounter previously undisturbed deposits of the Otay Formation and terrace deposits. Since these formational units have moderate to high potential to contain fossil remains, grading activities in this portion of the project site could result in potentially significant impacts to paleontological resources. Implementation of the following mitigation measure would reduce impacts to below a level of significance:

PAL-1. Prior to and during construction, a paleontological monitoring plan shall be prepared and implemented and shall include the following:

- A qualified paleontologist shall attend a pre-construction meeting to consult with the grading and excavation contractors concerning excavation schedules, paleontological field techniques, and safety issues. A qualified paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or geology, who is familiar with paleontological procedures and techniques, who is knowledgeable in the geology and paleontology of San Diego County, and who has worked as a paleontological mitigation project supervisor in the County for at least one year.

- A paleontological monitor shall be on site on a full-time basis during the original cutting of previously undisturbed deposits with high or moderate paleontological resource potential (i.e., the Otay formation and terrace deposits) to inspect exposures for contained fossils. A paleontological monitor is defined as an individual who has experience in the collection and salvage of fossil materials. The paleontological monitor shall work under the direction of the qualified paleontologist. As grading progresses, the

qualified paleontologist and paleontological monitor shall have the authority to reduce the scope of the monitoring program to an appropriate level if it is determined that the potential for impacts to paleontological resources is lower than anticipated.

- If fossils are discovered, the paleontologist (or paleontological monitor) shall recover them. In most cases, this fossil salvage can be completed in a short period of time, although if necessary the paleontologist (or paleontological monitor) shall be allowed to briefly redirect, divert, or halt grading. Certain fossil specimens, however (e.g., a complete large mammal skeleton), may require an extended salvage period. In these instances, the paleontologist (or paleontological monitor) shall be allowed to redirect, divert, or halt grading to allow recovery of fossil remains in a timely manner.

- Fossil remains collected during monitoring and salvage shall be cleaned (removal of extraneous enclosing sedimentary rock material), repaired (consolidation of fragile fossils and gluing together of broken pieces), sorted (separating fossils of different species), and cataloged (scientific identification of species, assignment of inventory tracking numbers, and recording of these numbers in a computerized collection database). Prepared fossils, along with copies of all pertinent field notes, photos, and maps, shall be deposited (as a donation) in an accredited scientific institution with permanent paleontological collections, such as the San Diego Natural History Museum.

- A final summary report shall be prepared that outlines the results of the monitoring program.

d. The California Native American Heritage Commission (NAHC) was requested to conduct a search of their Sacred Lands files to determine if any traditional cultural properties or Native American heritage sites are located within the project APE or one-half mile of the APE. The NAHC replied that no known resource sites are recorded in the project area. In addition, Native American representatives in the project area were contacted to notify them of the proposed project and solicit any concerns. No responses were received. Given the results of the Native American consultation and the mostly developed setting of the project site, the potential to encounter human remains is extremely low. No associated significant cultural resource impacts would occur.

6. Geology and Soils

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	□	□	■	□

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
ii. Strong seismic ground shaking?	□	□	■	□
iii. Seismic-related ground failure, including liquefaction?	□	□	□	■
iv. Landslides?	□	□	■	□
b. Result in substantial soil erosion or the loss of topsoil?	□	□	■	□
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?	□	□	■	□
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	□	□	■	□
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	□	□	□	■

Discussion

A geotechnical evaluation was conducted for the project by Ninyo & Moore (*Geotechnical Evaluation, San Ysidro Rail Yard Expansion, San Diego, California*; June 30, 2009). The study included a geologic reconnaissance of the project site, subsurface exploration, and laboratory testing. This report is hereby incorporated by reference in its entirety. The results and conclusions are summarized herein.

a.i. No known active or potentially active faults traverse the project site[5]. The closest known active fault is the Rose Canyon fault, located approximately seven miles northwest of the project site. The potentially active La Nacion fault system is located just north of the project site. While the potential for on-site rupture cannot be completely discounted (e.g., unmapped faults could conceivably underlie the site), the likelihood for such an occurrence is considered low due to the absence of known active faults within or adjacent to the site. Therefore, impacts related to fault rupture from implementation of the proposed project would be less than significant.

a.ii. The project site is located in seismically active southern California and is likely to be subjected to moderate to strong seismic ground shaking. Seismic shaking at the site could be generated by events on any number of known active and potentially active faults in the region, including the Rose Canyon fault and La Nacion fault system. Faulting in the region generally comprises a number of northwest-trending, predominantly right-lateral strike-slip faults at the boundary between the Pacific and North American tectonic plates. An earthquake along any of these known active fault zones could result in severe ground shaking and consequently cause injury and/or property damage in the project vicinity. However, as the proposed project does not include construction of any structures, it

[5] Active faults are defined as those exhibiting historic seismicity or displacement of Holocene deposits (i.e., approximately 11,000 years or less in age), while potentially active faults have no historic seismicity and displace Pleistocene (between approximately 2 million and 11,000 years old), but not Holocene strata.

would not pose a significant risk to people associated with building failure or damage during a seismic event. In addition, the proposed features would be designed and constructed in compliance with required seismic design parameters. For these reasons, potential impacts associated with seismic ground shaking would be less than significant.

a.iii. Liquefaction is the phenomenon whereby soils lose shear strength and exhibit fluid-like flow behavior. Severe or extended liquefaction can result in significant effects to surface and subsurface facilities through the loss of support and/or foundation integrity. Loose, granular soils are most susceptible to these effects, with liquefaction generally restricted to saturated or near-saturated soils at depths of less than 100 feet. Based on the depth of groundwater (approximately 50 feet) and the relatively dense, cohesive nature of the soils that underlie the project site, the potential for liquefaction is negligible. No impacts associated with liquefaction would occur as a result of project implementation.

a.iv. A large portion of the project site is underlain by landslide deposits that likely moved during the late Pleistocene period (between 12,000 and 2.5 million years ago). Based on the evaluation of the planned grading, the slopes would have an adequate factor of safety against failure. Accordingly, impacts would be less than significant.

b. Existing on-site soils are susceptible to erosion. Existing top soils and fill materials would be removed or treated (e.g., moisture conditioned or compacted), as required. In addition, manufactured slopes would not be steeper than a 2:1 gradient and would be hydroseeded/revegetated with native vegetation and therefore, would not be susceptible to significant long-term erosion and sedimentation. No other significant long-term erosion impacts would occur.

   Conformance with a NPDES General Construction Activity Storm Water Permit would be required during construction of the project, including the preparation and implementation of a SWPPP, which incorporates Best Available Technology (BAT) and/or best conventional pollutant control technology (BCT) through the use of best management practices (BMPs). Implementation of a General Construction Activity Storm Water Permit (and associated SWPPP) would avoid or reduce potential short-term erosion and sedimentation impacts to less than significant levels.

c. As discussed in Items 6a.iii and 6a.iv, the potential for liquefaction is negligible; however, a large portion of the project site is located on landslide deposits. Based on the evaluation of the planned grading, the slopes would have an adequate factor of safety against failure. As discussed in Item 6b, existing unstable top soils and fill material would be removed or treated, as required. Furthermore, the proposed project would incorporate standard engineering procedures to avoid injury or damage due to landslides, lateral spreading, subsidence, liquefaction, or collapse. Therefore, potential impacts related to unstable geologic units or soils would be less than significant.

d. Expansive soils are generally high in clays or silts that shrink or swell with variation in moisture. Some on-site soils can be used as fill. Imported fill material, if needed, would generally be granular soils with a very low to low expansion potential. Accordingly, impacts related to expansive soils would be less than significant.

e. No wastewater disposal systems involving the use of septic tanks, leach fields, or alternative sewage disposal systems that depend upon appropriate soil regimes are currently in use at the project site, or are proposed as part of the project. No associated impacts would occur.

7. Greenhouse Gas Emissions

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	□	□	■	□
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	□	□	□	■

Discussion

A project-specific air quality impact report was prepared by SRA (*Air Quality Technical Report for the San Ysidro Railroad Yard Improvement Project*; June 30, 2010), which evaluated project impacts related to global climate change and greenhouse gases. This report is hereby incorporated by reference in its entirety. The results and conclusions are summarized herein.

a. Global climate change refers to changes in average climatic conditions on Earth as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases, including water vapor, carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O), as well as hydrofluorocarbons (HFCs), perfluorocarbons (PFCs), and sulfur hexafluoride (SF_6). These "greenhouse" gases (GHGs) allow solar radiation (sunlight) into the Earth's atmosphere, but prevent radiative heat from escaping, thus warming the Earth's atmosphere. GHG are emitted by both natural processes and human activities. Concentrations of GHG have increased in the atmosphere since the industrial revolution. Human activities that generate GHG emissions include combustion of fossil fuels (CO_2 and N_2O); natural gas generated from landfills, fermentation of manure and cattle farming (CH_4); and industrial processes such as nylon and nitric acid production (N_2O).

   Assembly Bill (AB) 32, the California Global Warming Solutions Act, established a state goal of reducing GHG emissions to 1990 levels by the year 2020, which would require a reduction of approximately 30 percent from "business as usual" or forecasted emission levels. Senate Bill (SB) 97, a companion bill, directed the California Natural Resources Agency (Resources Agency) to certify and adopt guidelines for the mitigation of GHG or the effects of GHG emissions. SB 97 was the State Legislature's directive to the Resources Agency to specifically establish that GHG emissions and their impacts are appropriate subjects for CEQA analysis.

   SANDAG has adopted the following planning documents to address regional energy savings and climate change:

   - The *Climate Action Strategy* is a guide on climate change policy and identifies a range of potential policy measures for consideration as SANDAG updates long-term planning documents like the Regional Transportation Plan and Regional Comprehensive Plan.

- The *Regional Energy Strategy* serves as the energy policy blueprint through 2030 to support decision-making as the region strives to meet the energy needs of a growing population and economy while enhancing our quality of life.

- The *Sustainable Region Program Action Plan* is designed to assist local governments in developing energy management plans and implementing cost-saving energy measures.

SANDAG also works with federal and state energy planning/regulating agencies to help the region attain its energy goals.

To date, there is no local, regional, state, or federal regulation establishing a threshold of significance to determine project-specific impacts related to GHG emissions. Based on guidance in the California Air Pollution Control Officers Association (CAPCOA) report *CEQA & Climate Change*, dated January 2008, ~~SANDAG is using~~ an annual generation rate of 900 metric tons of GHG emissions has been used to determine when further GHG analysis is required. The CAPCOA report references the 900 metric ton guideline as a conservative threshold for requiring further GHG analysis and mitigation. This emission level is based on the amount of vehicle trips, the typical energy and water use, and other factors associated with projects. If a project would exceed the annual 900 metric ton screening threshold, then a potentially significant GHG emissions impact would occur and preparation of a detailed quantitative GHG analysis would be required.

GHG emissions associated with the project include those from construction and operations, as discussed below.

Construction

GHG emissions would be generated during the construction phase of the project through the use of heavy equipment and vehicle trips. Table 8 presents the calculated GHG emissions generated during project construction activities per year. When accounting for GHG, all types of GHG emissions are expressed in terms of CO_2 equivalents (CO_2e) and are typically quantified in metric tons (MT) or millions of metric tons (MMT).

Table 8
CONSTRUCTION GHG EMISSIONS

Construction Phase/Year	CO_2e Emissions (MT per Year)
2010	1,668
2011	436

Source: SRA 2010

GHG emissions generated during project construction would be temporary and limited to the construction phases of the project. Guidance from the South Coast Air Quality Management District and the County of San Diego recommends amortizing construction emissions over a 30-year period to account for their contribution to project lifetime GHG emissions. If emissions are amortized over a 30-year period, construction emissions would be estimated at 70 MT CO_2e per year. Because the calculated GHG emissions is substantially less than the 900 MT screening threshold, no further GHG

analysis is required and GHG impacts resulting from project construction would be less than significant.

Operations

GHG emissions associated with operations at the San Ysidro Rail Yard would be attributable to truck traffic and routine Rail Yard operations. The heavy-duty truck trips would account for nearly all of GHG emissions; other activities such as maintenance and other routine Rail Yard operations would be relatively minor and would not generate measurable contributions to operational air emissions. Rail emissions from locomotive engines would be unchanged from existing conditions, and operations would not result in increased GHG emissions. Table 9 presents the calculated GHG emissions from heavy-duty trucks trips at the Rail Yard. The calculations assume GHG emission reductions based on the low-carbon fuel standard (LCFS) and CARB Scoping Plan measures designed to reduce emissions specifically from trucks.

Table 9
OPERATIONAL VEHICLE EMISSIONS

Emission Source	Annual Emissions (metric tons per year)			
	CO_2	CH_4	N_2O	CO_2e
Truck Emissions	653	0.01	0.57	829
Global Warming Potential Factor	1	21	310	--
CO_2e Emissions	653	0.30	175.45	829
TOTAL CO_2e Emissions	829			

Source: SRA 2010

As identified in Table 9, vehicular emissions would generate less than the 900 MT screening threshold and therefore, no further GHG analysis is required and GHG impacts resulting from project operations would be less than significant.

Individual projects do not regulate or control emissions from mobile sources; rather, this is the responsibility of the CARB and USEPA. The CARB has implemented programs and is developing future regulatory action, such as the LCFS that will apply to sources, including on-road trucks and locomotives, as a result of implementation of AB 32. Because the project would be subject to the requirements that would be developed due to AB 32, the project would be consistent with the goals of AB 32. Impacts associated with the project would therefore be less than significant.

b. The CARB has implemented programs and is developing regulatory actions such as the LCFS that will apply to sources such as on-road trucks and locomotives, as a result of implementation of AB 32. Because the proposed project would be subject to the requirements that would be developed due to AB 32, it would be consistent with the goals of AB 32. No associated GHG emissions impacts would occur.

8. Hazards and Hazardous Materials

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	□	□	■	□
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	□	□	■	□
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	□	□	□	■
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	□	■	□	□
e. For a project located within an airport land use plan or, where such a plan has not been adopted within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	□	□	□	■
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	□	□	□	■
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	□	□	■	□

Discussion

A Phase I Environmental Site Assessment (ESA) was prepared for the proposed project by Bureau Veritas North America, Inc. (*Phase I Environmental Site Assessment – San Ysidro Yard Improvement Project, 2711 East Beyer Boulevard, San Diego, California*; April 23, 2010). Bureau Veritas North America, Inc. also prepared an Addendum to the Phase I ESA/Visual Inspection and Database Review Report (ESA Addendum) for the proposed project (*Addendum/Visual Inspection and Database Review Report – San Ysidro Yard Improvement Project, 2711 East Beyer Boulevard and Additional Areas to the East, San Diego, California*; April 23, 2010). These two reports are hereby incorporated by reference in their entirety. The results and conclusions in these two reports are summarized in this section.

a-b. During the project construction period, hazardous substances used to maintain and operate construction equipment, such as fuel and lubricants, would be present. The transport, use, and disposal of such hazardous materials would be conducted in accordance with applicable state and federal laws. Additionally, implementation of a SWPPP and standard construction BMPs would prevent the use of these materials from causing a significant hazard to the public or environment.

Following construction of the proposed project, the Rail Yard would continue to house hazardous substances, such as diesel fuels and motor oil and lubricants. The SD&IV railroad would continue to transport commodities that are considered hazardous substances, including propane and petroleum fuels. Such operations would be a continuation of existing services, and transport and handling of such products would be conducted in accordance with applicable state and federal laws. Compliance with applicable laws and regulations would ensure that associated hazardous materials impacts during and following project construction would be less than significant.

c. Two existing schools are located within 0.25 mile of the project site: Beyer Elementary School (2312 East Beyer Boulevard) and Willow Elementary School (226 Willow Road). While small amounts of hazardous materials (such as paints, lubricants, etc.) would be present on the site during project construction, these materials would be typical of those used at construction sites and would be handled in accordance with applicable local, state, and federal requirements. Additionally, as amounts of these materials present during the construction period would be small, any release of these materials would be small and easily contained. Similarly, operation of the proposed project would include continued transport and handling of hazardous substances, such as propane and petroleum fuels. This would be a continuation of existing services, and transport and handling of such products would be conducted in accordance with applicable state and federal laws. As the proposed project would not emit hazardous emissions and would handle hazardous materials in accordance with applicable requirements, no significant impacts to nearby schools would occur.

d. The ESA included a government database search to identify potential hazardous waste/materials at the project site and surrounding properties. Several nearby properties were identified in the database search as facilities of environmental concern; however, none would pose a potential environmental concern to the project site due to distance from the project site and direction of groundwater flows.

The project site was listed in several databases, including the HAZNET, LUST, CORTESE, UST, and SAN DIEGO CO. SAM. According to these databases, the project site generates hazardous waste (i.e., waste oils and solvents) and has a reported case of diesel fuel release into the underlying soil and groundwater. The project site currently contains three underground storage tanks (USTs), including two 20,000-gallon diesel USTs, one 6,000-gallon lube oil UST, and associated piping and dispensers. In addition, records show that the following USTs and associated equipment were formerly located on site, but have been removed:

- One 1,000-gallon waste oil UST
- A possible oil UST of unknown capacity
- Oil pump and dispenser
- Two 20,000 gallon diesel USTs
- 300 feet of associated piping
- Two fuel dispensers

Soil samples collected in 1998 indicate that shallow soil beneath the former USTs, fuel dispensers, and piping was contaminated with petroleum fuels. The extent of contamination was determined not to pose a threat to public health or groundwater and no further action was recommended at that time. These former existing USTs represent a recognized environmental condition (REC) because soil samples were not collected and analyzed in the vicinity of all the USTs and equipment (existing and former) that could have impacted subsurface soils. Other former uses at the Rail Yard, namely a locomotive washing station, also represent a REC because clarifiers are commonly used in association with vehicle washing operations and may have been present on site. Furthermore, it is possible that additional underground features remain on site. The potential for contaminated soils due to these RECs represents a potentially significant impact. Implementation of the following mitigation measures would reduce impacts related contaminated soils to below a level of significance:

HAZ-1. Prior to ground disturbance associated with the construction of the proposed project, a geophysical survey shall be conducted at the maintenance building fueling area and former or current locomotive washing area to attempt to determine if unidentified underground facilities are present. If any underground facilities are identified during the geophysical survey or encountered during project construction, they shall be removed under the oversight of a qualified environmental professional and appropriate regulatory agencies in accordance with applicable regulations.

HAZ-2. Prior to ground disturbance associated with the construction of the proposed project, a limited shallow soil subsurface investigation shall be conducted by a certified hazardous materials specialist to assess the presence/absence of contaminated soils. If contaminated soil is present, appropriate abatement actions shall be implemented by a licensed abatement contractor and in accordance with applicable regulatory requirements.

Hazardous building materials and other hazardous substances could potentially be present on site, including asbestos-containing materials (ACM), lead-based paint (LBP), and polychlorinated biphenyls (PCBs). Potential sources of ACM and LBP were observed within existing buildings on site. Potential sources of PCBs on site include electrical transformers, railroad switching ties, and fluorescent light ballasts. These hazardous materials could potentially be encountered during project construction and represent a potentially significant impact. Implementation of the following mitigation measures would ensure that associated impacts would be reduced to below a level of significance:

HAZ-3. Prior to maintenance or renovation of existing on-site buildings, surveys shall be conducted for the presence of asbestos-containing materials and lead-based paint. The surveys shall be conducted by a certified hazardous materials specialist in accordance with applicable local, state, and federal guidelines and regulations. If hazardous building materials are present, appropriate abatement measures shall be implemented by a licensed abatement contractor in accordance with regulatory requirements.

HAZ-4. Prior to removal or relocation of railroad switching ties or electrical transformers, sampling of hydraulic and dielectric fluids shall be conducted for the presence of polychlorinated biphenyls. The sampling shall be conducted by a certified hazardous materials specialist in accordance with applicable local, state, and federal guidelines and regulations. If hazardous building materials are present, appropriate abatement measures shall be implemented by a licensed abatement contractor in accordance with regulatory requirements.

e. The project site is approximately three miles southwest of Brown Field Municipal Airport, a general aviation airport, and lies outside its Airport Influence Area, as identified in the Brown Field Municipal Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority 2009). No hazards impacts associated with these airport facilities would occur.

f. The closest private aviation facility is the Imperial Beach Naval Outlying Landing Field, approximately four miles to the west. This facility is utilized by the U.S. Navy for helicopter training. Flight patterns and training exercises do not occur near the project site. No associated hazards impacts would occur.

g. The proposed project would not impair or physically interfere with an adopted emergency response or evacuation plan. Primary access to all major roads would be maintained during construction of the proposed project. Therefore, no associated impacts would occur.

h. The project site is located at the eastern edge of the developed San Ysidro community. Large areas of undeveloped land are located to the immediate east; however, the project would not increase potential hazards associated with wildfires. The project entails improvements to the existing Rail Yard, which is served by existing public services, including fire protection. Because of the existing rail operations, dense vegetation and other fuel sources are not present on site. Hazard impacts related to wildland fires would be less than significant.

9. Hydrology and Water Quality

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Violate any water quality standards or waste discharge requirements?	□	□	■	□
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	□	□	■	□
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on or off site?	□	□	■	□
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on or off site?	□	□	■	□
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	□	□	■	□
f. Otherwise substantially degrade water quality?	□	□	□	■

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	□	□	□	■
h. Place within a 100-year flood hazard area, structures which would impede or redirect flood flows?	□	□	□	■
i. Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam?	□	□	□	■
j. Inundation by seiche, tsunami, or mudflow?	□	□	□	■

Discussion

A water quality technical report (*Preliminary Water Quality Technical Report (WQTR) San Ysidro Yard Improvement Project*, May 27, 2010) and preliminary drainage report (*Preliminary Drainage Study San Ysidro Yard Improvement Project*; May 24, 2010) were prepared for the project by Bureau Veritas North America, Inc. These two reports are hereby incorporated by reference in their entirety and are summarized in this section.

a. Potential water quality impacts associated with the proposed project would include short-term construction-related erosion/sedimentation and long-term operational storm water discharge. As discussed in Item 6b, short-term water quality impacts related to erosion/sedimentation would be less than significant based on conformance with existing regulatory requirements (i.e., acquisition of a NPDES General Construction Activity Storm Water Permit and implementation of a SWPPP). Conformance with applicable requirements and SWPPP implementation would ensure that short-term, construction-related water quality violations would not occur.

   Long-term water quality impacts associated with the project would include generation of minor quantities of urban contaminants within the Rail Yard (such as sediment, heavy metals, organic compounds, trash and debris, oxygen demanding substances, and oil and grease). The transport of such pollutants from the project site could potentially affect water quality at downstream receiving waters, namely the Tijuana River, the Tijuana River Estuary, and the Pacific Ocean. These waters are included on the 2006 Clean Water Act Section 303(d) List as impaired water bodies due to the presence of nutrients, bacteria indicators, organic compounds, pesticides, sediment, trash and debris, and heavy metals. The proposed project would include the construction of desiltation and detention basins that would reduce storm water runoff and sediment volumes. Long-term water quality impacts associated with these pollutants of concern (POC) to receiving waters would be addressed through compliance with NPDES guidelines for municipal storm water runoff in accordance with the San Diego RWQCB Order No. R9-2007-0001 and related water quality guidelines adopted by local jurisdictions. These guidelines require that pollutant discharges and runoff from development are reduced to the maximum extent practicable and that receiving water quality objectives are not violated throughout the life of project through implementation of site design, source control, and treatment control post-construction BMPs. A number of post-construction BMPs are identified in the project WQTR and would be incorporated into the project design. Implementation of required BMPs

would ensure that water quality violations would not occur, and associated long-term water quality impacts would be less than significant.

b. The proposed project would not require the use of groundwater. Although the proposed project would result in additional impervious surfaces on site, the project would construct desiltation and detention basins. Accordingly, the project would not significantly impact local groundwater recharge. Impacts would be less than significant.

c-d. The proposed project would not substantially alter existing drainage patterns of the site or vicinity. Existing drainage in the project vicinity consists of two major drainage watersheds: a North Watershed and a South Watershed. Both of these watersheds encompass large off-site upstream tributary areas that drain through the project site from the east. The North Watershed is comprised of four sub-basins that all flow westerly into four storm drain pipes that cross the railroad tracks and eventually confluence downstream of the project site. The South Watershed is comprised of two sub-basins that also flow in a westerly direction into two storm drain pipes that cross the railroad tracks and confluence downstream of the project site. Post-construction, the upstream off-site drainage patterns for the North and South Watersheds would remain the same as under existing conditions. The North Watershed, however, would be divided in five sub-basins. This further division would improve the existing downstream storm drains system conveyance since it currently has limited capacity. Existing drainage patterns in the South Watershed would not be altered post-construction. In addition, the proposed project would construct desiltation and detention basins that would reduce storm water runoff and sediment volumes. Water quality impacts related to erosion/sedimentation, runoff rates and quantities, and/or flooding would be less than significant.

e. Existing storm drain systems that serve the project site were analyzed to determine if they have adequate capacity to handle existing peak flows. One sub-basin within the North Watershed storm drain system and one sub-basin within the South Watershed storm drain system do not have adequate capacity to convey 25- or 100-year storm events. Proposed drainage facilities would include desiltation and drainage basins, drainage ditches, grated catch basins, and reinforced concrete pipe (RCP) storm drain pipes. With the proposed storm drain system improvements, both the North and South Watershed storm drain systems would have adequate capacity to convey 25-year storm events. Neither system would have adequate capacity for the 100-year storm event; however, the proposed design would improve the conveyance of the 100-year peak runoff. In addition, due to the lack of capacity in the existing downstream facilities, desiltation/detention basins are proposed to attenuate peak discharge, and thus would improve the capacities of the existing downstream storm drain systems. These basins would be sized to contain the entire 25-year stormwater runoff in addition to the required sediment storage volume. As discussed above, the proposed project could result in polluted runoff; however, the potential for water quality impacts would be minimized through compliance with the requirements of the San Diego Municipal Storm Water Permit (RWQCB Order No. R9-2007-0001, NPDES No. CAS0108758) and related water quality guidelines adopted by local jurisdictions. Therefore, water quality impacts related to storm water capacity and/or polluted runoff would be less than significant.

f. No additional water quality impacts other than those described earlier in this section are anticipated.

g-h. The proposed project does not involve construction of residential units or any other structures. Based on Federal Emergency Management Agency maps, the project site is not located within a mapped 100-year floodplain. No impacts associated with flooding would occur.

i. As discussed above, the proposed improvements would not be located within a mapped 100-year floodplain. Additionally, the project would construct drainage improvements to alleviate existing flood conditions at the Rail Yard and reduce the risk of related flood hazards associated with Rail Yard operations. No reservoir dam structures are located within the vicinity of the project site. The closest dam structure (Savage Dam) is located approximately eight miles inland at Lower Otay Reservoir. The Otay River, which flows from the reservoir, is located 2.5 miles north of the project site. Given the distance from Savage Dam and the Otay River, resultant flooding from the unlikely failure of the dam would not expose people or structures to a significant risk of loss, injury, or death. No associated flood hazard impacts would occur.

j. The project site is located approximately five miles inland from the Pacific Ocean with on-site elevations ranging from 80 to 120 feet above mean sea level. The project site is located approximately 0.5 mile from the Tijuana River (at its closest point) near the U.S./Mexico border. Given the distance from the coast, the potential for the project site to be inundated in the event of a large, catastrophic tsunami is extremely low. Accordingly, no associated flood hazard impacts are anticipated to occur. Additionally, the project would construct desiltation and desiltation/detention basins to alleviate existing flood and siltation conditions at the Rail Yard. These proposed facilities would reduce the risk of related mudflow inundation at the project site. No associated impacts would occur.

10. Land Use and Planning

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Physically divide an established community?	□	□	□	■
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	□	□	□	■
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	□	□	□	■

Discussion

a. The proposed project would include the improvement and expansion of an existing facility (i.e., Rail Yard) on the eastern edge of the San Ysidro community. The proposed project does not include the construction of public roads, structures, or other improvements that would physically divide or separate neighborhoods within the established community. Therefore, no associated land use impacts would occur.

b. The project site is located within the City of San Diego in the community of San Ysidro. The proposed project would not conflict with applicable land use plans, policies, or regulations, including the SANDAG's *2030 San Diego Regional Transportation Plan: Pathways for the Future* (2030 RTP; SANDAG 2007) and the *City of San Diego General Plan* (City of San Diego 2008). Although the project site is located within the *San Ysidro Community Plan* (Community Plan; City of San Diego 1990) area, the Community Plan does not contain policies applicable to the Rail Yard and its operations. The 2030 RTP is the adopted long-range transportation planning document for the San Diego region and identifies improvements to freight rail yards to foster goods movements. The proposed project would not conflict with policies pertaining to freight rail in the Mobility Element (Section J, Goods Movement/Freight) of the *City of San Diego General Plan*. Specifically, policy ME-J.1. recommends supporting infrastructure improvements that would facilitate the efficient transfer of goods between truck and rail transportation modes. Policy ME-J.9. recommends supporting efforts to facilitate the efficient movement of goods across the U.S.-Mexico Border. Consistent with these policies, the project would construct improvements to increase rail storage capacity and thereby provide additional transloading operations and more efficient cross-border goods movement.

In addition, the project would not conflict with existing land use and zoning designations. Most of the proposed improvements would occur within the existing railroad right-of-way and would not change land uses. The eastern portion of the project site, however, extends onto undeveloped property that is designated and zoned for industrial or residential uses in the *San Ysidro Community Plan* and San Diego Zoning Ordinance. It is anticipated that the ~~The~~ project may require acquisition of ~~a~~ portions ~~of~~ or all of ~~up to~~ approximately 12 abutting parcels~~, but would not preclude the development of industrial or residential uses on the remaining portion of the parcels~~ (refer to Table 1 for specific properties potentially affected). The ~~partial~~ acquisitions will comply with any applicable procedures of Government California Uniform Relocation Assistance and Real Property Acquisition Policies Act (Government Code § 7260 et. seq.). The project could potentially reduce the developable area ~~on these~~ of parcels subject to partial acquisition~~since portions of them would be acquired~~. Acquisition areas, however, are anticipated to ~~would~~ occur along the western edges of the abutting properties and are not expected to substantially reduce developable areas. All but one of these properties are currently undeveloped and there no approved or pending plans for development on these parcels. If full acquisition is required, portions of undeveloped land predominantly designated and zoned for industrial uses would be developed with rail-related facilities, which are consistent with industrial designations. One parcel (APN 666-130-03) contains structural remains of a former ranch building and dirt driveways. This property is the only affected parcel designated for residential uses; the other 11 properties are designated and zoned for industrial uses. It is anticipated, however, that only partial acquisition of this residential property may be required given its size (approximately 10.6 acres), and the developable area would not be substantially reduced. The improved Rail Yard would not conflict with applicable land use and zoning designations because it is an existing facility (dating back to early 1900s) within and adjacent to these designations. ~~Minor e~~Encroachment into these similarly designated properties would be a compatible use. No public roads currently provide access to these adjacent parcels, and project implementation would neither provide access nor preclude construction of future access to these parcels. Accordingly, no significant land use impacts related to plan consistency would occur as a result of the project.

c. The proposed project would not conflict with the subregional MSCP or the City of San Diego's MSCP Subarea Plan. The project site is located within the City's MSCP Subarea Plan, and less than 0.1 acre occurs within the MHPA, the City's preservation area. Implementation of the proposed project would not result in permanent impacts to the MHPA. Refer to Item 4f for additional discussion. No associated significant land use impacts would occur.

11. Mineral Resources

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	□	□	□	■
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	□	□	□	■

Discussion

a-b. The project site is located within Aggregate Mineral Resource Classification Zone Category 3 (MRZ-3). MRZ-3 indicates significance of mineral deposits cannot be evaluated from available data. The project site has not been used for mineral resource recovery and is not delineated as a mineral resource recovery site on any land use plans. As the project site does not contain any known significant mineral resources, and is not currently used (or planned for use) as a mineral resource recovery site, no impacts to mineral resources would not occur as a result of project implementation.

12. Noise

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	□	□	■	□
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	□	□	■	□
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□	■	□
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	□	□	■	□
e. For a project located within an airport land use plan or where such a plan has not been adopted within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	□	□	□	■

Discussion

A project-specific noise report was prepared by HELIX Environmental Planning, Inc. (*San Ysidro Railroad Yard Improvement Project Noise Study Report*; January 12, 2010), which evaluated potential noise impacts resulting from the proposed project using both City of San Diego and Federal Transit Administration (FTA) criteria. This report is hereby incorporated by reference in its entirety. The results and conclusions are summarized herein.

a-d. Noise sensitive land uses are associated with indoor and/or outdoor activities that may be subject to stress and/or substantial interference from noise and often include residential dwellings, mobile homes, hotels, motels, hospitals, nursing homes, educational facilities, libraries, parks, and nature/wildlife preserves. Industrial, commercial, and agricultural land uses are generally considered not sensitive to noise. A total of 11 noise sensitive land uses are located in close proximity to the project site, including an elementary school, six multi-family residences, and four single-family residences. These sensitive receptors could potentially be impacted by noise associated with Rail Yard operations and construction activities. An evaluation of potential noise impacts is provided below.

Rail Yard Operations

Noise sources associated with Rail Yard operations include vehicular traffic, trains, rail maintenance, and transloading activities. Sound level measurements were conducted to measure existing noise levels from trains and vehicular traffic. Based on these measurements, existing and future traffic noise levels were modeled at 12 receivers, including the 11 sensitive receptors identified above and a commercial center adjacent to the project site.

Traffic Noise

The City of San Diego has established significance thresholds for traffic noise impacts based on the sensitivity of the receiving land use. Sound levels up to 65 decibels (dB) community noise equivalent level (CNEL)[6] are compatible at single- and multi-family residential uses, schools, and other noise sensitive uses. This requirement is typically applied at outdoor activity areas, such as patios, balconies, rear yards, and child play areas. Sound levels up to 75 dB CNEL are compatible with commercial uses. In instances where existing noise levels already exceed City thresholds, a significant impact would be assessed if the change in noise levels would be three dB or greater as a result of the project. Sound level variations of less than three dB are not generally detectable by the average human ear.

To determine project traffic noise impacts, traffic noise was evaluated under near-term (year 2010) and horizon year (2030) conditions with and without the project. Traffic information used in this analysis was taken from the project traffic report prepared by Kimley-Horn and Associates (*Traffic Impact Analysis, San Ysidro Railroad Yard Improvement Project*, June 2010). Traffic noise levels were modeled utilizing the Federal Highway Administration's (FHWA) Traffic Noise Model (TNM) version 2.5 (which is the standard model accepted by the FHWA and the FTA).

[6] CNEL is the 24-hour average noise level, where sound levels during the evening hours (7:00 PM to 10:00 PM) have an added 5 dB, and sound during the nighttime hours (10:00 PM to 7:00 AM) have an added 10 dB to account for sensitivity.

Table 10 presents the calculated traffic noise levels without and with the proposed project under near-term and horizon year conditions, and summarizes potential noise impacts based on City criteria.

Table 10
PROJECT TRAFFIC NOISE IMPACT SUMMARY
(dB CNEL)

Receiver Number/ Use	Near-term (2010) Conditions				Horizon Year (2030) Conditions			
	2010	2010 Plus Project	Δ	Significant Impact?	2030	2030 Plus Project	Δ	Significant Impact?
1: School	64.2	64.2	0	No	65.4	65.4	0	No
2: MFR	68.9	69.1	0.2	No	70.2	70.3	0.1	No
3: MFR	68.2	68.5	0.3	No	69.6	69.7	0.1	No
4: SFR	67.8	67.9	0.1	No	69.1	69.2	0.1	No
5: SFR	67.4	67.5	0.1	No	68.9	68.9	0	No
6: MFR	66.1	66.1	0	No	67.6	67.6	0	No
7: SFR	66.0	66.0	0	No	67.1	67.2	0.1	No
8: SFR	65.1	65.1	0	No	66.3	66.3	0	No
9: MFR	63.6	63.7	0.1	No	65.0	65.0	0	No
10: MFR	63.5	63.5	0	No	65.0	64.9	-0.1	No
11: MFR	63.4	63.4	0	No	65.0	64.9	-0.1	No
12: Com	64.5	64.5	0	No	66.2	66.2	0	No

MFR=multi-family residential, SFR=single-family residential; Com = commercial; Δ = change in noise level
Source: HELIX 2010~~b~~

As shown in Table 10, traffic noise levels would not increase at seven of the receiver locations (1, 6, 7, 8, 10, 11, and 12) in the near term. Noise levels at three of these receivers (6, 7, and 8) would exceed the City's significance threshold of 65 dB without the project; however, no increase in noise would occur with the project and therefore, no significant noise impacts would occur at these receivers due to the project. No significant noise impacts would occur at the four other receivers that would not experience an increase in noise under near-term conditions (1, 10, 11, and 12). At the other five receivers (2, 3, 4, 5, and 9), traffic noise levels would increase by 0.1 to 0.3 dB with the project, which would not cause noise levels to exceed the 65-dB threshold. No significant traffic noise impacts would occur under near-term conditions.

During 2030 conditions without the project, all but 3 of the analyzed receivers would experience noise levels above the City's threshold of 65 dB CNEL. With additional project traffic noise, six receivers (1, 5, 6, 8, 9, and 12) would experience no change in noise levels, and two (10 and 11) would experience a decrease in noise levels. No significant traffic noise impacts would occur at these receivers. Traffic noise levels at the remaining four receivers (2, 3, 4, and 7) would only increase by 0.1 dB, which is below the City's threshold of 3 dB when noise levels already exceed the threshold. Accordingly, traffic noise impacts at these four receivers would be less than significant.

Rail Yard Noise

Noise sources associated with Rail Yard operations include trains, rail maintenance equipment, and transloading activities. Train assembly and disassembly would no longer be required during nighttime hours with the addition of two storage tracks within the Rail Yard and therefore, Rail Yard noise is expected to decrease during the night. Transloading and other operations are expected to increase with the project due to the increase in railroad storage capacity. City criteria regulating operational noise are contained in Section 59.5.0401 of the City of San Diego Municipal Code. These criteria identify allowable one-hour average sound levels per land use zone and time of day. Nighttime and

daytime noise levels were calculated with and without the project to determine potential operational noise impacts. Rail Yard noise was modeled utilizing Computer Aided Noise Abatement (CADNA) Version 3.5, which is a model-based noise prediction computer program. Nighttime and daytime operational noise levels and impacts are summarized in Tables 11 and 12, respectively.

Table 11
NIGHTTIME RAIL YARD NOISE LEVELS AND IMPACTS
(dB L_{EQ})

Receiver No.	Receiver	Existing	Existing Plus Project	Change	Nighttime Threshold[1]	Significant Impact?
1	School	30.3	29.4	-0.9	40	No
2	MFR	32.4	31.8	-0.6	62.5	No
3	MFR	33.6	33.0	-0.6	50	No
4	SFR	32.9	31.8	-1.1	50	No
5	SFR	33.8	32.8	-1.0	50	No
6	MFR	35.3	34.7	-0.6	62.5	No
7	SFR	38.8	38.6	-0.2	62.5	No
8	SFR	38.8	38.5	-0.3	62.5	No
9	MFR	34.5	33.8	-0.7	62.5	No
10	MFR	35.9	34.8	-1.1	62.5	No
11	MFR	35.6	33.6	-2.0	62.5	No
12	Com	35.5	26.8	-8.7	67.5	No

MFR=multi-family, SFR=single-family, Com = commercial
[1] Threshold was established based on the City of San Diego Municipal Code and the underlying zone. Where two zoning designations abut, the noise limit is the mean of the two zones.
Source: HELIX 2010d~~b~~

As shown in Table 11, all receivers currently experience noise levels below the nighttime thresholds. Due to the proposed elimination of nighttime train assembly/disassembly activities, all receivers would experience a decrease in noise levels (between 0.2 and 8.7 dB) at night. Therefore, no significant nighttime Rail Yard operational noise impacts would occur due to the project.

Table 12
DAYTIME RAIL YARD NOISE LEVELS AND IMPACTS
(dBA L_{EQ})

Receiver No.	Receiver	Existing	Existing Plus Project	Change	Daytime Threshold[1]	Significant Impact?
1	School	30.3	31.4	1.1	50	No
2	MFR	32.4	33.3	0.9	67.5	No
3	MFR	33.6	34.4	0.8	60	No
4	SFR	32.9	35.3	2.4	60	No
5	SFR	33.8	34.8	1.0	60	No
6	MFR	35.3	36.1	0.8	67.5	No
7	SFR	38.8	39.4	0.6	67.5	No
8	SFR	38.8	39.0	0.2	67.5	No
9	MFR	34.5	35.5	1.0	67.5	No
10	MFR	35.9	36.8	0.9	67.5	No
11	MFR	35.6	35.8	0.2	67.5	No
12	Com	35.5	54.4	18.9	70	No

MFR=multi-family, SFR=single-family, Com = commercial
[1] Threshold was established based on the City of San Diego Municipal Code and the underlying zone. Where two zoning designations abut, the noise limit is the mean of the two zones.
Source: HELIX 2010d~~b~~

As shown in Table 12, all receivers currently experience noise levels below the daytime thresholds. With the addition of the proposed project, operational noise levels at the receivers would increase by 0.2 to 2.4 at sensitive noise receivers and 18.9 dBA at the adjacent commercial use. Despite these increases, daytime operational noise levels with the proposed project would not exceed applicable daytime thresholds. Therefore, no significant daytime Rail Yard operational noise impacts would occur due to the project.

Federal Transit Administration Noise Criteria

The FTA has established noise impact criteria for transit-related projects, including rail and associated maintenance yards (*Transit Noise and Vibration Impact Assessment*, May 2006). These criteria vary as a function of receiving land use category, existing ambient noise levels, and noise exposure from the project. The allowable increase in noise levels is based on the existing noise level at the receiving land use category, and the impact is based on the increase to the existing noise level attributed to the project. Noise-sensitive land uses surrounding the project site are within Category 1 (residential receivers) and Category 3 (school). Based on the existing noise exposure of 63.4 dB (based on the measured and modeled existing noise level), Category 1 receivers must be exposed to project noise in excess of 60 dB to result in a moderate noise impact and 66 dB to cause a severe noise impact. Category 3 receivers must be exposed to 65 dB to be moderately impacted and 71 dB to be severely impacted. Noise exposure below the moderate rating criteria is considered no impact. As shown in Tables 10 through 12, traffic noise generated by the project would result in a maximum increase at 0.3 dB and Rail Yard operational noise generated by the project would increase by a maximum of 2.4 dB at sensitive receivers. The total noise generated by the project (traffic noise plus operational noise) would not approach 60 dB and therefore, no noise impacts would occur as a result of the project based on FTA criteria.

Construction Noise

The City of San Diego limits construction noise to between the hours of 7:00 AM and 7:00 PM, as specified in Section 21.04 of the San Diego Municipal Code. The proposed project would comply with this restriction. Construction noise during that 12-hour period is limited to a maximum average of 75 dB at residential uses. The loudest construction equipment that may be used during construction of the proposed project would be a rail saw, which has a typical noise level of 90 dB at 50 feet. The location of rail saw use, however, would be over 100 feet from the nearest residence, and assuming utilization time is at 50 percent or less (based on the anticipated construction requirements), noise levels at this residence would be 74 dB, which is below the City's threshold. The proposed access road and other construction activities would occur further away from sensitive receptors, resulting in noise levels of less than 75 dB. In addition, temporary noise would be generated from construction trucks during the grading phase associated with export of on-site cut materials. Haul routes would be identified in a traffic control plan (TCP) that would be prepared and implemented by the construction contractor, and would not include any surrounding residential streets. Project construction, therefore, would not generate noise levels in excess of the City's Noise Ordinance. Construction noise impacts would be less than significant.

e-f. The project site is approximately three miles southwest of Brown Field Municipal Airport, a general aviation airport, and lies outside its Airport Influence Area as identified in the Brown Field Municipal Airport Land Use Compatibility Plan (San Diego County Regional Airport Authority 2009). The project alignment is not located within the 55 dB CNEL for the Airport, and, therefore, would not result in the exposure of excessive airport noise to residents, students, or workers in the project area. Therefore, no impacts related to airport noise would occur.

13. Population and Housing

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	□	□	□	■
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	□	□	□	■
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	□	□	□	■

Discussion

a. Implementation of the proposed project would not directly induce population growth due to the fact that no housing or new businesses are proposed. The proposed improvements to the existing Rail Yard would not provide substantial new employment that would foster in-migration. The project does not propose the construction or extension of any new roads or infrastructure to previously undeveloped or inaccessible areas that would open up new areas for development. An access road would be constructed from East Beyer Boulevard to provide internal circulation within the Rail Yard, but this road would not be a public roadway and would not connect to other roadways or areas beyond the project site. Thus, the project would not indirectly induce population growth. For these reasons, no impacts associated with population growth would occur.

b-c. The proposed project would occur within existing railroad rights-of-way and adjacent undeveloped land currently outside of the railroad right-of-way. Properties located outside of the right-of-way do not contain any existing residences. Thus, the project would not result in the removal of any existing houses, or the displacement of any residents or businesses. No associated impacts would occur.

14. Public Services

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
Fire protection?	□	□	□	■
Police protection?	□	□	□	■
Schools?	□	□	□	■
Parks?	□	□	□	■
Other public facilities?	□	□	□	■

Discussion

The project site is located at the edge of a developed, urban area that is currently served by existing public services, including fire and police protection, schools, and parks. The proposed project would not generate population growth, and, therefore, would not substantially increase demand for these public services.

The City of San Diego Fire Department currently provides and would continue to provide fire protection and emergency medical services at the Rail Yard. Station 29 at 198 West San Ysidro Boulevard (approximately 0.5 mile to the west of the project site [driving distance]) serves the project site. Police protection is provided by the San Diego Police Department, whose border storefront is located at 663 East San Ysidro Boulevard, just west of the project site. Police and fire protection for the proposed project would be handled by those agencies already providing these services to the immediate area. The project would not result in the construction of any new residences or businesses which would generate a service need from police and fire protection agencies. Implementation of the proposed project in an existing developed area would not result in a substantial demand for any new or altered police or fire protection services and no impacts to these public services would occur.

The proposed project would not generate any residents who would require schools, parks, or other public facilities; therefore, no impacts would occur to such facilities.

15. Recreation

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	□	□	□	■
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	□	□	□	■

Discussion

a. The proposed project does not include a residential component and would not generate population growth; therefore, it would not create an increased demand for recreational facilities. No associated impacts would occur.

b. The proposed project does not include, nor does it require construction or expansion of recreational facilities; therefore, no impacts would occur.

16. Transportation/Traffic

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	□	□	■	□
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	□	□	■	□
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	□	□	□	■
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	□	□	■	□
e. Result in inadequate emergency access?	□	□	□	■
f. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	□	□	□	■

Discussion

A project-specific traffic analysis was prepared by Kimley-Horn and Associates (*Traffic Impact Analysis San Ysidro Railroad Yard Improvement Project*; June 2010) to evaluate potential traffic impacts associated with the project under near-term (year 2010) and horizon year (2030) conditions. Following the public review period, the traffic report was updated in October 2010 to analyze the effect of revising the truck circulation to and from the Rail Yard (Kimley-Horn and Associates 2010b). ~~This~~ These reports ~~is~~ are hereby incorporated by reference in ~~its~~ their entirety and the results and conclusions are summarized below.

a-b. The traffic study analyzed existing and future conditions at ~~seven~~ 10 intersections and ~~five~~ 7 roadway segments in the project vicinity. The following intersections were analyzed:

1. East Beyer Boulevard/proposed new access road driveway
2. East Beyer Boulevard/Hill Street
3. East Beyer Boulevard/Bolton Hall Road
4. East Beyer Boulevard/existing Rail Yard driveway
5. East San Ysidro Boulevard/East Beyer Boulevard
6. East San Ysidro Boulevard/Border Village Road (E)
7. East San Ysidro Boulevard/Border Village Road (W)
8. East San Ysidro Boulevard/Center Street
9. East San Ysidro Boulevard/Interstate 805 (I-805) northbound (NB) ramp
10. East San Ysidro Boulevard/I-805 southbound (SB) ramp

The following roadway segments were analyzed:

- East Beyer Boulevard, between the proposed new access road driveway and Center Street
- East Beyer Boulevard, between Center Street and Bolton Hall Road
- East Beyer Boulevard, between Bolton Hall Road and the existing Rail Yard driveway
- East Beyer Boulevard, between the existing Rail Yard driveway and East San Ysidro Boulevard
- ~~Center Street, between East San Ysidro Boulevard and East Beyer Boulevard~~
- East San Ysidro Boulevard, between I-805 and ~~Center Street~~Border Village Road (W)
- East San Ysidro Boulevard, between Border Village Road (W) and Border Village Road (E)
- East San Ysidro Boulevard, between Border Village Road (E) and East Beyer Boulevard/Camino de la Plaza

Assessment of project impacts to these intersections and roadway segments is based on City of San Diego significance thresholds (City of San Diego 2007), which identify measures of effectiveness for intersections and roadway segments. As shown in Table 13, the measure of effectiveness for intersections is based on allowable increases in delay, while the measure of effectiveness for roadway segments is based on allowable increases in the volume to capacity (v/c) ratio.

Table 13 SIGNIFICANCE THRESHOLDS FOR INTERSECTIONS AND ROADWAY SEGMENTS		
Facility	**Measure of Effectiveness**	**Significance Threshold**
Intersection	Seconds of delay	>2.0 seconds at LOS E or > 1.0 second at LOS F
Roadway Segment	v/c ratio	>0.02 at LOS E or >0.01 at LOS F, and adjacent intersections operate at unacceptable LOS

LOS = Level of Service; v/c = volume-to-capacity ratio; > = greater than
Source: Kimley-Horn and Associates 2010b

Under existing conditions, all analyzed intersections and roadway segments operate at level of service (LOS) ~~C~~ D or better, with the exception of the roadway segment of East San Ysidro Boulevard between I-805 and Border Village Road (LOS F). The acceptable LOS for intersections and roadway segments is D.

Project Traffic

Existing traffic trips associated with the Rail Yard consist of passenger cars and trucks and total 67 passenger vehicle trips or equivalent. Truck trips were converted to passenger car equivalent trips for the purpose of the traffic analysis. Traffic trips generated by the project would consist of additional truck trips due to the increased rail car storage capacity and the potential for additional transloading operations, which would require additional trucks to and from the project site. As a result, the project is expected to ~~triple the existing~~generate an additional 28 daily truck trips. When converted to passenger car equivalent trips, traffic trips would total 137 with the project, resulting in a net increase of 70 trips.

Near-term Conditions

Near-term conditions represent traffic conditions when project construction is complete and the proposed improvements are in operation. No changes to the existing roadway network are assumed. Near-term traffic volumes were derived by adding traffic from cumulative projects to existing volumes.

Under near-term with project conditions, all analyzed intersections would operate at LOS C or better during both the AM and PM peak periods. Similarly, all analyzed roadway segments would operate at LOS ~~C~~ D better under near-term with project conditions, except for the roadway segment of East San Ysidro Boulevard between I-805 and Border Village Road. This roadway segment would continue to operate at LOS F with the addition of project traffic, but the v/c ratio would only increase by 0.004, which would not exceed the significance threshold of 0.01 for segments that would operate at LOS F. Traffic impacts to intersections and roadway segments resulting from the project would be less than significant under near term conditions.

Horizon Year Conditions

Horizon year conditions represent traffic conditions in the year 2030 and buildout of the community. No changes to the existing roadway network are assumed. Horizon year daily traffic volumes were derived from SANDAG traffic forecasts.

Under horizon year with project conditions, all analyzed intersections would operate at LOS ~~D~~ C or better during the AM and PM peak periods. ~~In addition, the analyzed roadway segments of Center Street and East San Ysidro Boulevard would operate at LOS D or better.~~ The ~~three~~ four analyzed segments of East Beyer Boulevard would operate at LOS F under horizon year conditions without the project. With the addition of project traffic, these segments would continue to operate at LOS F, but the v/c ratio ~~would remain the same at two segments (Center Street to Bolton Hall Road, and Bolton Hall Road to the existing Rail Yard driveway), and~~ would only increase by 0.008 and 0.009~~at the other East Beyer Boulevard segment (proposed new access road driveway to Center Street)~~, which would not exceed the significance threshold of 0.01 for segments that would operate at LOS F. Similarly, two of the three analyzed segments of East San Ysidro Boulevard would operate at LOS F under horizon year conditions without and with the project, including I-805 to Border Village Road (W) and Border Village Road (W) to Border Village Road (E). The v/c ratio would increase along these two segments by 0.005 and 0.009, respectively, which would not exceed the significance threshold of 0.01 for segments that would operate at LOS F. The other analyzed segment of East San Ysidro Boulevard (Border Village Road [E] to East Beyer Boulevard/Camino de la Plaza) would operate at LOS C with the project. Traffic impacts to intersections and roadway segments resulting from the project would be less than significant under horizon year conditions.

c. The proposed project does not include any aviation components or structures where height would be an aviation concern and, therefore, would not affect air traffic patterns. No associated traffic impacts would occur.

d. The project would not increase hazards due to a design feature or incompatible uses. A new access road would be constructed that would extend from East Beyer Boulevard and parallel to the railroad tracks on site. The new driveway off of East Beyer Boulevard, located just north of the railroad overcrossing, would function as a one-way, entrance-only driveway for trucks. Trucks accessing the Rail Yard from Interstate 805 would travel southeast along East San Ysidro Boulevard and then northwest on East Beyer Boulevard to the new entrance-only driveway. Trucks would exit the Rail Yard via the existing access point on East Beyer Boulevard to East San Ysidro Boulevard and Interstate 805. According to the Caltrans Highway Design Manual, ~~a minimum corner sight distance of 440 feet should be provided for both directions of traffic at the proposed access road driveway. North of the proposed driveway, the corner sight distance exceeds 440 feet. South of the driveway, the existing railroad overpass across East Beyer Boulevard limits the corner sight distance to less than the required minimum distance. The Highway Design Manual indicates that when the minimum corner sight distance cannot be achieved due to restrictive conditions (such as the overpass), the minimum corner sight distance should be equal to~~ the minimum stopping sight distance~~, which~~ is 300 feet based on speeds along East Beyer Boulevard. Sight distances to the south and north from the driveway would meet this requirement. Associated traffic hazards impacts would be less than significant.

In addition, access to and ~~to~~ from the Rail Yard would continue to be provided from the existing driveway off East Beyer Boulevard, north of East San Ysidro Boulevard. This entrance crosses the railroad tracks at grade and is protected with signal crossings. The project would not increase traffic safety hazards at this at-grade crossing. Although Rail Yard employees would continue to access the Rail Yard from this driveway and additional trucks are expected to ~~access~~ exit the Rail Yard from this

driveway, the crossing would remain protected to prevent automobile/train conflicts. Associated traffic hazards impacts would be less than significant.

e. Temporary construction activities would not hinder access to roadways in the project area by emergency vehicles. Construction staging would occur on site and the construction contractor would prepare and implement a TCP to ensure that roadway closures or detours would not affect emergency access to the project site or surrounding properties. The TCP also would identify haul routes of construction traffic trips associated with the export of cut material to an off-site location. Emergency access to the project site would be provided from either the existing driving or the proposed new access road. No associated impacts would occur.

f. The proposed project consists of improvements to an existing rail yard facility that supports freight rail operations. These rail operations are an alternative transportation mode for cross-border goods movement and are consistent with policies that encourage freight rail operations and goods movement. Operation of the proposed project therefore would not conflict with adopted policies, plans, or programs supporting alternative transportation (refer to Item 10, Land Use and Planning). No associated traffic impacts would occur.

17. Utilities and Service Systems

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	□	□	■	□
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	□	□	■	□
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	□	□	□	■
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	□	□	□	■
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	□	□	□	■
g. Comply with federal, state, and local statutes and regulations related to solid waste?	□	□	□	■

Discussion

a-b. The project site is located at the edge of a developed area that is currently served by existing utilities and utility infrastructure. The project does not propose to construct additional facilities that would generate wastewater. The proposed improvements at the Rail Yard could potentially result in a minor increase in employees at the Rail Yard, but any slight increase would only generate negligible amounts of additional wastewater, which would not exceed wastewater treatment requirements. Additional employees may also result in a minimal increase in water demand. Temporary irrigation of hydroseeded manufactured slopes also would require additional amounts of water. The demand for wastewater and water services associated with the project, however, would not require new or expanded facilities. Impacts would be less than significant.

c. The project would require, and proposes drainage improvements to alleviate existing flood and siltation conditions that occur at the existing Rail Yard. The storm drain systems that currently serve the project site do not have adequate capacity for peak runoff volumes. As a result, the Rail Yard is subject to inundation by water and silt during storm events that temporarily forces the railroad tracks out of operation. The proposed project would include the construction of desiltation and detention basins to accommodate on-site runoff and convey peak flows into the existing municipal storm water drainage system. These basins would be sized to contain the entire 25-year stormwater runoff in addition to the required sediment storage volume. Environmental effects resulting from ground disturbance have been assessed under the respective environmental issue section in this document. Significant direct impacts associated with storm water drainage facilities would not occur because the project includes new facilities to accommodate storm water flows,

d-e. The proposed project would result in a negligible increased demand for water and wastewater services associated with additional employees and temporary irrigation of hydroseeded manufactured slopes. This increase, however, would not be substantial and would not require construction or expansion of existing water supply or wastewater treatment facilities or entitlements. Therefore, no impacts related to water supply or wastewater treatment would occur.

f-g. Because the proposed project would expand existing facilities, it is anticipated that solid waste production would slightly increase with the potential addition of some new employees; however, this increase would be negligible and would not significantly impact regional landfills. The proposed project would comply with all applicable federal, state, and local statutes and regulations related to solid waste. Therefore, no associated impacts would occur.

18. Mandatory Findings of Significance

Issues	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	□	■	□	□
b. Does the project have the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals?	□	□	■	□
c. Does the project have impacts that are individually limited, but cumulatively considerable ("cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	□	□	■	□
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	□	■	□	□

Discussion

a. Implementation of the proposed project would impact sensitive vegetation communities and sensitive pant and animal species. Any degradation of the quality of the environment would be reduced to below a level of significance through implementation of mitigation measures identified in Item 4, Biological Resources. In addition, the project would impact portions of the SD&AE Railroad line, which is considered a local historical resource because the tracks exemplify an important aspect of San Ysidro's economic development as the border station regulating traffic of goods and people between the United States and Mexico. Implementation of the mitigation measure identified in Item 5, Cultural Resources, would reduce impacts to below a level of significance.

b. The proposed project would not result in the achievement of short-term environmental goals to the disadvantage of long-term environmental goals. Potentially significant environmental effects would occur to sensitive vegetation communities and sensitive plant and animal species, cultural resources, and paleontological resources. Mitigation identified in this document would be implemented to ensure the long-term viability of such resources.

c. The proposed project could contribute to cumulative effects associated with air quality, greenhouse gases, water quality, noise, and traffic. To evaluate the project's contribution to cumulative impacts, a list of past, approved, and pending projects in the project vicinity was identified. The project is located in the San Ysidro community, which is mostly built out. Therefore, most of the recent land

development proposals consist of infill or redevelopment. Projects considered in the cumulative analysis include the following:

- *Vista Lane Villas*: Community Plan Amendment, Rezone, and Tentative Map to construct 38 condominiums on a 2.88-acre site
- *Blackshaw Lane Villas*: Community Plan Amendment and Rezone to construct 11 condominiums on a 0.94-acre site
- *Mission Villas*: Community Plan Amendment, Rezone, Site Development Permit, and Tentative Map to construct 14 condominiums on a 1.92-acre site
- *San Ysidro Land Port of Entry Improvements Project*: proposed reconfiguration and expansion of the existing San Ysidro Land Port of Entry
- *Verbana Family Apartments*: construction of 80 affordable housing units on a 6.8-acre site
- *South Line Rail Goods Movement Project*: Improvements to the SD&AE Railroad Mainline between the San Diego and San Ysidro Rail Yards.

Air Quality

It is possible that construction of the project could coincide with construction of the cumulative projects in the project area. Even if construction activities were concurrent, the project's contribution to short-term, construction-related air emissions would not be cumulatively considerable. As discussed in Item 3, Air Quality, air emissions generated during project construction would be relatively minor and substantially below the screening level thresholds (refer to Table 3). Additionally, the cumulative projects would be subject to the same air quality thresholds and would be required to implement measures during construction, as required, to ensure that short-term air emissions would not be significant. Project construction, therefore, would not result in a significant cumulative air quality impact.

With regard to long-term operational cumulative impacts associated with ozone precursors (NOx and/or ROCs), significant cumulative impacts do not generally occur if a project is consistent with the General Plan, and has been accounted for in the ozone attainment assumptions contained within the RAQS. The project would not promote growth or develop new roadways in areas where there are no existing roadways, and would be consistent the City of San Diego General Plan (refer to Item 10, Land Use and Planning), as well as the assumptions in the RAQS for emissions associated with the project. Therefore, the project would not result in a significant cumulative air quality impact.

Greenhouse Gases

It is difficult to estimate impacts associated with GHG emissions of cumulative projects to assess the potential for cumulative impacts. Emissions for reasonably foreseeable future projects with related impacts are dependent on the individual projects and project design, and cannot be determined at this time. As discussed in Item 7, Greenhouse Gas Emissions, the project would be consistent with the goals of AB 32. Therefore, because the project would be consistent with the goals of AB 32 of reducing GHG emissions to 1990 levels by 2020, the project's effect on GHG emissions would not be cumulatively considerable.

Water Quality

Implementation of the proposed project would require conformance with a number of regulatory requirements related to hydrology and water quality, including applicable elements of NPDES and City storm water standards. Based on such conformance, all identified project-level hydrology and water quality impacts would be effectively avoided or addressed.

To the extent that there would be other active grading and construction projects underway at the same time as the project, proposed construction would contribute to existing cumulative water quality impacts associated with erosion, sediment transport, and potential spills or runoff of solid and liquid wastes, fuels, lubricants, etc. The project-related contribution to short-term water quality impacts would be minimized through conformance with applicable regulatory standards. Specifically, these measures would include implementation of mandatory SWPPPs and erosion controls pursuant to local storm water and grading ordinances, as well as related federal NPDES permit standards. Such regulatory conformance would effectively avoid or reduce project-related contributions to adverse cumulative water quality impacts from proposed construction.

Long-term operation and maintenance of the project would result in the generation of associated contaminants that could, in concert with other existing and future development projects, incrementally contribute to cumulative water quality issues. The project would include implementation of appropriate post-construction BMPs. These measures would ensure project conformance with applicable federal, state, and local regulatory standards related to water quality. Based on the above conformance and the fact that similar conformance also would be required for all identified cumulative projects, no substantial contribution to cumulative water quality impacts would result from implementation of the proposed project.

Noise

Cumulative traffic noise was evaluated in Item 12, Noise, as part of the horizon year (2030) traffic noise analysis. As identified in Item 12, no significant traffic noise impacts would occur under horizon year conditions. Therefore, the project would not contribute to cumulatively considerable traffic noise impacts. Similarly, non-traffic noise generated by the project is negligible and would not substantially increase existing ambient noise levels in the project area when combined with non-traffic noise of the cumulative projects. The project, therefore, would not contribute to cumulatively considerable noise impacts.

Traffic

Cumulative traffic impacts were evaluated in Item 16, Transportation/Traffic as part of the horizon year (2030) conditions analysis. As identified in Item 16, no significant traffic impacts would occur under horizon year conditions. Therefore, no significant cumulative traffic impacts would occur.

d. As discussed in Item 8, Hazards and Hazardous Materials, there is the potential for the presence of contaminated soil and hazardous materials (ACM, LBP, and PCBs) within the project site. Exposure to contaminants could adversely affect humans. Implementation of the mitigation measures identified in Item 8 would reduce impacts to below a level of significance.

FISH AND GAME DETERMINATION

Based on the information above, there is no evidence that the project has a potential for a change that would adversely affect wildlife resources or the habitat upon which the wildlife depends.

□ Yes (Certificate of Fee Exemption)

■ No (Pay fee)

VI. DISTRIBUTION LIST

FEDERAL AGENCIES

- United States Army Corps of Engineers
  16885 West Bernardo Road, Suite 300A
  San Diego, CA 92127

- International Boundary and Water Commission
  2225 Dairy Mart Road
  San Ysidro, CA 92173

- United States Customs and Border Protection
  San Diego Field Operations Office
  610 Ash Street, Suite 1200
  San Diego, CA 92101

- United States Department of the Interior
  Fish and Wildlife Service
  6010 Hidden Valley Road
  Carlsbad, CA 92009

- United States General Services Administration
  880 Front Street, #4236
  San Diego, CA 92101
  Attn: Greg Smith

STATE AGENCIES

- California Department of Fish and Game
  4949 Viewridge Avenue
  San Diego, CA 92123

- California Regional Water Quality Control Board, San Diego Region 9
  9174 Sky Park Court, Suite 100
  San Diego, CA 92123

- California Public Utilities Commission
  Attention: Jose Pereyra
  320 West 4th Street, Ste. 500
  Los Angeles, CA 90013

- Native American Heritage Commission
  915 Capitol Mall, Room 364
  Sacramento, CA 95814

- California Department of Toxic Substances Control
  9174 Sky Park Court, Suite 150
  San Diego, CA 92123

LOCAL AGENCIES/ORGANIZATIONS

- City of San Diego, Planning Department
  Attn: Sara Lyons
  202 C Street
  San Diego, CA 92101

- City of San Diego, Council District 8
  202 C Street, 10th Floor
  San Diego, CA 92101

- San Ysidro School District
  4350 Otay Mesa Road
  San Diego, CA 92173

- San Diego Metropolitan Transit System
  1255 Imperial Avenue, Suite 1000
  San Diego, CA 92101

- San Ysidro Branch Library
  101 West San Ysidro Boulevard
  San Diego, CA 92173

- County of San Diego Air Pollution Control District
  9150 Chesapeake Drive
  San Diego, CA 92123

- San Ysidro Community Planning Group
  Michael Cather, Chair
  3078 Wittman Way
  San Ysidro, CA 92173

- San Diego County Archaeological Society, Inc.
  Environmental Review Committee
  P.O. Box A-81106
  San Diego, CA 92128-1106

- SDIV
  Attn: Matt Domen
  1501 National Ave, Suite 200
  San Diego, CA 92113

- SDIV/SDAE
  Attn: Don Seil
  1801 Hanover Dr. Suite D
  Davis, CA 95616

VII. REFERENCES

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