

# COMMUNITY IMPACT ASSESSMENT

*for*

## STATE ROUTE 11 AND THE OTAY MESA EAST PORT OF ENTRY

SAN DIEGO COUNTY, CALIFORNIA  
DISTRICT 11-SD-ROUTE 11  
PM 0.0/2.8 EA056310  
DISTRICT 11-SD-ROUTE 905  
PM R8.4/10.1

### TIER II ENVIRONMENTAL IMPACT REPORT/ ENVIRONMENTAL IMPACT STATEMENT



November 2010



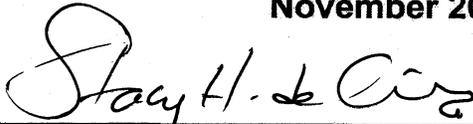
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# COMMUNITY IMPACT ASSESSMENT

San Diego County, California  
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[EA 056310]  
11-SD - 905 [PM R8.4/10.1]

November 2010

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ACOE	US Army Corps of Engineers
ADT	average daily traffic
AI/TSE	Anti-idling/Truck Stop Electrification
APE	Area of Potential Effects
APN	assessor's parcel number
BMO	Biological Mitigation Ordinance
BRCA	Biological Resource Core Area
BRT	Bus Rapid Transit
BTS	Bureau of Transportation Statistics
Caltrans	California Department of Transportation
CBP	Customs and Border Protection
CCTV	closed-circuit television
CDFG	California Department of Fish and Game
CEQ	Council on Environmental Quality
CEQA	California Environmental Quality Act
CHP	California Highway Patrol
CIA	Community Impact Assessment
CIC Research	CIC Research, Inc.
City	City of San Diego
County	County of San Diego
CT	Census Tract
CTC	California Transportation Commission
DCSS	Diegan coastal sage scrub
CVEF	Commercial Vehicle Enforcement Facility
DGS	Department of General Services
DoD	Department of Defense
DOS	Department of State
DOT	U.S. Department of Transportation
DU	dwelling unit
EIR/EIS	Environmental Impact Report/Environmental Impact Statement
EO	Executive Order
EOMSP	East Otay Mesa Specific Plan
EPA	U.S. Environmental Protection Agency
ETC	Electronic Toll Collection
FDA	U.S. Food and Drug Administration
FEIR	Final Environmental Impact Report
FESA	Federal Endangered Species Act
FHWA	Federal Highway Administration
FPPA	Farmland Protection Policy Act
FWG	Freight Working Group
FY	fiscal year
GDP	Gross Domestic Product
GMAP	Goods Movement Action Plan
GMP	Gross Metropolitan Product

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**LIST OF ACRONYMS AND ABBREVIATIONS (cont.)**

GSA	General Services Administration
HCP	Habitat Conservation Plan
HELIX	HELIX Environmental Planning, Inc.
HHS	Health and Human Services
I-	Interstate
ICE-IO	United States Immigration and Customs Enforcement – Investigations Office
IMPlan	Instituto Municipal de Planeación
IS	Initial Study
ISC	Interagency Security Committee
ITS	intelligent transportation systems
LLC	Limited Liability Corporation
LPC	Light Pollution Code
MND	Mitigated Negative Declaration
MHPA	Multiple Habitat Planning Area
MSCP	Multiple Species Conservation Program
MSE	Mechanically Stabilized Earth
MTS	Metropolitan Transit System
MUP	Major Use Permit
NA	Not Available or Not Applicable
NAFTA	North American Free Trade Agreement
NCCPP	Natural Community Conservation Planning Program
ND	Negative Declaration
NEPA	National Environmental Policy Act
NES	Natural Environment Study
NNG	non-native grassland
NOD	Notice of Decision
NOI	Notice of Intent
NOP	Notice of Preparation
NRCS	Natural Resources Conservation Service
OMCP	Otay Mesa Community Plan
OVRP	Otay Valley Regional Park
OSP	Otay Subregional Plan
OWD	Otay Water District
PDS	Program Development Study
PEIR/PEIS	Program Environmental Impact Report/Environmental Impact Study
POE	Port of Entry
PSR	Project Study Report
QCB	Quino checkerspot butterfly
RCP	Regional Comprehensive Plan
ROD	Record of Decision
RP	Reclamation Plan
RPL	Replacement

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**LIST OF ACRONYMS AND ABBREVIATIONS (cont.)**

RPO	Resource Protection Ordinance
RTP	Regional Transportation Plan
RTIP	Regional Transportation Improvement Program
R/W	right of way
SAFETEA-LU	Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users
SAMP	Special Area Management Plan
SANDAG	San Diego Association of Governments
SBI	Secure Border Initiative
SCT	Secretariat of Communication and Transportation of Mexico
SENTRI	Secure Electronic Network for Travelers Rapid Inspection
SER	Standard Environmental Reference
SFR	single family residence
SPA	Specific Plan Amendment
SR-	State Route
SRE	Secretariat of Foreign Relations of Mexico
STP	Site Plan
SWMP	Storm Water Management Plan
TCIF	Trade Corridor Improvement Fund
TM	Tentative Map
TMC	transportation management center
TMP	traffic management plan
TPM	Tentative Parcel Map
TSM/TDM	Transportation Systems Management/Transportation Demand Management
UFC	United Facilities Criteria
U.S.	United States
USDA	United States Department of Agriculture
USFWS	United States Fish and Wildlife Service
US-VISIT	United States Visitor and Immigrant Status Indicator Technology
VIA	Visual Impact Assessment
WHTI	Western Hemisphere Travel Initiative
WUS	Waters of the United States
YTD	Year to Date
ZAP	Minor Use Permit

## ES EXECUTIVE SUMMARY

### ES.1 INTRODUCTION

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose the construction of the following facilities in San Diego County: the new Otay Mesa East Port of Entry (POE); a new highway, State Route (SR-) 11; and a Commercial Vehicle Enforcement Facility (CVEF). Proposed SR-11 would begin at the future SR-905/SR-125/SR-11 Interchange on east Otay Mesa, extending east and then south approximately 2.1 miles to the new, approximately 106-acre POE site at the United States (U.S.) - Mexico border. The approximately 23-acre CVEF site would be located adjacent to the POE on its northern edge.

The proposed facilities are being studied under a two-tier process. Under the first tier (referred to as Phase I) a Program Environmental Impact Report/Phase I Environmental Impact Statement (PEIR/PEIS) was prepared; this document addressed SR-11 and the POE at a programmatic level. The Phase I PEIR/PEIS was certified pursuant to the California Environmental Quality Act (CEQA) on August 6, 2008; a Record of Decision (ROD) was approved on October 6, 2008 pursuant to the National Environmental Policy Act (NEPA); and the conditional Presidential Permit for the POE was approved on November 20, 2008.

The environmental document that this Community Impact Assessment (CIA) supports is an Environmental Impact Report/Environmental Impact Statement (EIR/EIS), which constitutes Tier II of the environmental program and addresses several design and operational alternatives for the POE, SR-11 and the CVEF.

The purpose of the Tier II project is to:

- Increase inspection processing capacities for commercial and personal vehicles and pedestrians in the San Diego/Tijuana region;
- Reduce northbound vehicle and pedestrian queues and wait times to cross the border at other POEs in the region;
- Accommodate projected increases in international trade and personal cross-border travel in the region in a safe and secure manner;
- Contribute to reductions in congestion at existing POEs and along associated regional transportation infrastructure; and
- Accommodate commercial goods movement and cross-border travel to and from the Otay Mesa East POE.

Additional objectives are to:

- Allow bicycle and transit access to the POE, including the provision of sufficient space adjacent to the POE within the overall POE footprint for possible future development of a transit center (by others), thereby preserving the future opportunity to implement transit service to the POE and reducing local and cross-border personal vehicle trips;
- Where feasible and in compliance with federal and state regulations, support the 1998 Letter of Intent entitled "Binational Corridor Preservation for State Route 11 – Tijuana/Rosarito 2000 and Site Designation for the East Otay Mesa-Mesa de Otay II Port of Entry" signed by SANDAG, City of San Diego (City), County of San Diego (County), City of Tijuana,

City of Rosarito, State of Baja California, and Caltrans. This Letter of Intent established the process by which the roadway corridors could be preserved for future construction, and the East Otay Mesa -Mesa de Otay II international border crossing could be developed, including compliance with the federal procedures within each country; and

- Minimize impacts to the aquatic environment, where practicable and feasible.

The new POE is needed because the capacities of the existing POEs in the region are currently being exceeded, causing excessive border wait times for those engaged in commercial and personal vehicle trips. Trade and travel in this area are forecasted to continue to grow, and border delays are expected to increase correspondingly. SR-11 is a critical facility to connect the proposed POE with the regional highway system, and to adequately handle the increased commercial and passenger vehicle traffic associated with a POE. Also, with construction of the proposed POE, access to an existing or new CVEF becomes necessary for the California Highway Patrol (CHP) to fulfill its responsibilities to conduct safety/weight inspections on incoming trucks. The three interdependent elements to be constructed under the proposed project (i.e., the new POE, SR-11 and the new CVEF) are needed to alleviate congestion and facilitate improved trade and personal travel across the U.S. - Mexico border in the San Diego/Tijuana area.

## **ES.2 ALTERNATIVES**

The alternatives to be addressed in the EIR/EIS for the SR-11 and the Otay Mesa East POE project were developed by a multi-disciplinary team to achieve the project purpose and need while avoiding or minimizing environmental impacts. Three build alternatives (referred to as the Two Interchange, One Interchange, and No Interchange alternatives), with several design/operational variations, are under evaluation in the EIR/EIS, as well as a No Build Alternative. SR-11 would be constructed and operated as a toll facility under all of the build alternatives, with the San Diego Association of Governments (SANDAG) as the toll authority under state legislation (SB 1486). A no toll variation is also being evaluated.

## **ES.3 METHODOLOGY**

The project is located in the East Otay Mesa Specific Plan (EOMSP) area of the County and the Otay Mesa Community Plan (OMCP) area of the City. In this CIA, community-level and countywide regional socioeconomic data for the project socioeconomic study area, as generally defined by Census Tract (CT) 100.15, are taken from the demographic profiles provided by SANDAG. For comparative purposes, data are also frequently provided for San Diego County and for the U.S. as a whole. The logic supporting the inclusion of data for the U.S. is that prior border economic studies for the San Diego/Baja California, Mexico region have found that only about one-third of the economic impacts of the commercial border crossing activity are felt in San Diego County, while about half of the total economic impact of this activity is felt nationwide.

## **ES.4 EXISTING CONDITIONS**

The eastern portion of the proposed project is primarily surrounded by undeveloped land. The parcels at the southwest corner of Otay Mesa Road and Alta Road are currently used as a vehicle auction yard and truck parking yard. In addition, two vehicle/container storage lots are located in the southern part of the land use study area near Enrico Fermi Drive, along with the Otay Mesa CVEF operated by the CHP in cooperation with the existing Otay Mesa POE.

Additional vehicle-related businesses are located just southwest of the SR-905/SR-125/SR-11 Interchange and just west of the SR-905/La Media Road Interchange. Much of the land use study area west of Enrico Fermi Drive is developed with industrial uses, including a power plant located less than one tenth of a mile east of SR-905, and vehicle storage and industrial buildings in the developed portions of the study area between La Media Road and Britannia Boulevard within the City. Two small commercial zones developed primarily with hotel/motel/restaurant uses are also located along SR-905 near the existing Otay Mesa POE; other commercial zones are located just northwest of the SR-905/SR-125/SR-11 Interchange and just northwest of the SR-905/La Media Road Interchange. Within the land use study area that has been identified for the project, the only residential uses are three single-family residences grouped together on the north side of Otay Mesa Road between SR-905 and Alta Road. Slightly beyond the limits of the land use study area, a residence is located along Kuebler Ranch Road approximately one mile north of the proposed project and another is located approximately 0.4 mile west of the project terminus at Britannia Boulevard. Several other single-family residences are located one or more miles from the proposed project in areas to the north and west, and larger residential areas are located two or more miles away to the west and northwest. A privately owned wetland preserve is located south of SR-905 and west of La Media Road. There are currently no plans or requirements for this preserve to be placed in public ownership.

SR-11 and the Otay Mesa East POE/CVEF alternatives would traverse the sites of the following proposed projects: Otay Crossings Commerce Park, Otay Business Park (Paragon), Bradley/Robertson Copart Salvage Auto Auctions, Otay Mesa Travel Plaza, Dillard and Judd Roll County LLC/Enrico Fermi Industrial Park, and Saeed TM/Airway Business Center. In addition to these proposed development projects, a number of public projects are in process in the land use study area. These include capital improvement projects undertaken by Caltrans, the County, the Otay Water District (OWD), the City, the San Diego Rural Fire Protection District, and SANDAG, as well as improvements to the existing San Ysidro and Otay Mesa POEs undertaken by the General Services Administration (GSA).

The proposed SR-11 corridor and POE are identified in the land use plans for the area. The western portion of SR-11 that would be located within the County passes through Subarea 1 of the EOMSP, through land designated "Technology Business Park" and "Light Industrial." To the east, the portions of the project located in EOMSP Subarea 2 cross land designated "Mixed Industrial." The POE and CVEF sites and the County portions of SR-11 are currently zoned S88, Specific Plan Use Regulations, under the County Zoning Ordinance. The S88 zoning is intended to accommodate any land uses designated in the applicable Specific Plan. The portion of SR-11 located in the City passes through land designated "Industrial Parks" and "Specialized Commercial" in the Land Use Element of the City's currently adopted OMCP.

Plans, policies and ordinances that pertain to land use for the project site are contained in elements and policies of: the Regional Transportation Plan; Regional Transportation Improvement Program; Border Master Plan; SANDAG Regional Comprehensive Plan; Natural Community Conservation Planning Program; Complete Streets Policies of the U.S., California, Caltrans and the City; County General Plan; Otay Subregional Plan; the EOMSP; the County Zoning Ordinance; the County Biological Mitigation Ordinance; the County Resource Protection Ordinance; the City's General Plan; and the City's Municipal Code.

The nearest neighborhood park is approximately 1.8 miles away. All public schools are located at least two miles west and northwest from the project site, with the exception of a satellite location of Southwestern College that is in the southeast quadrant of the land use study area, adjacent to SR-905 between La Media Road and Britannia Boulevard. Fixed-route public bus service does not currently extend to the project site, but the Otay Mesa community is served by the Metropolitan Transit System (MTS). Transit service consists of Routes 905 and 905A. Pedestrian activity is relatively light within the immediate project vicinity. Traffic in the area is generally associated with industrial activities, including large trucks hauling cargo across the border and parking on large lots.

There are three existing land ports of entry in San Diego County: San Ysidro, Otay Mesa, and Tecate. The San Ysidro POE is the oldest POE. It supports about 72 percent of the border crossing volume for San Diego County and was closed to commercial traffic in 1997. The Otay Mesa POE is a designated commercial truck POE, but also handles buses, private vehicles, bicycles, and pedestrian crossings. Its border crossing volume represents about 23 percent of the total volume for San Diego County. The Tecate POE is relatively small, located about 24 miles east of the Otay Mesa POE, and handles about five percent of the total northbound crossing volume from Mexico to San Diego County. Combined, the San Ysidro and Otay Mesa POEs record the highest volume of international border crossings in the world (passengers and pedestrians). Over 43 million people crossed between the U.S. and Mexico at these two POEs in 2008. The peak year for northbound cross border volume occurred in 2003, when 61.5 million people used the two POEs.

Current conditions reflect long crossing waits that have enormous economic consequences for the greater regional economy. A 2006 joint Caltrans/SANDAG study reported that a 45-minute wait yields a \$2.8 billion loss to the U.S. economy. Under the existing conditions, the delays at the Otay Mesa POE for commercial freight crossings generated an estimated loss for the San Diego economy that ranged from a low of \$212 million in output (direct, indirect, and induced) to a high of nearly \$1.2 billion in 2008. The median estimated impact was \$468 million for 2008. The estimated loss in employment (direct, indirect, and induced) for the San Diego economy ranged from a low of 1,127 jobs to a high of 6,301 jobs. The median estimate for total jobs lost in the San Diego economy was about 2,525 jobs. In 2008 the delays at San Diego County POEs for commercial truck crossings generated an estimated loss in total U.S. output that ranged from \$584 million to as high as \$3.2 billion. Furthermore, the estimated loss in U.S. employment ranged from 3,512 jobs to as high as 19,580 jobs in 2008.

Demographic analysis of data for CT 100.15 indicates that the relatively small population of residents (2,499 people in 2008) is younger than residents of the County and the U.S. on average, and they are much more likely to be Hispanic or non-White compared to countywide residents. The census tract has a 96 percent minority population. According to the 2000 Census, the residents in the census tract were 94 percent Hispanic (compared to 27 percent Hispanic in San Diego County overall) and 2 percent other minorities, with 4 percent White Non-Hispanic residents (compared to 55 percent countywide). The CT 100.15 residents also have substantially lower median household incomes, on average, and record a higher level of poverty (approximately 27 percent) compared to residents of San Diego County overall (approximately 11 percent). For purposes of the environmental justice analysis, adverse socioeconomic impacts of the proposed project would be considered to fall disproportionately on minority and low-income populations.

The socioeconomic study area is expected to experience rapid growth during the forecast period relative to San Diego County and the U.S. The socioeconomic study area has a large

stock of vacant land, and can absorb more housing units and residents. The total number of residents in the project area was forecast by SANDAG to grow 1,942 percent from 1,602 people in 2000 to 21,691 people in 2030. This is higher than the expected growth for the County (42 percent) and the U.S. (33 percent).

## **ES.5 IMPACT ANALYSIS**

This CIA analyzes the potential for the following impacts of the project build alternatives, variations, and the No Build Alternative: land use impacts (including existing and planned land uses; farmland; plan consistency; and parks and recreational facilities); social impacts (including community cohesion and character; residential and business relocations; access; and parking); economic impacts (including parcel acquisitions; property values; employment; fiscal impacts; and construction expenditures); growth-related impacts; and environmental justice. Conclusions of the impact analysis are summarized below.

### **Land Use**

While the proposed project would add the new elements of SR-11, its connectors and associated SR-905 modifications, the CVEF and the POE into the land use setting, these elements would not represent a significant departure from the existing conditions and planned development, and would not be considered a substantial land use impact. The No Build Alternative would deviate from the planned development in the area by not providing any of the proposed facilities, and could result in implications for the existing land uses that were developed or are developing in anticipation of the proposed project. No active farmland occurs within the limits of disturbance, and farmland conversion impact rating scores for all project alternatives were found to fall below federal criteria thresholds. The proposed project would improve the efficiency, reliability, and sustainability of border crossing activities in the region, and therefore be largely consistent with regional and local transportation improvement plans. Each of the project build alternatives would, however, add an auxiliary lane to SR-905 between the SR-905/SR-125/SR-11 interchange and Britannia Boulevard, which is not reflected in the adopted RTIP. Therefore, it would be necessary to add the project's SR-905 modifications to a February 2011 amendment to the 2010 RTIP. Caltrans is currently coordinating with SANDAG to process this addition. With the inclusion of these elements in the 2010 RTIP, any of the project build alternatives would be consistent with the RTIP. The nearest public parks are located sufficiently far from the project such that no public parks or recreational facilities would be impacted by the proposed project. No land use impacts would occur with respect to compatibility with future land conversion or consistency with plans and policies, but the project conversion of existing non-transportation land uses to transportation uses would represent a land use impact.

### **Social Impacts**

The proposed project would take place in a partially developed industrial area that is not close to an existing residential community. The project would be consistent with surrounding commercial and industrial land uses, so its introduction into the business community would not be disruptive. The project would have no permanent or temporary impacts to community cohesion, and no substantial residential or business relocations would occur. The build alternatives would increase accessibility between the U.S. and Mexico by providing an additional border crossing location, and reducing congestion and wait times at the existing POEs. Proposed SR-11 would serve as a primary access to the new POE and all of East Otay Mesa, improving community access to this

developing industrial area. One community character compatibility issue has been identified in the Sanyo Avenue area related to vertical retaining walls as high as approximately 26 feet placed at the edge of the R/W as close as an estimated 26 to 50 feet from existing industrial buildings (depending on the project build alternative and variation).

## **Economic Impacts**

A total of 19 parcels encompassing a total of approximately 836 acres would be affected by the right of way (R/W) acquisition requirements of the proposed project. The affected parcels include one publicly owned parcel and 18 privately owned parcels, which consist of 4 industrial lots with improved buildings, 2 vacant industrial parcels with temporary vehicles and storage uses, 11 vacant industrial parcels and 1 vacant parcel designated for industrial and residential development. The acquisition and relocation activities required for the proposed project alternatives would follow all guidelines and regulations in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act (as amended). Economic impacts would be beneficial. By the project horizon year of 2035 the estimate of total annual economic output generated by the reduced wait time for commercial border crossings as a result of the proposed project with toll would range from a low estimate of \$297 million and 1,575 jobs for the San Diego economy to a high of \$1.63 billion and 8,807 jobs. In 2035 without the toll design variation there would still be a benefit from reduction in wait times for commercial border crossings that would range from a low estimate of \$78 million and 411 jobs for the San Diego economy in 2015 to a high of \$424 million and 2,295 jobs. This beneficial impact would not represent a substantial impact in relation to the current \$177 billion gross metropolitan product of the San Diego County economy. Reductions in property tax revenues would be relatively small (up to \$298,617 per year) compared to the total San Diego County tax revenues. Benefits derived from sales tax revenue increases (up to \$4.5 million), property value increases, and project-related jobs and economic benefits from construction activity (up to \$661.3 million and 5,174 total job years of labor effort over two to three years) would also be small relative to the total San Diego economy.

## **Growth Influence**

The first-cut screening indicates that the proposed project should be analyzed for its potential to cause growth-related impacts. However, when each screening issue is evaluated, it is apparent that unique conditions of the socioeconomic study area reduce the potential for the proposed project to induce growth. For any of the alternatives, consideration of factors such as type of transportation project, urban/suburban/rural project location, changes in accessibility, and growth pressure lead to the conclusion that there is little potential for growth influence and consequent growth-related impacts due to the proposed project. Travel times, travel cost, accessibility to employment, commercial activities, destinations, trip patterns, travel behavior, and the attractiveness of specific areas for development would not be likely to change substantially as a result of the proposed project. Development would not occur sooner or at a more rapid pace because most of the area in the vicinity of the project is already the subject of active development applications in progress with the County. In addition, the pattern of development would be expected to easily adjust to accommodate the project location, because these facilities have been indicated on planning documents for many years. Furthermore, the effects of growth that is planned or already in progress in the vicinity of the project would not be expected to result in unanticipated impacts to resources. Any associated development would be in accordance with the EOMSP and would have to conform with CEQA and local, state and federal regulatory requirements for the protection of resources.

## Environmental Justice

Specific benefits of the proposed project to the minority, low-income population in the census tract that encompasses the project include reduced border wait times for pedestrians, personal vehicles, and commercial vehicles at the new POE; reduced border wait times at existing POEs due to diversion to the new POE; increased border crossing choice for drivers and pedestrians provided by a third POE; improved conditions for disaster preparedness and emergency evacuation provided by a third POE and improved transportation system; reduced traffic congestion and numbers of large trucks on local streets; and improved air quality conditions along local streets due to reduced idling and fewer vehicles. In addition, the project would enhance the local, regional, and national economy due to reduced border wait times for commercial and personal crossings and would create a more inviting environment for retail, commercial, office, industrial and other development along local roads, as well as result in the direct and indirect creation of jobs, including short-term construction jobs and long-term employment opportunities. All of these benefits would be experienced by the minority, low-income population in the socioeconomic study area. For all build alternatives that would involve a toll for vehicles at the border crossing, the potential for hardship to the low-income population also was examined. The toll that could be implemented for vehicles would not deny receipt of benefits to a low-income population or make the project inaccessible to low income populations for a number of reasons. There would be no toll associated with crossing the international border at the San Ysidro and Otay Mesa POEs (as under existing conditions), and the existing Otay Mesa POE is only one mile away from the new POE. In addition, both existing POEs are projected to experience a reduction in border wait times due to provision of a third POE; no toll would be charged to pedestrians crossing the international border at the new POE; other road facilities would provide alternative, non-toll access to similar areas in Otay Mesa; economic benefits of the project would be experienced by the entire population, regardless of the toll; economic benefits to the region and the nation are predicted to be greater with a toll facility because of reduced border wait times at the new POE; and a toll facility means that the users of the facility help to pay for it, reducing the dollar contribution from low-income taxpayers to the facility.

## ES.6 AVOIDANCE, MINIMIZATION AND MITIGATION MEASURES

The project conversion of existing non-transportation land uses would represent a land use impact under all of the build alternatives. Extensive efforts have been made to design the project in such a way that impacts to existing industrial uses would be minimized, including the proposal of build alternatives with a 22-foot median in the Sanyo Avenue area to minimize operational impacts to businesses. Project land acquisition in undeveloped areas has also been planned to accommodate future needs through 2035, to avoid a situation in which future acquisition of developed property would be necessary.

Land use conversion impacts in the Sanyo Avenue area would be greater under the 46-foot Median Variation, and efforts to minimize partial acquisitions and operational issues for existing businesses in this area would be less successful than under the baseline build alternatives that would have a 22-foot median. Nevertheless, it is expected that the existing businesses would be able to continue operations.

The only minimization or mitigation measures required for the proposed project would be the following, which are intended to minimize community character compatibility impacts associated with the visual prominence of the proposed high retaining walls in the vicinity of Sanyo Avenue. Further explanation of these measures is contained in the project Visual Impact Assessment (VIA; HELIX 2010a).

**SOC-1: Architectural surface treatment**

Architectural features, textures and colors shall be used to mitigate the appearance of retaining wall surfaces and deter graffiti. Walls shall incorporate architectural features such as pilasters and caps to provide shadow lines, provide relief from monolithic appearance, and reduce their apparent scale. The architectural surface treatment shall follow a highway-wide theme as identified in the SR-11 Landscape Concept Plan and utilize/adapt architectural features of the adjacent SR-905 project for continuity.

**SOC-2: Retaining wall/barrier planting pocket**

In areas where retaining walls must be placed in close proximity to and above the travel way, space shall be reserved, between the wall and the safety barrier to include a six-foot wide planting pocket.

**SOC-3: Terraced retaining walls**

Where site conditions permit, retaining walls over 15 feet in height shall be divided into two separate structures sufficiently offset from one another to create a flat landscape planting area between the two.

**SOC-4: Mid-slope retaining walls**

Retaining walls shall be located at mid-slope wherever possible to provide adequate area for landscape screening between the wall and the highway.

**SOC-5: Terrain-contoured retaining walls**

Retaining walls that follow the contours of the topography and maintain a constant elevation at the top of wall shall be used where appropriate. This type of wall shall be visually compatible with surrounding terrain and provide room at the base for a landscape screening buffer.

**SOC-6: Plantable retaining walls**

Mechanically Stabilized Earth (MSE) walls that utilize a stacking tray design, such as Evergreen walls, shall be used in place of Caltrans standard design crib walls wherever possible to provide a landscaped surface that will blend in with the surrounding landscape.

# 1.0 INTRODUCTION

## 1.1 INTRODUCTION AND BACKGROUND

The California Department of Transportation (Caltrans) and the Federal Highway Administration (FHWA), propose the construction of the following facilities in San Diego County: the new Otay Mesa East Port of Entry (POE); a new highway, State Route (SR-) 11, with connectors to SR-905 and associated modifications to SR-905; and a Commercial Vehicle Enforcement Facility (CVEF). The project analyzed in this document (referenced herein as the “proposed project” or “project”) includes these three major elements in the general location shown on Figure 1-1, *Regional Location Map*.

Proposed SR-11 would begin at Harvest Road, just east of the SR-905/SR-125 Interchange in east Otay Mesa, extending east and then south approximately 2.1 miles to the new POE/CVEF at the United States (U.S.) - Mexico border. Extending west from approximately Harvest Road, the project would include approximately 2.1 miles of improvements to SR-905, including connectors linking SR-11 to SR-905. The 23-acre CVEF site would be located adjacent to the 106-acre POE on its northern edge (refer to Figure 1-2, *Project Area Map*). The SR-11, Otay Mesa East POE and CVEF facilities are interdependent projects in that their locations and designs must be compatible, and none of the three could proceed independently of the others. These projects ultimately would be owned, maintained and operated by different agencies, however. Caltrans/FHWA would be responsible for SR-11; the POE would be owned and maintained by the U.S. General Services Administration (GSA) and operated by U.S. Customs and Border Protection (CBP); and the CVEF would be owned and maintained by the State of California Department of General Services (DGS) and operated by the California Highway Patrol (CHP). To accommodate possible future transit service, such as Bus Rapid Transit (BRT), to the POE, the proposed project would include sufficient space within the overall POE footprint but outside the POE itself for a potential future transit center to be designed and built by others, but this facility would not be sited, designed or constructed at this time. Details of location, land acquisition, design, construction, environmental review and administrative responsibility for this facility would be defined by the San Diego Association of Governments/Metropolitan Transit Service (SANDAG/MTS) at a later date.

The proposed facilities are being studied under a two-tier process. Under the first tier (referred to as Phase I) a Program Environmental Impact Report/Phase I Environmental Impact Statement (PEIR/PEIS) was prepared and approved/certified in 2008; this document addressed SR-11 and the POE at a programmatic level. The PEIR/PEIS had as its purpose the identification of the preferred SR-11 and POE locations to allow for: (1) route adoption by the California Transportation Commission (CTC); (2) consideration and approval of a Presidential Permit for the location of an International Border Crossing by the U.S. Department of State (DOS); (3) facilitation of land use and circulation planning in the East Otay Mesa Specific Plan (EOMSP) area by local agencies; (4) support of international cooperation efforts to pursue the development of a new Otay Mesa East POE; and (5) future designation of right-of-way (R/W) for each facility in cooperation with local and regional jurisdictions to ensure that the R/Ws are shown conceptually on planning documents. The Phase I PEIR/PEIS was certified pursuant to CEQA on August 6, 2008; a Record of Decision (ROD) was approved on October 6, 2008 pursuant to NEPA; and the conditional Presidential Permit for the POE was approved on November 20, 2008. This environmental document constitutes Tier II of the environmental program, and addresses several design and operational alternatives for the POE, SR-11 and the CVEF.

SR-11 is included in the SANDAG 2030 Revenue Constrained Regional Transportation Plan (RTP; SANDAG 2007a); the 2008 Regional Transportation Improvement Program (RTIP; SANDAG 2008), which covers Fiscal Years 2009 through 2013 (CAL ID CAL66); and the SAFETEA-LU<sup>1</sup> List of High Priority Projects in San Diego, which covers the five-year period ending in September 2009. It is shown conceptually on the circulation elements of the EOMSP, the County of San Diego (County) General Plan, the Otay Mesa Community Plan (OMCP) and the City of San Diego (City) General Plan. The Otay Mesa East POE is also shown on the County's land use plan for Subarea 1 of the EOMSP, and in the RTP. The February 2011 amendment to the 2010 RTIP is expected to reflect the proposed project's modifications to SR-905 between the SR-905/SR-125/SR-11 Interchange and Britannia Boulevard, as necessary to accommodate the connection of SR-905 with SR-11.

## 1.2 PURPOSE OF THE PROJECT

Two international POEs, San Ysidro and Otay Mesa, currently link San Diego and Tijuana, while a third POE is located east of the San Diego metropolitan area at Tecate. Together, these three POEs serve as the gateway for all pedestrian traffic and vehicular movement of people and goods between the San Diego region and Baja California, Mexico. As described above, the proposed project would constitute the second tier of planning and environmental clearance for the development of a new POE in the San Diego/Tijuana region, along with development of the associated roadway (SR-11) that would connect the new POE to the existing and planned roadway system in the area, and a new CVEF for CHP inspection of trucks entering California from Mexico. The project includes the connection of SR-11 with the SR-905 facility that is currently under construction. The purpose of the Tier II project is to:

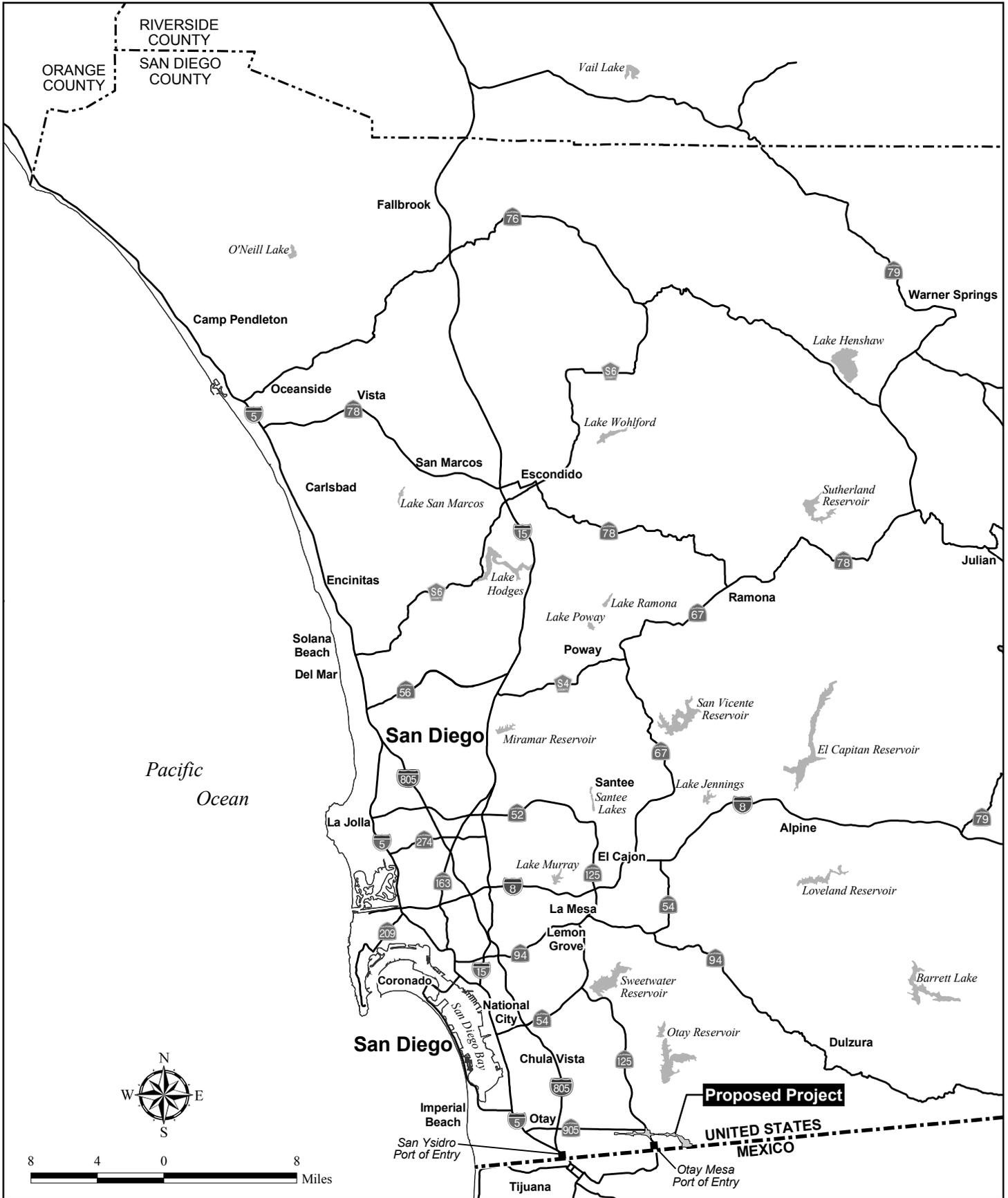
- Increase inspection processing capacities for commercial and personal vehicles and pedestrians in the San Diego/Tijuana region;
- Reduce northbound vehicle and pedestrian queues and wait times to cross the border at other POEs in the region;
- Accommodate projected increases in international trade and personal cross-border travel in the region in a safe and secure manner;
- Contribute to reductions in congestion at existing POEs and along associated regional transportation infrastructure; and
- Accommodate commercial goods movement and cross-border travel to and from the Otay Mesa East POE.

Additional objectives are to:

- Allow bicycle and transit access to the POE, including the provision of sufficient space adjacent to the POE within the overall POE footprint for possible future development of a transit center (to be designed and constructed by others), thereby preserving the future opportunity to implement transit service to the POE and reducing local and cross-border personal vehicle trips; and
- Where feasible and in compliance with federal and state regulations, support the 1998 Letter of Intent entitled "Binational Corridor Preservation for State Route 11 – Tijuana/Rosarito 2000 and Site Designation for the East Otay Mesa-Mesa de Otay II Port of Entry" signed

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<sup>1</sup> The Federal Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users (SAFETEA-LU), passed in August 2005, authorizes the federal surface transportation projects for highways, highway safety and transit for the 5-year period 2005-2009.

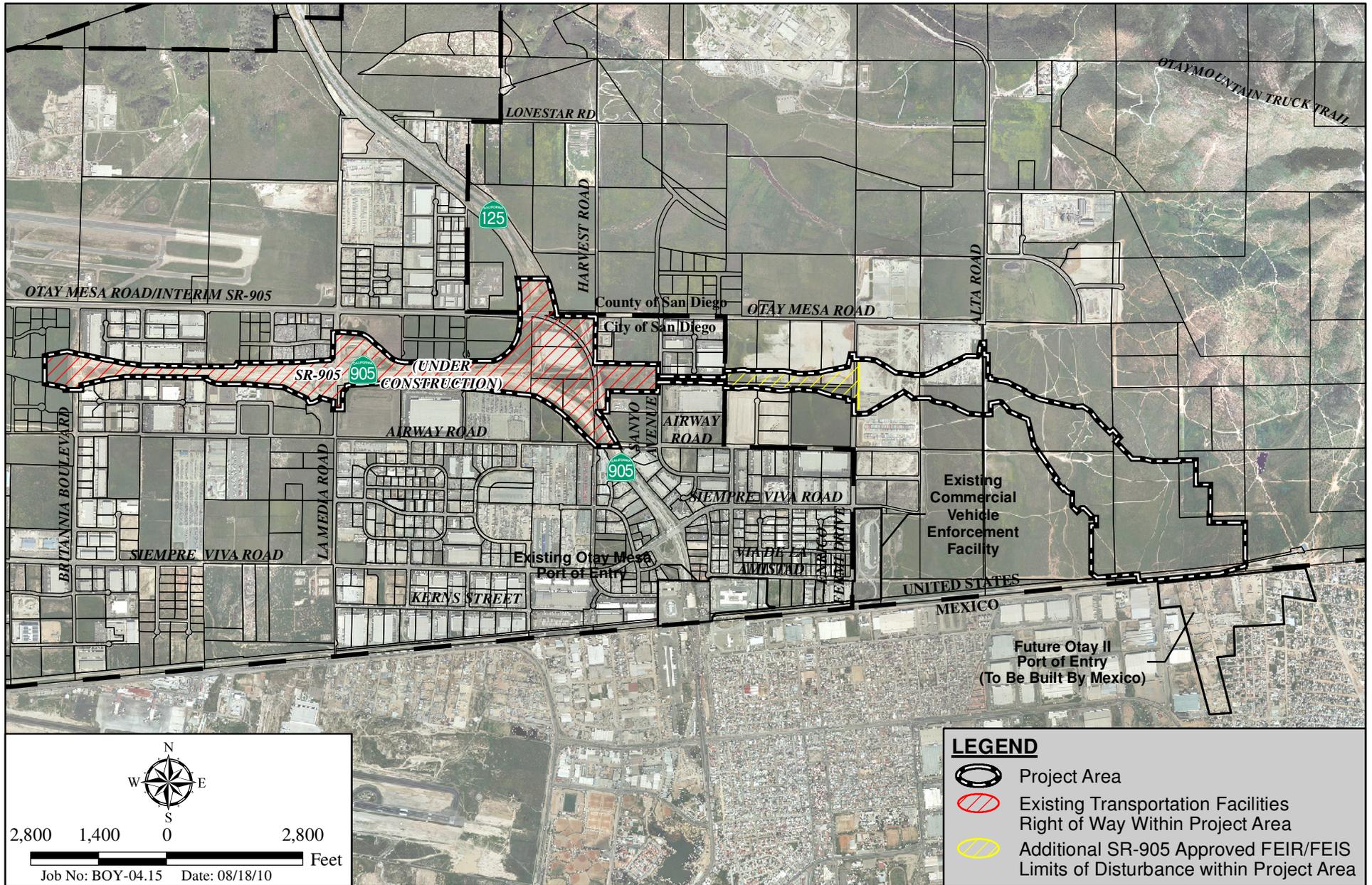


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## Regional Location Map

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 1-1



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## Project Area Map

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 1-2

by SANDAG, City of San Diego (City), County of San Diego (County), City of Tijuana, City of Rosarito, State of Baja California, and Caltrans. This Letter of Intent established the process by which the roadway corridors could be preserved for future construction, and the East Otay Mesa -Mesa de Otay II international border crossing could be developed, including compliance with the federal procedures within each country.

- Minimize impacts to the aquatic environment, where practicable and feasible.

### 1.3 NEED FOR THE PROJECT

The need for SR-11 and the CVEF is linked to the need for the new Otay Mesa East POE. There is no need for SR-11, the associated modifications to SR-905 and the SR-905/SR-125/SR-11 Interchange, or the CVEF without the POE. With implementation of the POE, however, SR-11 becomes a critical facility to connect the POE with the regional highway system via SR-905 and SR-125. Similarly, with construction of the proposed POE, access to an existing or new CVEF becomes necessary for CHP to fulfill its responsibilities to conduct safety inspections on incoming trucks.

The new POE is needed because the capacities of the existing POEs in the region are currently being exceeded, causing excessive border wait times for those engaged in commercial and personal vehicle trips. Trade and travel in this area are forecasted to continue to grow, and border delays are expected to increase correspondingly. The Otay Mesa area is covered by two Community Plans, the EOMSP in the County of San Diego portion of the mesa and the OMCP in the City of San Diego portion of the mesa. Both plans designate much of the remaining undeveloped land on the mesa for industrial or residential development. Employment in the census tract (CT) surrounding the socioeconomic study area is projected to nearly triple by 2030 compared to 2000 levels (rising from 10,914 to 28,109), and population is projected to increase by 1,942 percent (from 1,062 to 21,691) over the same time period (SANDAG 2007a).<sup>2</sup> As development occurs, associated demand for local transportation infrastructure, including SR-11, is also projected to increase.

The San Diego/Tijuana region is the largest urban area along the entire U.S. - Mexico border, with a combined population of over four million people. This combined population is anticipated to grow to over 5.5 million by the year 2020 (SANDAG/Caltrans 2006a). The communities of San Diego and Tijuana are connected by the existing POEs at San Ysidro and Otay Mesa, which play a major role in the exchange of goods, services and people between the U.S. and Mexico. The San Ysidro POE, open 24 hours per day and 7 days per week, handles passenger vehicle, bus, rail (limited use), and pedestrian/bicycle traffic only, and is the busiest land crossing in North America, averaging approximately 13,000 northbound vehicles and 4,800 northbound pedestrians per day in 2008, according to data released by the U.S. Department of Homeland Security and reported by the U.S. Bureau of Transportation Statistics (BTS; 2009). The Otay Mesa POE is the third busiest commercial POE between the two countries (in terms of dollar value of goods), and the busiest along the California-Mexico segment of the border. This POE handles 96 percent of all the commercial truck traffic in the region, as well as passenger vehicle, bus and pedestrian traffic (SANDAG 2007a). It is open seven days per week, with passenger and pedestrian operations taking place 24 hours per day, and commercial operations occurring 16 hours per day during the week and 8 hours per day on weekends and holidays (FHWA 2009). In 2008 there were a reported 777,000 commercial truck crossings carrying nearly \$28 billion in goods northbound at the Otay Mesa POE. The remaining commercial traffic

<sup>2</sup> Additional socioeconomic data for the Otay Mesa area are provided in *Section 4.7, Demographic Characteristics*, of this CIA.

in the San Diego County - Baja California region passed through the POE at Tecate. There were an estimated 2.4 million people and 893,000 vehicles that crossed northbound at the Tecate border crossing in 2008, representing about 5 percent of the total border crossing traffic for San Diego County (U.S. Department of Transportation [DOT] 2009).

The need for a third POE in the San Diego/Tijuana area is well established,<sup>3</sup> and is based on recent and projected increases in trade and personal travel beyond the capacities of the existing POEs. Trade between the U.S. and Mexico has increased substantially since the signing of the North American Free Trade Agreement (NAFTA) in 1994, and totaled over \$332 billion by 2006 (DOT 2007a). Over 80 percent of merchandise moves across the border by truck (DOT 2007b), with a smaller portion exchanged by rail, water and air. Pedestrian and passenger car border crossings between the U.S. and Mexico have also risen dramatically in the past decade, reaching over sixty million people in 2006 in the San Diego County/Baja California border area alone (SANDAG/Caltrans 2006b). Between 1996 and 2006, the number of primary inspections (commercial and non-commercial) at the existing Otay Mesa POE increased over 80 percent, and is expected to climb an additional 50 percent by 2025 (Caltrans/GSA 2007); projections indicate the number of primary inspections at this POE will reach over 18 million by 2030 (GSA 2008). At the San Ysidro POE, it is anticipated that the total number of primary inspections will increase by approximately 28 percent between 2006 and 2025, with a similar percentage increase at the Tecate POE (Caltrans/GSA 2007). This increase in trade and travel, in combination with recent increases in U.S. security requirements such as the Western Hemisphere Travel Initiative (WHTI),<sup>4</sup> the United States Visitor and Immigrant Status Indicator Technology project (US-VISIT),<sup>5</sup> and the Secure Border Initiative (SBI),<sup>6</sup> has resulted in infrastructure-related challenges. Current transportation infrastructure was not designed to handle the large traffic volumes stimulated by NAFTA and other economic growth.

The growth in local population and international trade have resulted in corresponding increases in cross-border traffic along the southern U.S. border, placing greater strain on the POEs and regional transportation infrastructure. The existing San Ysidro and Otay Mesa POEs have become a bottleneck in the system of interchange between the two countries, increasingly restricting the movement of people and goods at peak times. Studies undertaken in 2006 concluded that expected wait times for personal trips averaged 45 minutes at the Otay Mesa POE and 75 minutes at the San Ysidro POE during peak periods, while approximately 10 percent of people expected to wait as long as one hour at the Otay Mesa POE and two hours at the San Ysidro POE. The average expected processing and wait time for commercial freight crossings at the Otay Mesa POE was reported as typically 1.5 to 2 hours (without U.S. secondary inspection), with 10 percent of commercial border crossers expecting to wait as long as 4 hours (SANDAG/Caltrans 2006a).<sup>7</sup> A border crossing traffic study completed for GSA's San Ysidro POE Improvements Project in April 2009 estimated that, without increased capacity or other improvements, wait times for vehicles at the San Ysidro POE could average 10 hours by 2030 (KOA Corporation 2009).

<sup>3</sup> See SANDAG/Caltrans 2006a, 2006b; Joint Working Group 2004; Caltrans 2004; and SANDAG 2005.

<sup>4</sup> The WHTI plan, as directed by the Intelligence Reform and Terrorism Prevention Act of 2004, is designed to enhance U.S. border security while facilitating legitimate travel and trade. Under WHTI, travelers entering the U.S. must present specified documentation that proves both identity and citizenship.

<sup>5</sup> US-VISIT is a project that uses biometric data (digital fingerprints and photographs) to verify travelers' identity and to check against a database of known criminals and suspected terrorists.

<sup>6</sup> The SBI is a multi-year plan to add more border patrol agents; expand illegal immigrant detention and removal capabilities; and upgrade border control technology, including manned/unmanned aerial assets, and detection technology; increase investment in border infrastructure improvements; and increase interior enforcement of U.S. immigration laws.

<sup>7</sup> Based on limited actual wait time data reported by CBP and a survey conducted for the SANDAG/Caltrans 2006 State Route 11 Toll Road and East Otay Mesa Port of Entry Financial Feasibility Study (SANDAG/Caltrans 2006a) and validated by the study's Expert Panel. No recent studies of actual wait times are available.

According to a January 2006 SANDAG/Caltrans study entitled *Economic Impacts of Wait Times at the San Diego – Baja California Border*, border delays discourage cross-border personal trips, and result in increased transportation costs and interruptions in the manufacture and delivery of goods (SANDAG/Caltrans 2006a). In an economy increasingly based on “just-in-time” delivery of inputs and products, unpredictable border wait times for trucks act as a barrier to trade, inhibiting cross-border economic investment opportunities. The study concludes that:

“Inadequate infrastructure capacity, which is failing to keep up with the increase in trade and security requirements at the principal border crossings between San Diego County and Baja California, currently creates traffic congestion and delays that cost the U.S. and Mexican economies an estimated US\$6 billion in gross output in 2005. An estimated 51,325 jobs are sacrificed because of the reduction in output.”

The study also indicated that border delays will increase and the economic losses incurred by the regional and national economies will more than double in the next 10 years, unless substantial improvements in border crossing and transportation infrastructure and management take place.

In 2000, a study of the *Feasibility of Opening an International Border Crossing at Jacumba-Jacume* was prepared by SANDAG and Caltrans District 11. Jacumba is located about 70 miles east of downtown San Diego on Old Highway 80, two miles south of Interstate (I-) 8 and east of SR-94. The study found that a border crossing at Jacumba would improve border access for some trucks that use I-8 to transport goods between Baja California and locations east of San Diego. Only about four percent of trucks that cross the border at Tecate and Otay Mesa, however, travel on I-8. Most of the truck traffic to and from the border moves on I-5, I-805, and I-15, which are more accessible to Otay Mesa and Tecate than Jacumba. The study also found that the volume of truck traffic moving westward between Tecate and San Diego would be unaffected by a new commercial crossing at Jacumba, as this route would be much longer and more time consuming. Accordingly, a new crossing at Jacumba, currently in the feasibility study phase, would not affect the need for the proposed Otay Mesa East POE.

Numerous improvements to the existing San Ysidro, Otay Mesa and Tecate POEs have been studied, and in many cases have been implemented or are planned for implementation to reduce border delays. The existing 43-acre Otay Mesa POE was last upgraded and expanded in 1994. The deficiencies of the existing Otay Mesa POE are detailed in the GSA study entitled *Expanded Feasibility Study: Otay Mesa and Otay Mesa East Ports of Entry, San Diego, CA. 100% Report* (GSA 2008). Deficiencies include crossing traffic patterns within the POE, limited lane capacity, short queuing opportunities, the lack of primary inspection lanes and a screened secondary inspection area, and increases in air pollution generated by traffic queues. The existing Otay Mesa POE is surrounded on the north and west by commercial development, including warehouses and brokerage offices, and on the south by the Mexican POE facilities and adjacent dense residential, commercial and industrial development. An adjoining 10-acre parcel on the east was purchased in September 2009 to allow for expansion on the U.S. side of the existing Otay Mesa POE (Caltrans/GSA 2007), but constraints on the Mexican side of the border at this location remain.

A 2004 Caltrans study (Caltrans 2004) identified a number of recommendations for improvements in the flow of vehicles and the operational efficiency of the existing Otay Mesa and San Ysidro POEs. For the northbound flow at Otay Mesa, the report suggested implementing a number of potential operational improvements and increasing the number of

lanes leaving the Mexican export facilities. For the southbound flow at Otay Mesa, recommendations focused on improving access leading to the U.S. export facilities, re-routing empty commercial trucks within the Mexican import facilities, and improving unsignalized intersections. The 2008 GSA feasibility study presents a detailed modernization plan for the existing Otay Mesa POE that includes these and other recommended improvements. The feasibility study concludes, however, that in addition to this proposed renovation, the proposed Otay Mesa East POE is still needed to satisfy current and anticipated regional demand. Based on the results of the 2008 GSA feasibility study regarding anticipated POE functional needs for 2030, and the expected capacity after renovation, maximum renovation of the existing Otay Mesa facility would not be sufficient to achieve the projected POE needs for 2030.

At the San Ysidro POE, the 2004 Caltrans study (Caltrans 2004) recommended expansion of the SENTRI lanes<sup>8</sup> (completed in June 2007), signalization of an intersection, enforcement of no parking zones, restriping lanes, rerouting traffic, expansion of bicycle facilities (completed in Spring 2007), and other improvements. An additional stairway was recently constructed adjacent to the Camino de la Plaza pedestrian overcrossing to facilitate southbound pedestrian access to an existing bus stop on the west side of I-5. The San Ysidro POE is also in the master planning stages of a project that would include demolition and new construction of most of the POE. An EIS was prepared for the project (GSA 2009a) and the ROD was executed on September 9, 2009 (GSA 2009b). The new facility, as defined under the San Ysidro POE project's preferred alternative, is planned to include 210,000 square feet of building space, primary and secondary inspection areas, 30 northbound vehicle primary inspection lanes with 60 inspection booths, and one bus lane (GSA 2009a). In addition, a new southbound alignment of I-5 would be constructed to connect with Mexico's El Chaparral facility, and two new southbound pedestrian crossings would be built. Even with these improvements, northbound delays would be expected to continue to exceed 60 minutes without implementation of the proposed SR-11/Otay Mesa East POE project. Finally, the Tecate POE has recently been expanded on the U.S. side, but operational and access constraints have limited the effective capacity of this POE.

Overall, while these short-term solutions can enhance the flow of goods and people, growth is outstripping capacity at the existing POEs, particularly on the Mexican side of the border where the two existing POEs are surrounded by dense development. Even with maximum renovation at the regional POEs, congestion levels would continue to increase. Regional transportation modeling used for the GSA feasibility study indicates that, with planned improvements to the existing Otay Mesa POE, approximately two percent of the passenger vehicle traffic could shift from the San Ysidro POE to the improved Otay Mesa POE, offering little to no improvement in border delays. In addition, full expansion and/or renovation of the existing Otay Mesa POE on the U.S. side of the border would not relieve congestion unless there is similar expansion of the corresponding Mexican POE, which is currently at maximum expansion capacity with no further available space to grow.

Increasingly, there is also a need to accommodate cross-border transit users and bicyclists. Currently, transit service to POEs in the San Diego region is provided by MTS and private intercity and regional bus services. MTS bus routes 929 and 932 serve the San Ysidro POE, while the MTS Blue Line trolley provides transit services from downtown San Diego to the San Ysidro POE, with bus routes 905 and 905A providing transit connections between the trolley and the Otay

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<sup>8</sup> The SENTRI (Secure Electronic Network for Travelers Rapid Inspection) project consists of dedicated commuter lanes where prescreened applicants and vehicles are allowed to cross the border northbound into the US, usually more quickly and efficiently than in the open-access lanes.

Mesa POE. In addition to public transit, private transit operators, including taxis, vans and shuttle buses, operate in the area of the Otay Mesa and San Ysidro POEs. Bicycle facilities within the vicinity of the San Ysidro POE include Class II bike lanes (i.e., striped and stenciled lane for one-way bicycle travel on the roadway), bicycle racks, and a bicycle parking lot. Bicycle access to/from the existing Otay Mesa POE is offered by a bicycle route along SR-905, as well as bike lanes along the north/south portion of SR-905 and along Siempre Viva Road between La Media Road and Enrico Fermi Drive. Regional and local land use and transportation plans encourage the development of transit and bicycle facilities as alternatives to driving in the region. Any new U.S. - Mexico border crossing would need to accommodate bicycle and transit access, to aid in reducing local and cross-border personal vehicle trips.

Transportation and land use planning agencies on both sides of the border have identified the long-term need for a third border crossing and associated transportation facilities in the San Diego/Tijuana area, in addition to completing planned improvements to the existing POEs. Local, regional and bi-national land use studies identified the eastern side of Otay Mesa as the preferred general location of the new POE, and a Phase I planning/environmental process has been completed to select the preferred location for the project within the U.S., corresponding to the POE site that has been identified on the Mexico side of the border. Binational support for the new POE is evidenced by:

- The signing of an agreement (referred to as a "Letter of Intent"), entitled "Binational Corridor Preservation for SR-11 - Tijuana/Rosarito 2000 and Site Designation for the East Otay Mesa - Mesa de Otay II Port of Entry" by SANDAG, City of San Diego, County of San Diego, City of Tijuana, City of Rosarito, State of Baja California, and Caltrans in 1998
- Completion of a roadway plan for a new Otay II POE entitled, "Estado de Integración Vial Para El Puerto Fronterizo Otay Este II, En La Ciudad de Tijuana, B.C.," 2002, from the Municipality of Tijuana and the Secretariat of Social Development of the Mexican federal government
- Identification by the Mexican government Secretariat of Communication and Transportation (SCT) of the need for additional capacity for commercial traffic in the Tijuana region in the document, "Análisis de las Necesidades de Ampliación de la Capacidad de la Infraestructura de Transporte en los Puertos Fronterizos de Carga de Tijuana, B.C.," October 2002
- Completion of the Partial Program of Improvement of Otay Mesa East ("Programa Parcial de Mejoramiento de la Mesa de Otay Este") by the Instituto Municipal de Planeación (IMPlan), August 2005
- The diplomatic note sent on May 17, 2006 from the Mexican federal government to the U.S. Department of State indicating the Mexican government's interest in conducting the necessary feasibility studies on both sides of the border
- Reservation of the land needed for the Otay II POE by the Municipality of Tijuana through the State of Baja California. The act was published in the Periódico Oficial (similar to the U.S. Federal Register) on May 19, 2006 (#21 – Section 1). Although this land reservation will expire on May 19, 2011, it can be extended based upon project status at that time
- The Conceptual Master Plan, Cost/Benefit Studies and Financial Feasibility (Feasibility Study) for a new crossing at Otay Mesa East ("Elaboración del Plan Maestro Conceptual, Estudios de Costo Beneficio y Factibilidad Financiera para el Nuevo Cruce Internacional de Mesa de Otay II, en el Estado de Baja California"), conducted by the SCT

- Approval of the Otay Mesa/Mesa de Otay Binational Corridor Strategic Plan by the SANDAG Board of Directors on September 28, 2007 and the Tijuana City Council on October 5, 2007
- Approval of the ROD for Phase I of the Otay Mesa East POE and SR-11 Program by the FHWA in September, 2008
- CEQA Certification of the PEIR/PEIS for Phase I of the Otay Mesa East POE and SR-11 Program on October 6, 2008
- Approval of a conditional Presidential Permit for the Otay Mesa East POE by DOS on November 20, 2008

Mexico is undertaking a corresponding POE project on its side of the border, and Mexican agencies are addressing potential environmental impacts of concern to Mexico. The responsible agencies from Mexico and the U.S. also participate in the on-going Border Liaison Mechanism, which meets regularly to discuss transboundary issues and exchange information associated with the two projects. The Border Liaison Mechanism participants include FHWA, Mexico's SCT and IMPlan, SANDAG, Caltrans, the Mexican Consulate in San Diego, the American Consulate in Tijuana, GSA, and CBP.

Given the need for the new Otay Mesa East POE, SR-11 would be required to provide access to and from the new POE, through a currently undeveloped area. Planned County Circulation Element Roads in the area would not be adequate to carry the personal and commercial vehicle traffic expected to flow through the new POE. Proposed SR-11 would provide a direct connection from the existing and planned highway system in the area to the new Otay Mesa East POE (refer to Figure 1-1). On the Mexico side, the new POE (called Otay II) would be directly connected to the Tijuana-Tecate Toll Road, thus providing binational regional mobility through the new POE (IMPlan 2005). The Project Study Report (PSR) for SR-11 (Caltrans 2000) determined that the construction of a conventional highway or expressway would provide substantially less mobility for interregional cross-border traffic than would a freeway, and might not adequately handle the anticipated high volume of truck traffic, particularly at intersections. The option of using local roadways to access the POE was also considered. Local roadways are not designed to support the large volume of trucks that would be anticipated to use the roads to access the POE. Use of the local roads for this purpose would place an unfair burden on local jurisdictions to maintain these roadway facilities. In addition, local traffic circulation and access to future local businesses could potentially be disrupted, as currently occurs due to queuing associated with congestion at the existing Otay Mesa POE. The project traffic study shows that a four-lane toll highway would be adequate to accommodate projected POE-related traffic at least through 2035.

The connection of the Otay Mesa East POE to the regional highway system via SR-11 would require the connection of SR-11 to SR-905 (currently under construction) and SR-125. SR-11 would replace a local access ramp to Enrico Fermi Drive that was approved as part of the SR-905 project. This approval included a westbound to northbound connection to SR-125 and one- to two-lane eastbound and westbound connections with SR-905. The traffic studies for SR-11 and engineering analysis show that the connections with SR-905 would require two lanes for the entire length, and that the westbound connector lanes cannot be fully tapered out until just west of Britannia Boulevard, due to the need to also accommodate merging traffic and weaving associated with the ramps to and from SR-125 and La Media Road. The result is that SR-905 would need to accommodate four lanes of travel in the westbound direction between SR-125 and Britannia Boulevard. In addition, on the eastbound side of SR-905, a new auxiliary

lane would need to be extended between La Media Road and the SR-11 connector to accommodate anticipated traffic.

The new CVEF would allow CHP to efficiently inspect trucks entering the U.S. through the new POE to assure adequate safety levels when travelling on U.S. roadways. A similar, existing CVEF located on the eastern side of Enrico Fermi Drive between Siempre Viva Road and Via de la Amistad currently serves the existing Otay Mesa POE as a CHP inspection point for northbound commercial vehicles entering the U.S. through that POE, but this existing CVEF is currently operating near capacity and is expected to serve a planned modernization of the Otay Mesa POE. In addition, during the Tier II scoping process, it was determined that construction and operation of a new CVEF adjacent to the proposed Otay Mesa East POE would have considerable security, operational and environmental advantages over options providing access from the new POE to the existing CVEF.

In conclusion, the three interdependent elements to be constructed under the proposed project (i.e., the new POE, SR-11 and the new CVEF) are needed to alleviate congestion and facilitate improved trade and personal travel across the U.S. - Mexico border in the San Diego/Tijuana area.

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## 2.0 PROJECT ALTERNATIVES

### 2.1 PROJECT ALTERNATIVES

The alternatives addressed in the Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the proposed SR-11 and Otay Mesa East POE project were developed by a multi-disciplinary team to achieve the project purpose and need while avoiding or minimizing environmental impacts. Three build alternatives (referred to as the Two Interchange, One Interchange, and No Interchange alternatives), with several design/operational variations, as well as a No Build Alternative, are under evaluation in the EIR/EIS.

SR-11 would be constructed and operated as a toll facility under all of the build alternatives, with SANDAG as the toll authority under state legislation (SB 1486). The proposed toll system is currently anticipated to include toll collection in both directions and the use of “smart technology” such as FasTrak, although additional toll-related options are still under evaluation. The proposed toll system would also include the use of variable congestion pricing for both commercial and passenger vehicles. This system is intended to provide a financial incentive to encourage accessing the POE during non-peak hours, thereby reducing associated congestion. Electronic Toll Collection (ETC) technology would be used to collect tolls at on- and off-ramps at all proposed interchanges. Equipment would include overhead gantries and antennas to read transponders, variable message signs to display the tolls, loop or laser detectors to measure traffic volume and speed to help determine toll rates, and cameras to view traffic on the facility. Figure 2-1, *Typical Electronic Toll Collection Facilities*, depicts an example of ETC equipment that would be included as part of the project.

Transportation Systems Management/Transportation Demand Management (TSM/TDM) measures being evaluated for the project include: (1) possible use of ramp metering at SR-11 interchange(s); (2) implementation of intelligent transportation systems (ITS) strategies such as closed-circuit television (CCTV) cameras, traffic loop monitoring stations (TMS) and transportation management center (TMC) connections; (3) provision of multi-modal facilities and services for POE uses such as bicycle, pedestrian and bus facilities (e.g., dedicated lanes and staging areas), connectivity potential for BRT service, and inclusion of space for a potential future transit center site; (4) implementation of variable congestion pricing; (5) provision of dedicated commercial and passenger traffic lanes; and (6) use of extended POE operation hours.

The project alternatives are described below, along with several variations of the build alternatives related to interchange/median design and operation of SR-11 as a freeway rather than a toll highway.

#### 2.1.1 Two Interchange Alternative

##### State Route 11

Under the Two Interchange Alternative, SR-11 would be constructed as a four-lane toll highway, with two lanes in each direction, plus auxiliary lanes and connectors [refer to Figure 2-2, *Project Overview within the SR-905 Right of Way (All Alternatives)*, and Figure 2-3, *Two Interchange Alternative – Project Overview of SR-11 and the SR-905/SR-125/SR-11 Interchange*, and. Traffic studies have indicated that a four-lane facility would be adequate to accommodate projected traffic through at least 2035. The proposed design would include two standard-width

main lanes (12 feet wide) and shoulders (10 feet wide) in each direction, along with standard sight distances. Auxiliary lanes and connectors would also be included near the interchanges. Maintenance vehicle pullouts would be incorporated as a feature along the highway within the project footprint.

The SR-11 median width would vary. Described from west to east, the median would be an estimated 26 feet wide west of Sanyo Avenue, narrowing to 22 feet east of Sanyo Avenue for a distance of approximately 1,600 feet to minimize impacts to nearby buildings, before widening over a distance of approximately 630 feet to a 62-foot median width leading up to the POE (refer to Figure 2-4, *Portion of Two Interchange Alternative with 22-foot Median*, and Figure 2-5, *Cross-Sections of SR-11 in the Sanyo Avenue Area Under the Two Interchange Alternative [22-foot Median] and 46-foot Median Variation*) and Figure 2-6, *Typical Cross-Section of SR-11 with 62-foot Median [Under All Alternatives]*. Within the Sanyo Avenue area, the Two Interchange Alternative would include the 22-foot median, two through lanes in each direction, an auxiliary lane in each direction associated with the Enrico Fermi Drive interchange, shoulders, and related grading. Concrete barriers (three feet tall) would extend along each side of the roadway in this area, and an additional three-foot-tall concrete barrier would extend along the median. The proposed 62-foot median width in the eastern portion of SR-11 is intended to make SR-11 adaptable for potential safety and security needs, and to provide the flexibility to construct additional lanes on approach to the POE, if these are found to be necessary in the future to meet future vehicle inspection requirements. This additional right-of-way would help assure access to the new POE by emergency responders, facilitate evacuation of the POE if necessary, or allow southbound traffic to be turned around if the POE had to be closed for emergency security concerns.

Proposed SR-11 would be located midway between Otay Mesa and Airway roads for most of its length, and would cross four local surface streets: Sanyo Avenue, Enrico Fermi Drive, Alta Road, and Siempre Viva Road. It would extend east from the vicinity of Harvest Road (at the future SR-905/SR-125/SR-11 Interchange) for approximately 1.5 miles, before curving to the southeast near Alta Road and continuing for approximately 0.6 mile to connect with the proposed POE/CVEF site. This alternative would include an undercrossing structure at Sanyo Avenue; an overcrossing structure at Alta Road; and interchanges with local roadways at Siempre Viva Road (half interchange) and Enrico Fermi Drive.<sup>9</sup> To link SR-11 with SR-905, it would also be necessary to modify the western portion of SR-905 that is currently under construction. These features are described below.

### SR-905 Modifications to Accommodate SR-11 Connections

SR-905 was originally approved (and is now under construction between SR-125 and Britannia Boulevard) as a six-lane highway (three lanes in each direction), with a median wide enough to accommodate four additional lanes, two of which could function as high occupancy vehicle (HOV) lanes should future demand justify their construction. The design of the eastern portion of approved SR-905 includes one- and two-lane ramps from SR-905, just east of the SR-905/SR-125 Interchange, to Enrico Fermi Drive, along similar alignments to those that are now proposed as connectors between SR-11 and SR-905. With implementation of SR-11, certain modifications to the approved SR-905 design would be required, and are included as

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<sup>9</sup> The Caltrans Highway Design Manual defines an undercrossing as a structure designed to allow a local roadway to pass under a highway, while an overcrossing is defined as a structure designed to allow a local roadway to pass over a highway. An interchange is defined as a system of interconnecting roadways in conjunction with one or more grade separations providing for the interchange of traffic between two or more roadways on different levels.

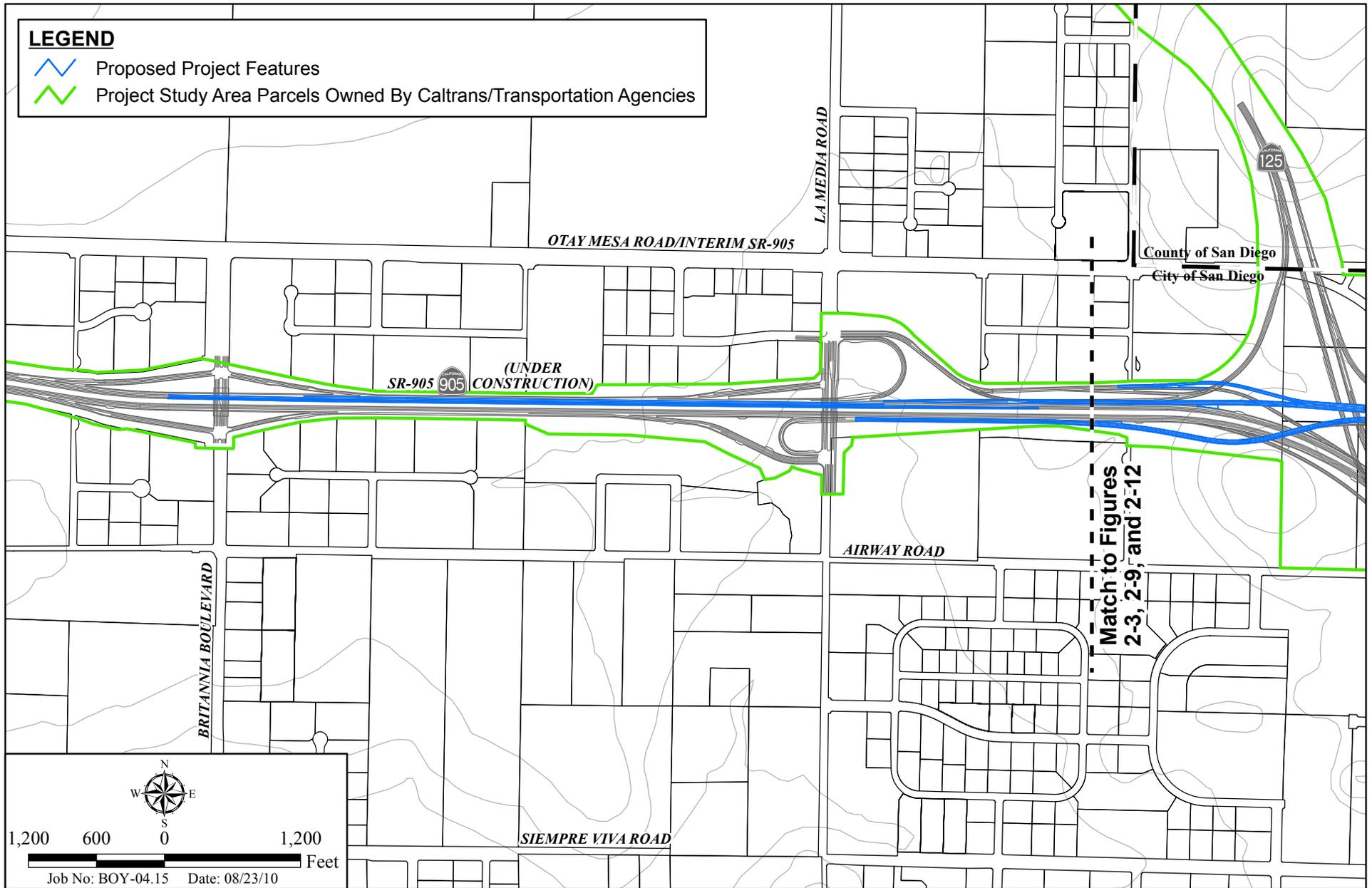


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## Typical Electronic Toll Collection Facilities

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 2-1

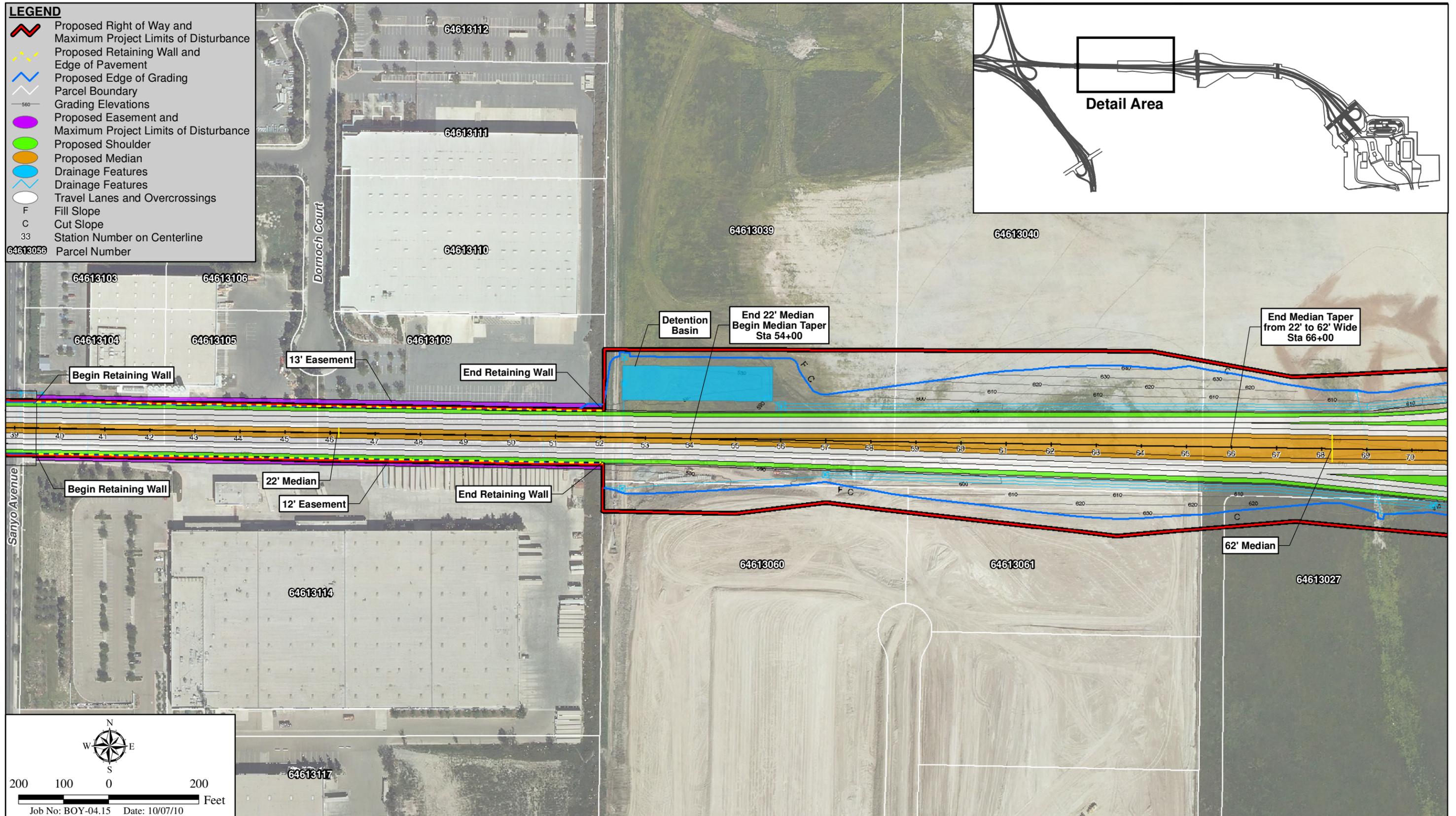


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## Project Overview within the SR-905 Right of Way (All Alternatives)

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

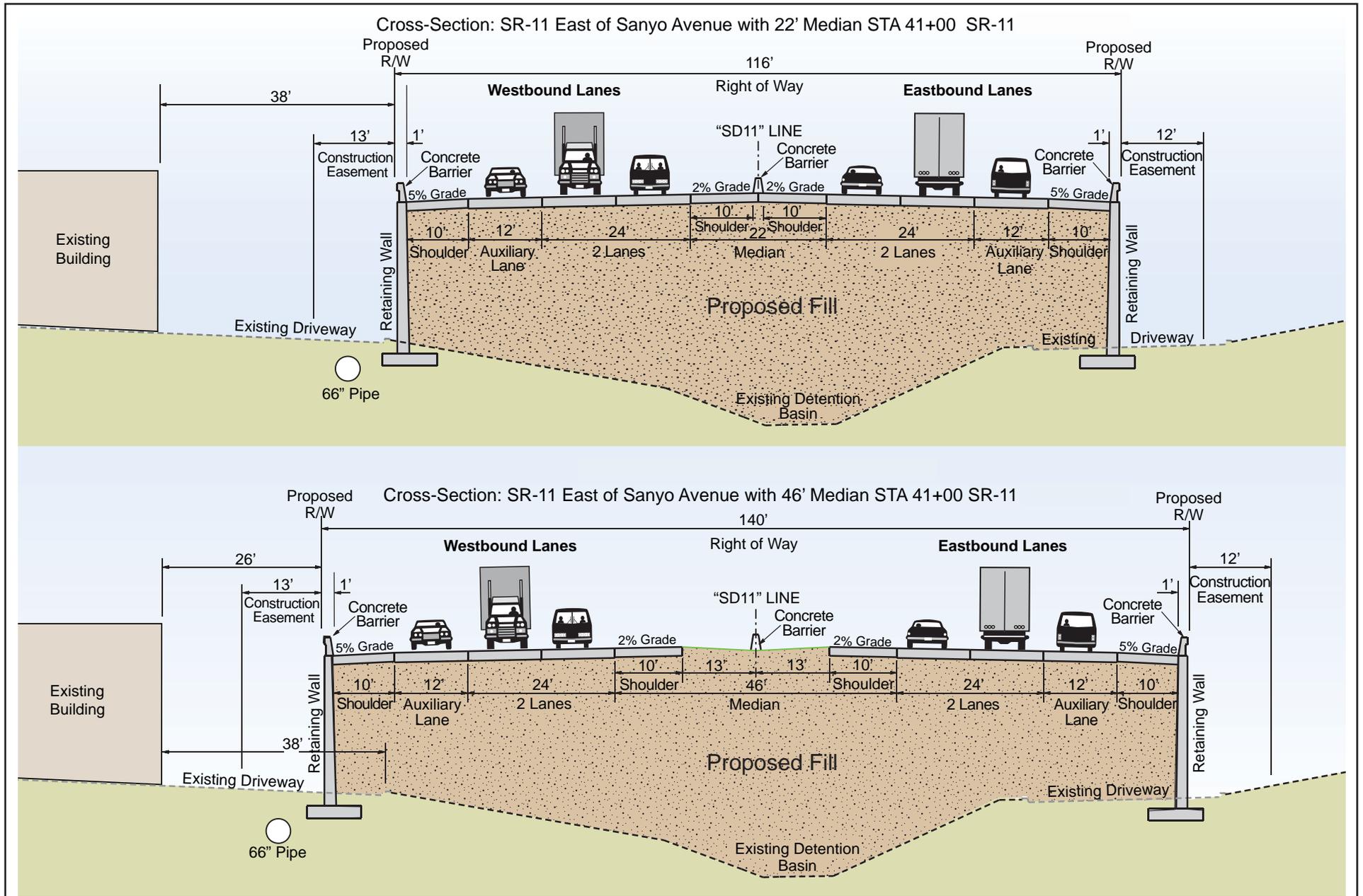




**Portion of Two Interchange Alternative with 22-Foot Median**

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

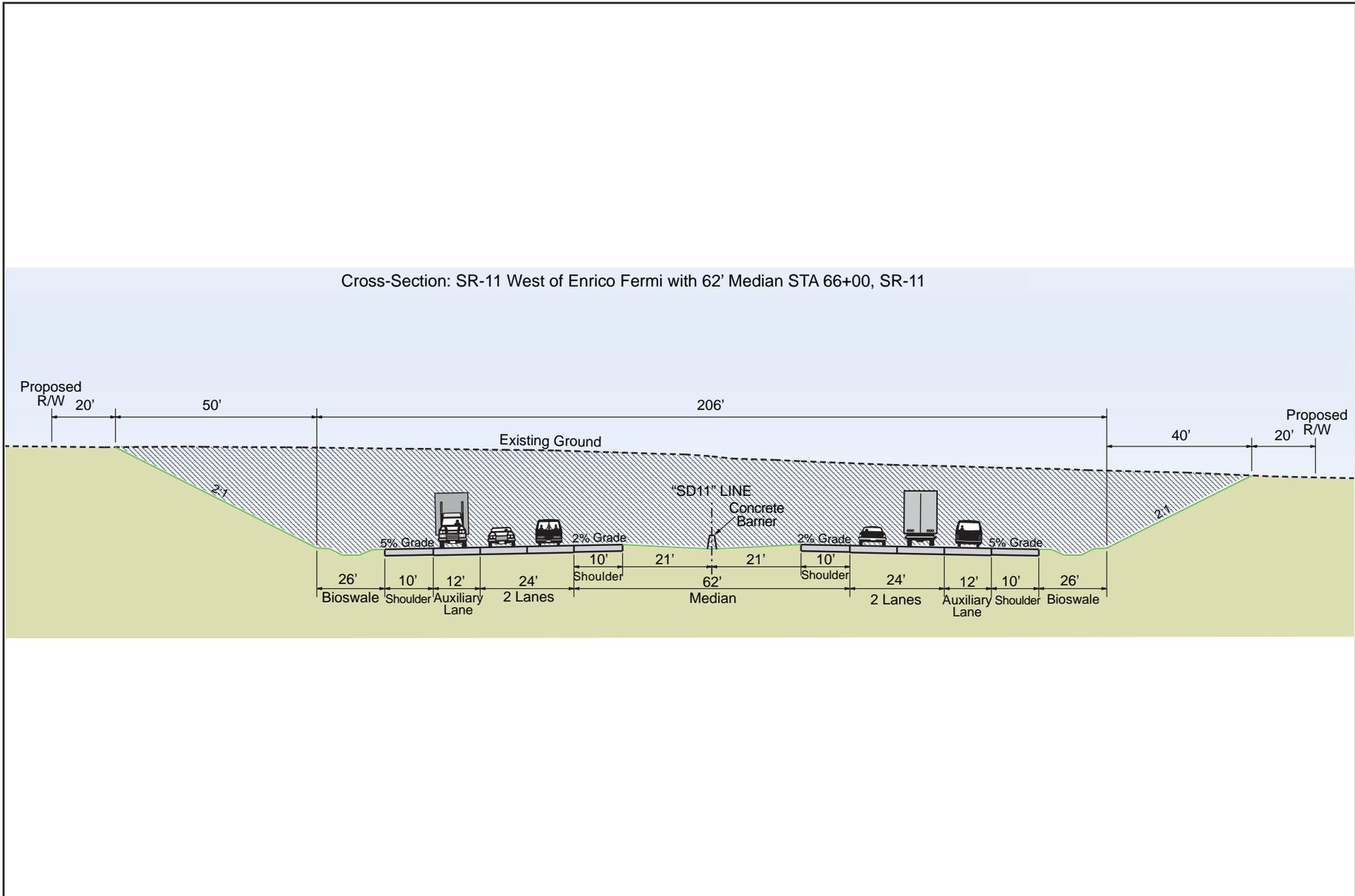
Figure 2-4



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**Cross-Sections of SR-11 in the Sanyo Avenue Area:  
Two Interchange Alternative (with 22-foot Median) and 46-foot Median Variation**  
STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 2-5



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## Typical Cross-Section of SR-11 with 62-foot Median (All Alternatives)

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 2-6

part of the proposed project (refer to Figure 2-3 and Figure 2-7, *Cross-Sections of SR-905 Modifications Under All Alternatives*). These modifications are described below for the Two Interchange Alternative, but would be the same under the One and No Interchange Alternatives.

- The previously approved ramps between SR-905 and Enrico Fermi Drive would be replaced by the western portion of SR-11 (east of Harvest Road), as well as two-lane connectors in each direction (west of Harvest Road) for the entire distance between SR-905 and SR-11, along similar alignments compared to the previously approved on- and off-ramps, within the approved R/W for the SR-905 project.
- On the eastbound side of SR-905, an additional auxiliary lane would be extended between La Media Road and the SR-11 connector, requiring the widening of this area by up to 12 feet.
- To accommodate weaving movements on westbound SR-905, the SR-11 merge with the SR-905 travel lanes would taper to match SR-905 in the vicinity of the Britannia Boulevard Interchange. This merge occurred at the La Media Road Interchange in the previously-approved design for SR-905.
- On the westbound side of SR-905, the proposed project would construct a ramp from SR-11 to tie into the planned SR-905 and SR-125 off-ramps to La Media Road.

The SR-905 modifications to accommodate the proposed SR-11 connections would be entirely within existing state R/W.

#### Enrico Fermi Drive and Siempre Viva Road Interchanges

Under this alternative, two interchanges would be constructed along SR-11, at Enrico Fermi Drive and Siempre Viva Road (refer to Figure 2-2).

The proposed interchange at Enrico Fermi Drive would have on- and off-ramps for both eastbound and westbound SR-11 (and automated toll facilities along the westbound on-ramp and eastbound off-ramp). This interchange design would allow SR-11 to pass under Enrico Fermi Drive. This interchange would be located approximately one mile east of the SR-905/SR-125/SR-11 Interchange, and approximately one mile west of the proposed interchange at Siempre Viva Road.

The proposed Siempre Viva Road Interchange under this alternative would be a half interchange with separate lanes for commercial and passenger-only traffic into and out of the new POE/CVEF (refer to Figure 2-2). This half interchange would also provide an on-ramp from Siempre Viva Road to westbound SR-11; and an off-ramp to Siempre Viva Road from eastbound SR-11. The interchange would not provide access from Siempre Viva Road to the POE via eastbound SR-11, nor would it provide public access to Siempre Viva Road for travelers exiting the POE via westbound SR-11. (A controlled-access road just east of the interchange would permit entry for POE/CVEF employees only.) A retaining wall approximately 415 feet long and up to 20 feet high would run between the SR-11 eastbound and westbound passenger lanes from the Siempre Viva Road overcrossing bridge toward the toll plaza.

Proposed limits of grading and rights-of-way are expected to be up to 400 feet wide, with the exception of the interchange locations, which would require additional space. These limits would include all required cut/fill slopes and project-related drainage facilities, lighting, fencing,

utilities and landscaping, and would be sufficient to accommodate all required construction staging and storage for the project except that in the Sanyo Avenue area, there would be easements totaling 0.7 acre, north and south of the proposed R/W, and a 0.2-acre easement in the vicinity of Siempre Viva Road. These easements would accommodate additional project-related construction, drainage and maintenance requirements that would fall outside of the proposed R/W.

### Sanyo Avenue Undercrossing and Alta Road Overcrossing

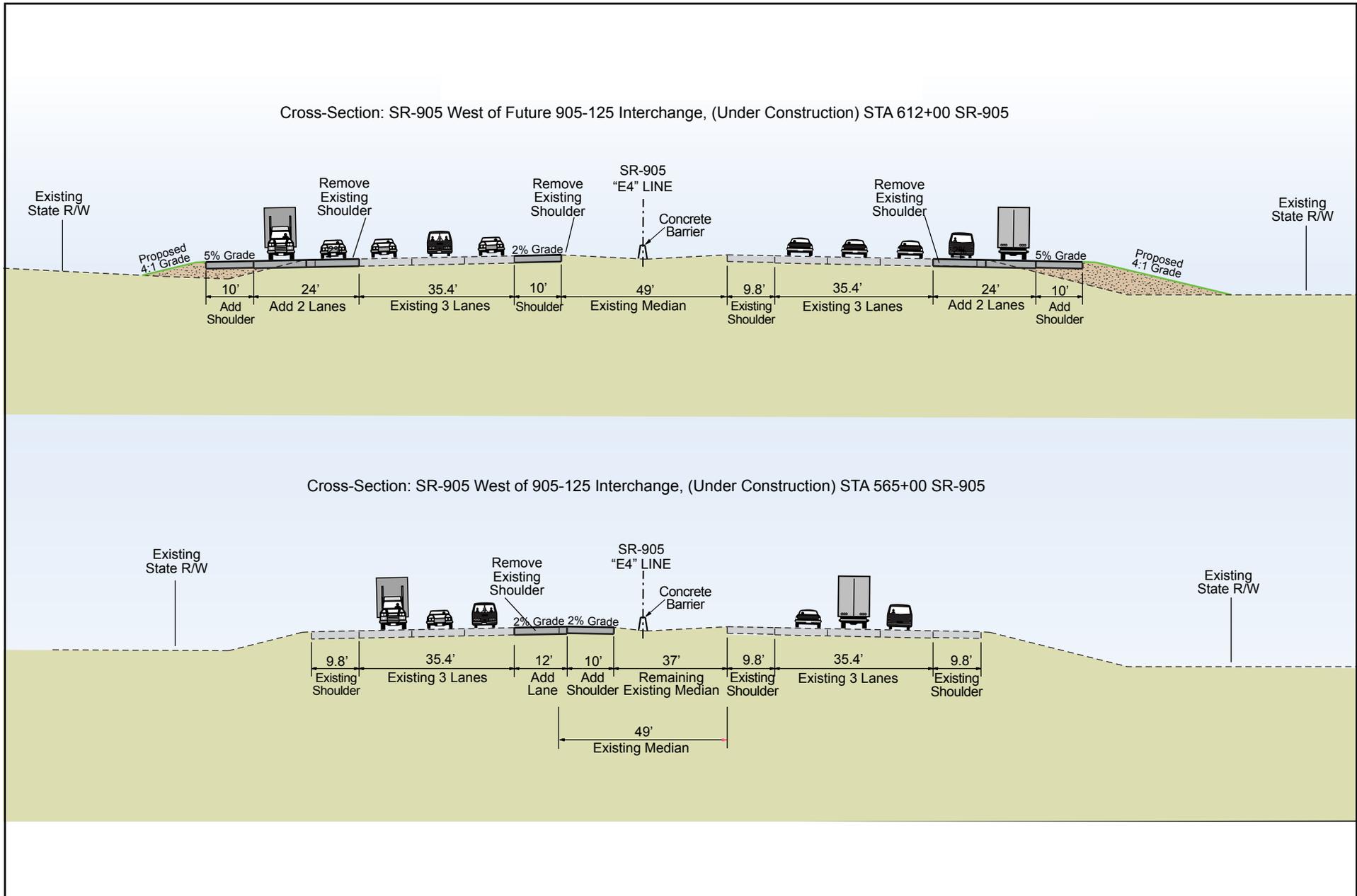
At the Sanyo Avenue undercrossing, SR-11 would be approximately 26 feet above Sanyo Avenue, permitting the local road to pass under the new highway, but allowing no interchange of traffic between them. East of Sanyo Avenue, SR-11 would pass between existing industrial buildings and would be supported by retaining walls for a distance of approximately 1,250 feet as it slopes gradually downward to meet the surrounding grade. The walls and headwall structure at Sanyo Avenue would be a maximum of approximately 26 and 22 feet high on the south and north sides of SR-11, respectively, with the highest portions of the walls located nearest to Sanyo Avenue (refer to Figure 2-6,). Three-foot high barriers would be provided at the edge of pavement and in the center of the median along this elevated stretch of SR-11. In this area, the project would require partial acquisitions of existing developed properties. This design is intended to avoid the use of extensive fill slopes to support the elevated roadway, which would have resulted in requirements for additional acquisition of existing developed industrial property along both sides of SR-11 in this area. Proposed SR-11 in this area is similar to the local access connection between SR-905 and Enrico Fermi Drive that was approved as part of the SR-905 project.

Alta Road would be elevated on a structure to pass over SR-11, with no interchange of traffic between the highway and the local road. In the immediate vicinity of Alta Road, grading would involve only fill slopes, estimated to range up to 20 feet high east of the overcrossing.

### **Otay Mesa East POE**

The proposed Otay Mesa East POE would accommodate northbound and southbound commercial and passenger traffic, as well as pedestrians and bicycles. The POE site would be accessed from the north by SR-11. From the south, entry would be through the proposed Otay II POE on the Mexican side of the border (Figure 2-8, *Conceptual Otay Mesa East POE and CVEF Layout*). Southbound traffic leaving the proposed Otay II POE in Mexico would enter the non-tolled segment of the Tijuana-Tecate Toll Road. This traffic would also have access to the Tijuana-Rosarito corridor prior to reaching the first toll booth, thus providing binational regional mobility through the new POE (IMPlan 2005).

The Tier II POE shape and layout have been refined since the Phase I PEIR/PEIS during conceptual design of the project, although the conceptual POE design is subject to revision pending the results of the Program Development Study (PDS) underway pursuant to GSA and CBP protocol. As shown on Figure 2-8, the currently proposed Tier II POE site is an irregularly shaped polygon of approximately 106.3 acres located 150 feet north of the international border across from the associated Otay II POE site in Mexico. The POE footprint would extend from the eastern/southern terminus of proposed SR-11 to the U.S. - Mexico international border, including improvements within a 150-foot wide U.S. Border Patrol easement that extends along the border on the U.S. side. Improvements within the U.S. Border Patrol easement are addressed together with the POE, for the purposes of impact analyses within the EIR/EIS. The proposed limits of disturbance associated with the POE include 106.3 acres for the POE R/W; approximately 7.4 acres of disturbance area within the strip of land under U.S. Border Patrol



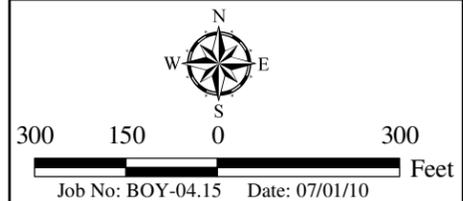
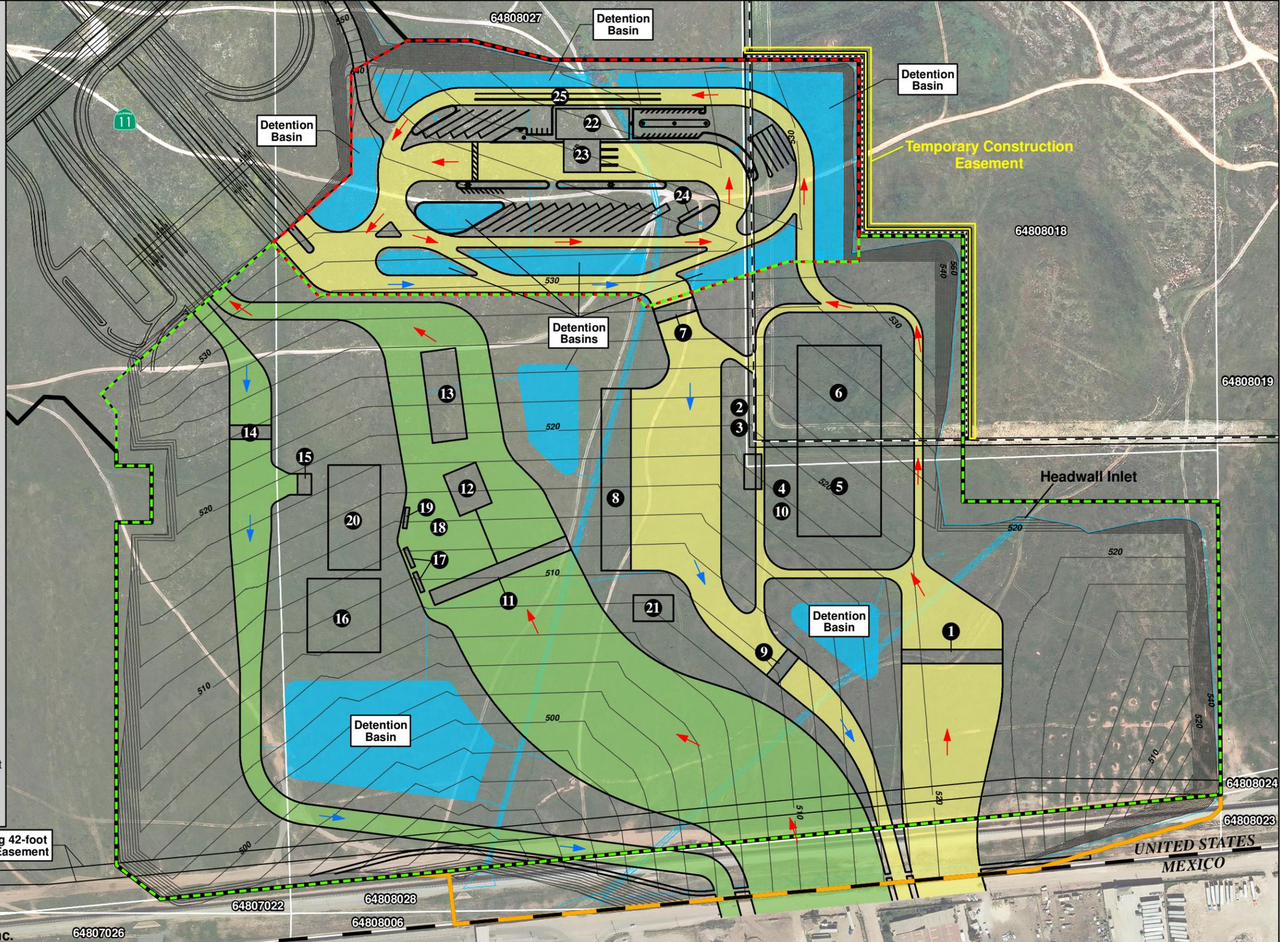
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### Cross-Sections of SR-905 Modifications Under All Alternatives

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 2-7

Facility Number	Description
<b>Northbound (Inbound/Import) Commercial Facilities</b>	
1	Commercial Primary Inspection Booth/Canopies
2	Commercial VACIS Lanes (Building)
3	Commercial Bulk Storage Inspection Bins
4	Bird Quarantine Building
5	Commercial Inspection Building
6	Commercial Inspection Docks
<b>Southbound (Outbound/Export) Commercial Facilities</b>	
7	Commercial Primary Inspection Booth/Canopies
8	Commercial Inspection Building/Docks
9	Commercial Exit Lanes/Booth/Canopies
10	Seizure Vault
<b>Northbound (Inbound) Non-commercial Facilities</b>	
11	Non-commercial Primary Inspection Booth/Canopies
12	Non-commercial Primary Headhouse
13	Non-commercial Secondary Inspection Lanes/Booths/Canopy
<b>Southbound (Outbound) Non-commercial Facilities</b>	
14	Non-commercial Primary Inspection Canopy
15	Non-commercial and Commercial Inspection Building
<b>Other Non-commercial Facilities</b>	
16	Main Building
17	Bus Offload Spaces (10 by 60 feet each, Non-building)
18	Bus Plaza Canopy
19	Bus Inspection Space (12 by 60 feet, Non-building)
<b>Parking Facilities</b>	
20	General Parking Lot (Non-building)
21	Commercial Truck Impound Lot (1,750 sf/space, Non-building)
<b>CVEF Facilities</b>	
22	Administration Building
23	Inspection Bays
24	Smog Inspection
25	Weight Scales
	Northbound Travel
	Southbound Travel
	Passenger Vehicle Traffic
	Commercial Vehicle Traffic
	Existing 24-inch Fuel Line
	Proposed 24-inch Fuel Line Relocation within 20-foot Easement
	Grading Elevations
	Drainage Features
	Drainage Features
	Storm Drain With Inlets (■) and Outlets (□)
	Proposed SR-11 Right of Way
	Additional Disturbance Limits within U.S. Border Patrol Easement
	Parcel Boundary
	CVEF Boundary
	POE Boundary



Source: AECOM, Inc.

Job No: BOY-04.15 Date: 07/01/10

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## Conceptual Otay Mesa East POE and CVEF Layout

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 2-8

control; and approximately 1.5 acres of easement for the relocation of existing utilities from the northeastern portion of the POE site to the eastern boundary of the POE site.

Design and operational assumptions have been made for analysis purposes, based on current staffing at existing POEs in the region and proposed design/operations at the Otay Mesa East POE, pending results of the PDS. The proposed POE is currently assumed to employ approximately 400 people. Hours of operation for processing passenger vehicles are anticipated to be 24 hours per day and 7 days per week, while hours of operation for processing commercial vehicles are anticipated to be 6 A.M. to 10 P.M. on weekdays and 8 A.M. to 4 P.M. on weekends. A recent study by the U.S. Environmental Protection Agency (EPA; 2009a) indicates that the potential exists to incorporate anti-idling and truck stop electrification (AI/TSE) approaches at U.S - Mexico POEs. AI/TSE strategies encourage (or require) drivers to turn off their engines rather than idling while stationary or at very slow speeds. TSE technologies provide alternative connections for electricity and communications, so that vehicles can maintain truck refrigeration, air conditioning and other electrically-powered activities without running the truck engines. The proposed Otay Mesa East POE would be a managed toll facility designed to maintain a 30-minute or less wait time and, therefore, may not be an appropriate facility for AI/TSE; nonetheless, Caltrans and the regional and binational stakeholders will continue to evaluate the potential for use of AI/TSE at the proposed project and at other existing POEs. Utilities required for operation of the POE are available in the immediate site vicinity, with connections to be provided during proposed construction. Specific anticipated utility needs include water, sewer, electricity, natural gas, solid waste disposal, and communication services.

The proposed Otay Mesa East POE would accommodate all of the federal agency and security functions currently anticipated to be necessary for the long-term effective operation of an international POE, including the requirements of the following proposed POE tenant agencies: GSA, CBP, the U.S. Food and Drug Administration (FDA), the U.S. Department of Agriculture (USDA), the U.S. Fish and Wildlife Service (USFWS), and the U.S. Immigration and Customs Enforcement – Investigations Office (ICE-IO). Due to concerns regarding potential acts of terrorism, the POE would be designed to conform with the following directives: (1) The October 19, 1995 Executive Order (EO) 12977 and addenda, which address the quality and effectiveness of security and protection measures for non-military federal facilities; (2) the Land Port of Entry Design Guide (CBP et. al 2006) and the Security and Information Technology Supplemental Guide (CBP et. al 2007), both developed by CBP, GSA and the Interagency Security Committee (ISC); and (3) the U.S. Department of Defense (DoD) Unified Facilities Criteria (UFC) Manual (UFC 4-010-01), entitled *DoD Minimum Antiterrorism Standards for Buildings* (DoD 2003). Sufficient space has been provided within the proposed POE site to accommodate future southbound inspections, and conceptual facilities are identified (refer to Figure 2-8), although the design of such facilities cannot be developed until specific requirements are known, following development of the PDS.

Following implementation of the proposed project, it is anticipated that the existing Otay Mesa POE would remain open to all commercial, passenger, bus, bicycle and pedestrian traffic, while the existing POE at San Ysidro would continue to accommodate only passenger, bus, bicycle and pedestrian traffic. The GSA feasibility study conducted as part of the Otay Mesa East POE Phase I analysis (GSA 2008) concluded that this would be the most efficient operational arrangement to accommodate projected traffic in the San Diego-Tijuana region.

## Transit Center Site

The overall POE footprint includes space to accommodate a potential future transit center adjacent to the POE. As previously noted, however, the potential transit facility is not part of the proposed project and would be designed and constructed by others. The intent of reserving space for a potential future transit center is to ensure that opportunities to implement transit service to the POE, such as Bus Rapid Transit (BRT), would not be precluded by future development in the project site vicinity. It is currently anticipated that a future transit center would encompass an approximately two-acre rectangular site in the vicinity of the western POE boundary.

## **Commercial Vehicle Enforcement Facility**

During the Tier II scoping process, a CVEF alternatives analysis was undertaken, which determined that construction and operation of a new CVEF adjacent to the proposed Otay Mesa East POE would have considerable security, operational and environmental advantages over providing access from the new POE to the existing CVEF (Caltrans/AECOM 2009). The proposed site for the new CVEF would include approximately 23.3 acres and would be located east of SR-11 along the northern POE boundary (refer to Figure 2-8). After receiving clearance to enter the U.S. at the POE, northbound commercial vehicles would be routed into the CVEF facility for a safety/weight inspection by the CHP prior to being released onto the regional roadway system. The CHP has not completed a preliminary design for the CVEF, but a conceptual design has been prepared assuming the new CVEF would be similar to the existing CVEF at the Otay Mesa POE, with anticipated facilities to include an approximately 7,900-square foot main building, two vehicle scales, inspection bays, and other related facilities. Approximately 52 government employees are assumed to work at the CVEF, with up to 20 of them on site at any given time. It is assumed that hours of operation for the CVEF would be compatible with the proposed POE schedule for processing commercial vehicles (i.e., 6 A.M. to 10 P.M.). Following project implementation, it is expected that the existing Otay Mesa CVEF would remain open to serve commercial traffic crossing the border at the Otay Mesa POE.

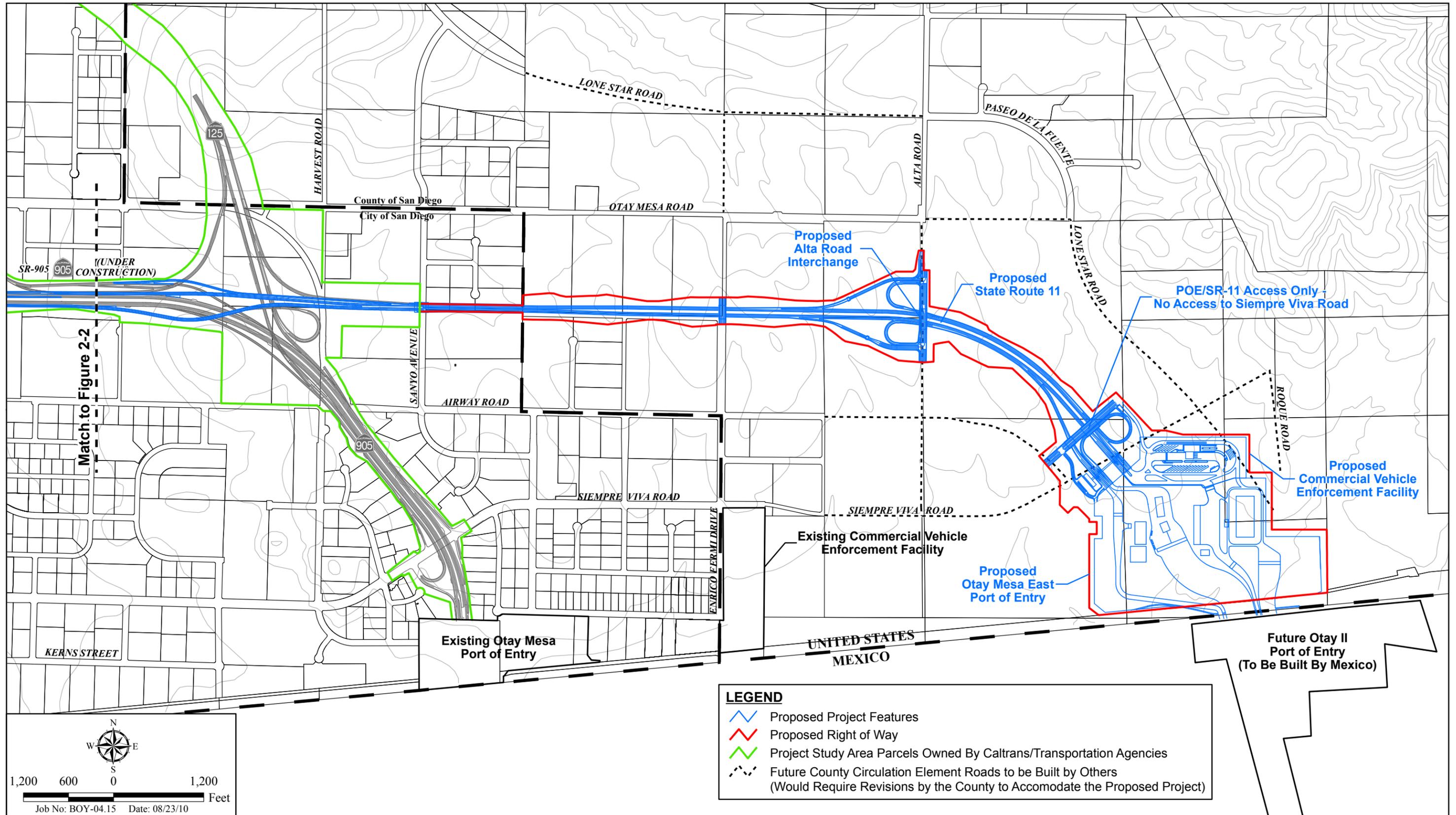
Unless otherwise indicated, references in this report to “the POE site,” “the POE footprint” or “the POE limits of disturbance” are intended to include the proposed CVEF and sufficient space for a potential future transit center.

### **2.1.2 One Interchange Alternative**

The designs of the SR-905/SR-125/SR-11 Interchange, connectors to SR-905, associated modifications to SR-905, the Otay Mesa East POE (including the potential future transit center site), and the CVEF would be the same under this alternative as described above for the Two Interchange Alternative. The unique features of the One Interchange Alternative would involve SR-11. Refer to Figure 2-9, *One Interchange Alternative – Project Overview of SR-11 and the SR-905/SR-125/SR-11 Interchange*, and Figure 2-3.

Under the One Interchange Alternative, proposed SR-11 would be constructed with a single interchange at Alta Road, approximately 1.4 miles east of the SR-905/SR-125/SR-11 Interchange. This would be a full interchange. SR-11 would have an undercrossing at Sanyo Avenue and overcrossings at Enrico Fermi Drive and Siempre Viva Road.

In contrast to the Two Interchange Alternative, SR-11 at Siempre Viva Road would be constructed as an overcrossing, with no access between Siempre Viva Road and SR-11, under this alternative. Despite this difference, several design elements at the SR-11/Siempre Viva



## One Interchange Alternative - Project Overview of SR-11 and the SR-905/SR-125/SR-11 Interchange

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Road overcrossing would be similar to the design of the SR-11/Siempre Viva Road Interchange under the Two Interchange Alternative (refer to Figures 2-2 and 2-9). Separate ramps for passenger-only and commercial traffic into and out of the new POE/CVEF would still be provided in this location to connect the POE and SR-11.

The One Interchange Alternative would have a slightly smaller footprint between Sanyo Avenue and Enrico Fermi Drive than would the Two Interchange Alternative, due to the elimination of the Enrico Fermi Drive Interchange and its associated auxiliary lanes (refer to Figure 2-10, *Portion of One and No Interchange Alternative with 22-foot Median*, and Figure 2-11, *Cross-Sections of SR-11 in the Sanyo Avenue Area Under the One and No Interchange Alternatives [22-foot Median] and 46-foot Median Variation*). Nevertheless, the design of the Sanyo Avenue undercrossing would be similar to the description provided for this structure under the Two Interchange Alternative, except for a narrower width, including the retaining wall and headwall structures.

### **2.1.3 No Interchange Alternative**

The designs of the SR-905/SR-125/SR-11 Interchange, connectors to SR-905, associated modifications to SR-905, the Otay Mesa East POE (including the potential future transit center site), and the CVEF would be the same under this alternative as described above for the Two Interchange Alternative. The unique features of the No Interchange Alternative would involve SR-11. Refer to Figure 2-12, *No Interchange Alternative – Project Overview of SR-11 and the SR-905/SR-125/SR-11 Interchange*, and Figure 2-3.

Under the No Interchange Alternative, no interchanges would be constructed along proposed SR-11; all traffic accessing SR-11 from either SR-905 or SR-125 would have to proceed to the POE. An undercrossing structure would be provided at Sanyo Avenue, and overcrossings would be built at Enrico Fermi Drive and Alta Road. In addition, SR-11 at Siempre Viva Road would be constructed as an overcrossing, with the same design as described above for the One Interchange Alternative. As in the case of the One Interchange Alternative, the No Interchange Alternative would have a slightly smaller footprint between Sanyo Avenue and Enrico Fermi Drive than would the Two Interchange Alternative, due to the elimination of the Enrico Fermi Drive Interchange and its associated auxiliary lanes (refer to Figures 2-10 and 2-11). The design of the Sanyo Avenue undercrossing would be similar to that described above for the Two Interchange and One Interchange alternatives, except for a narrower width. In addition, SR-11 under the No Interchange Alternative would have narrower construction and R/W limits at Enrico Fermi Drive and Alta Road than those described for the build alternatives with interchanges at these locations, resulting in reduced requirements for partial property acquisitions. The design of the Enrico Fermi Drive and Siempre Viva Road overcrossings would be as described under the One Interchange Alternative, while the Alta Road overcrossing would be as described under the Two Interchange Alternative.

### **2.1.4 Variations on the Build Alternatives**

A number of design or operational variations are being evaluated for one or more of the described build alternatives, as outlined below.

#### **No Toll Variation**

The No Toll Variation could apply to any of the three build alternatives, and would involve the SR-11 corridor operating as a freeway instead of a toll highway. The principal design difference

under this variation would be the lack of toll-related structures such as toll administration and FasTrak facilities. Although state legislation (SB 1486) has already approved SANDAG as the toll authority for future SR-11, this variation is included to evaluate the potential for toll-related impacts, especially with respect to Environmental Justice populations, per EO 12898, *Federal Actions to Address Environmental Justice in Minority and Low-Income Populations*.

#### **46-foot Median Variation**

Under this variation, the SR-11 median would widen from approximately 26 feet west of Sanyo Avenue to 46 feet east of Sanyo Avenue (instead of narrowing from 26 feet to 22 feet as described for the proposed build alternatives), as depicted in Figure 2-13, *Portion of Two Interchange Alternative with 46-foot Median Variation*, Figure 2-14, *Portion of One and No Interchange Alternative with 46-foot Median Variation*, and Figure 2-8. This variation could apply to any of the three build alternatives. Unlike the 22-foot median design, the 46-foot Median Variation would not require a design exception in this area, but it would require the additional acquisition of approximately 0.7 acre of the adjacent industrial parcels in the Sanyo Avenue area.

#### **SR-905/SR-125/SR-11 Interchange Design Variations**

Two variations are being considered for the SR-905/SR-125/SR-11 Interchange, referred to as the SR-125 Connector Variation and the SR-905/SR-125/SR-11 Full Interchange Variation. These variations could apply to any of the three build alternatives.

##### SR-125 Connector Variation

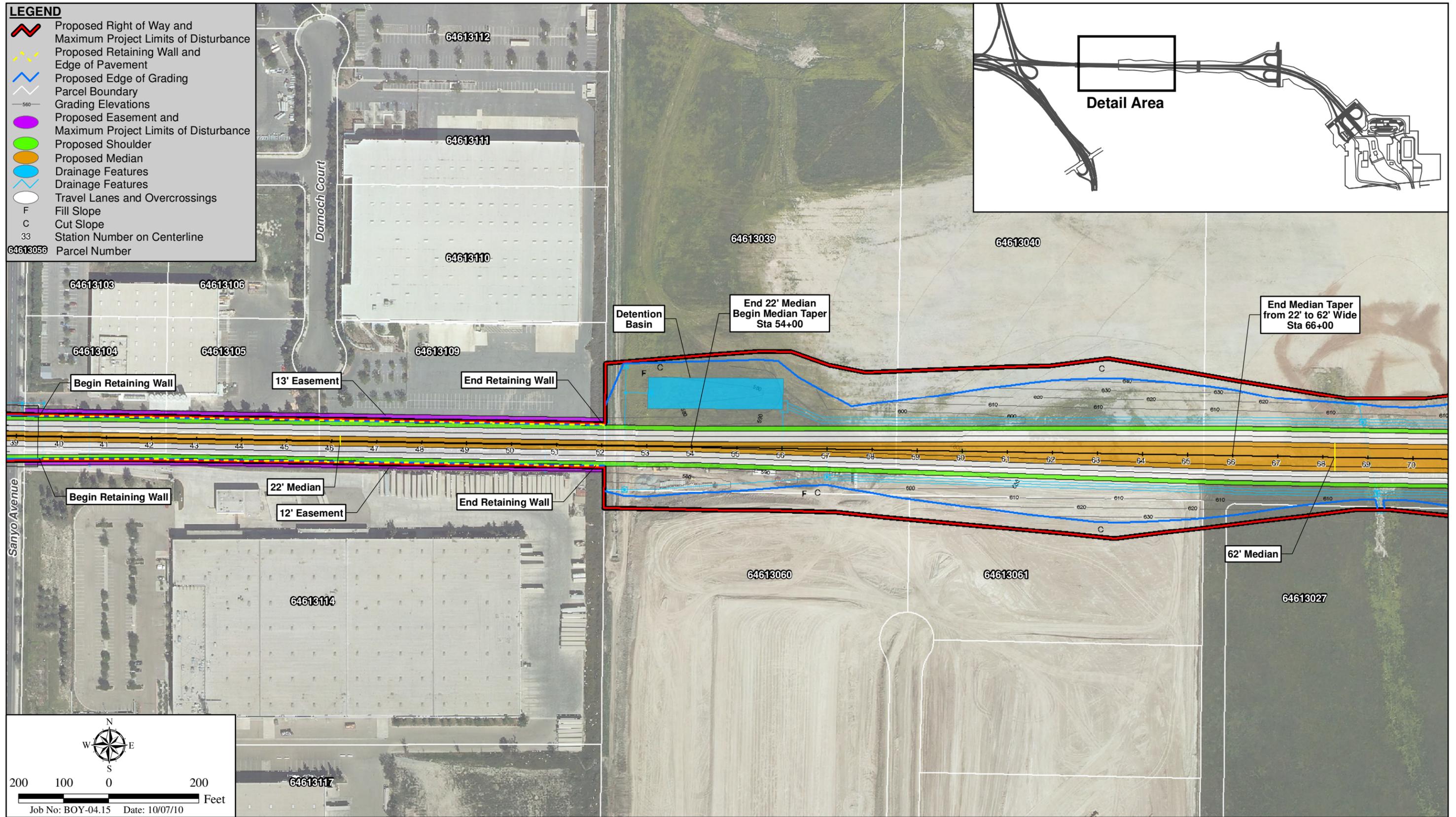
Under the SR-125 Connector Variation, the southbound SR-125 to eastbound SR-11 connector would be added to the interchange (refer to Figure 2-15, *SR-905/SR-125/SR-11 Interchange and Variations*). A local connector ramp from Enrico Fermi Drive to northbound SR-125 was approved under the SR-905 project; all of the proposed project build alternatives assume a similar direct connector from westbound SR-11 to northbound SR-125. The addition of the southbound SR-125 to eastbound SR-11 connector under this variation would complete the direct link between these two highways.

##### SR-905/SR-125/SR-11 Full Interchange Variation

Under the SR-905/SR-125/SR-11 Full Interchange Variation, in addition to the SR-125 connector to be included under the SR-125 Connector Variation described above, the following connectors would also be added to the interchange to complete the connections between SR-11 and SR-905 (refer to Figure 2-15), providing for full movement in all directions:

- Westbound SR-11 to eastbound SR-905
- Westbound SR-905 to eastbound SR-11

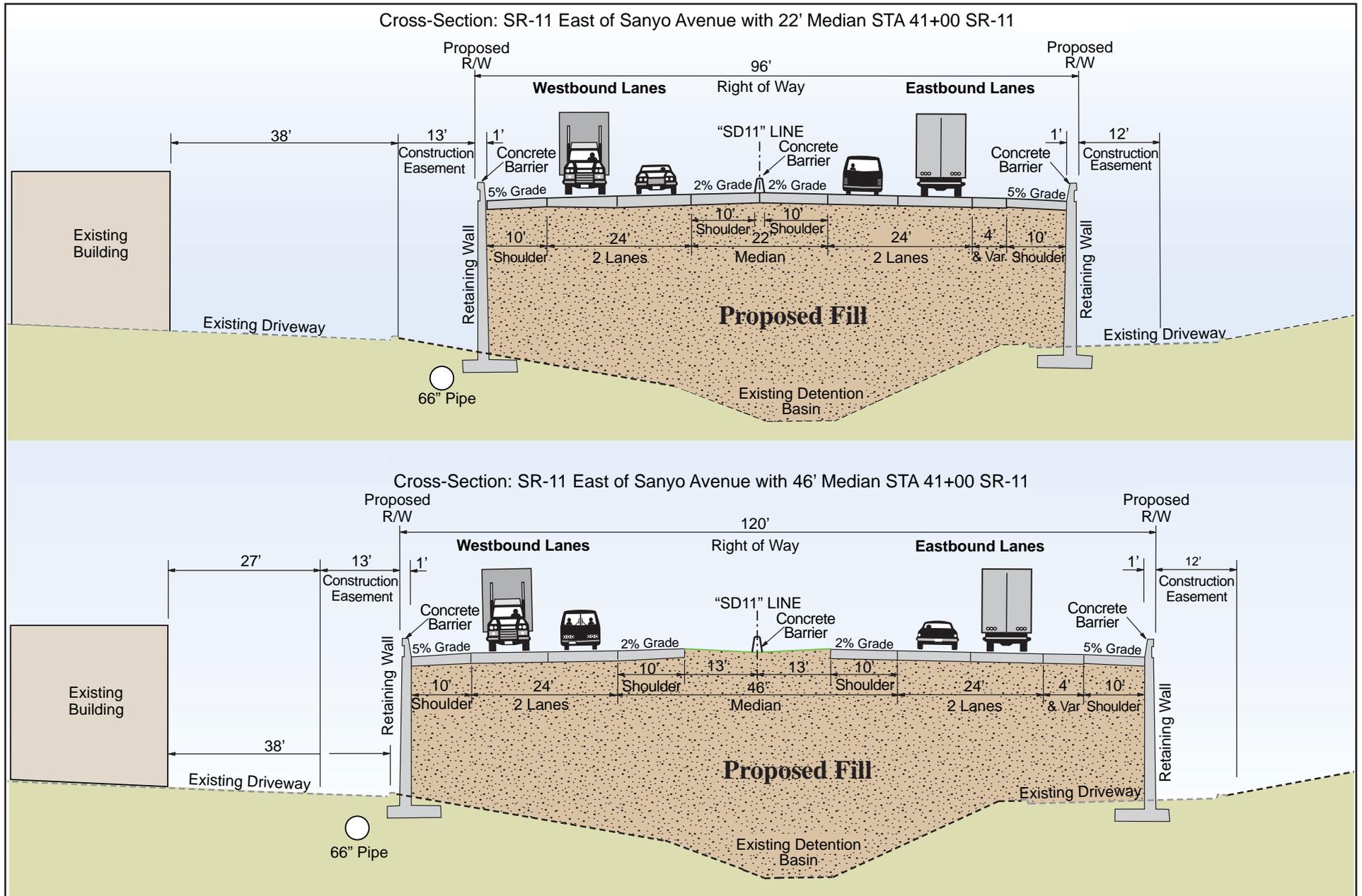
The addition of these connectors would complete the planned SR-905/SR-125/SR-11 Interchange, to provide full connectivity among the three highways. To construct this variation completely within existing Caltrans R/W, a retaining wall of approximately 15 to 26 feet in height and 150 feet in length would be required on the southeast side of the interchange.



### Portion of One and No Interchange Alternative with 22-Foot Median

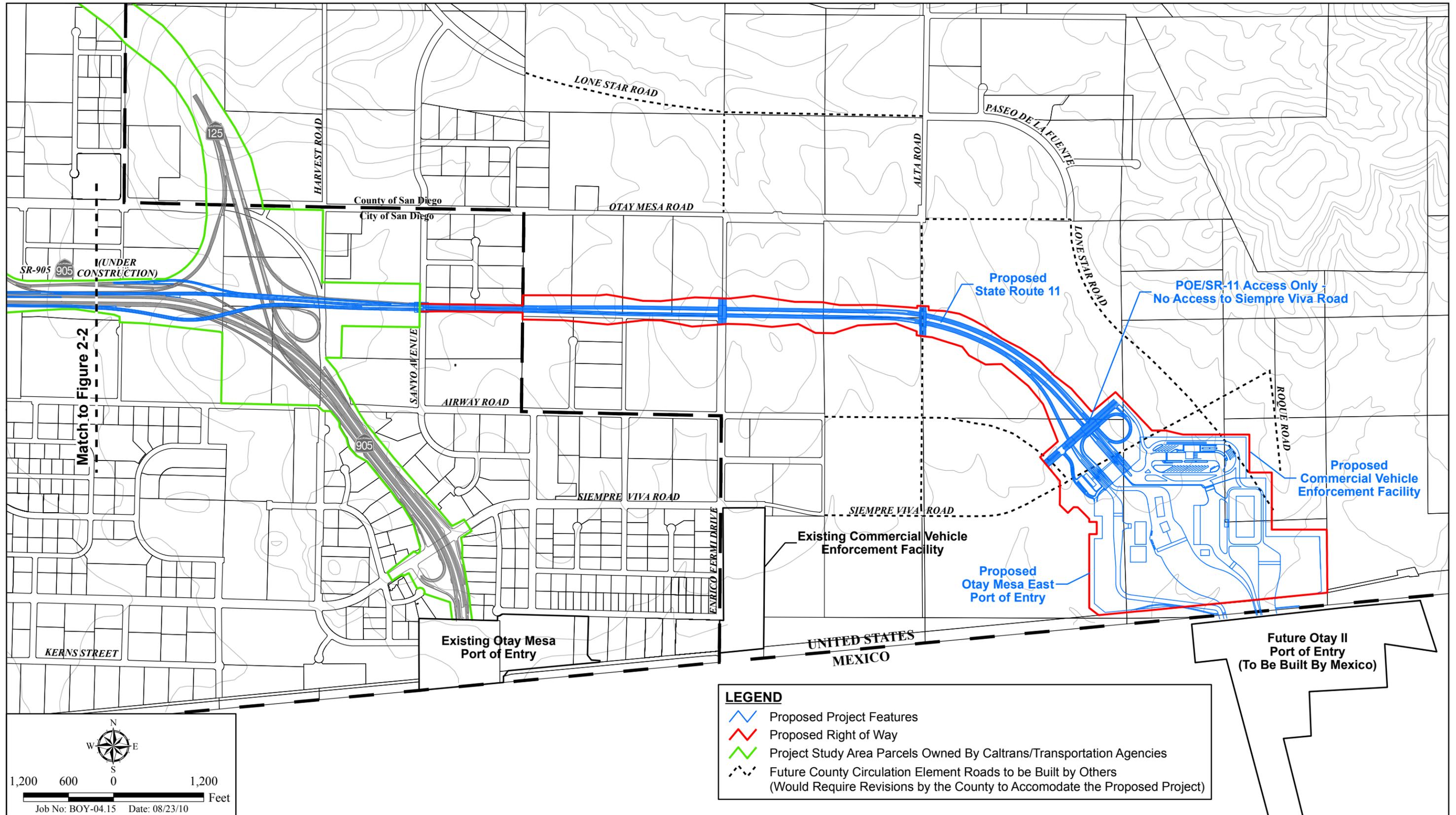
STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 2-10



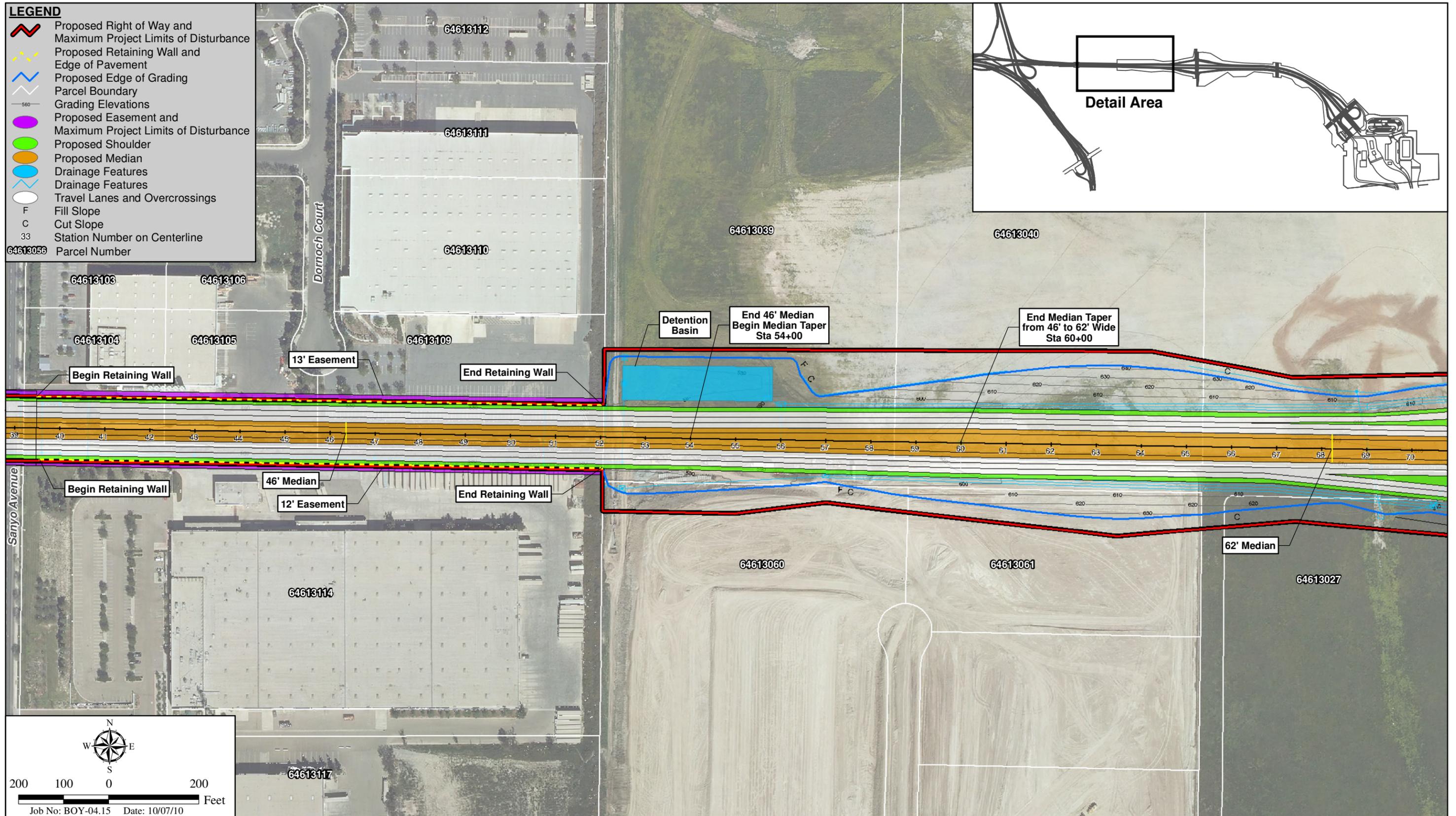
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**Cross-Sections of SR-11 in the Sanyo Avenue Area:  
One and No Interchange Alternatives (with 22-foot Median) and 46-foot Median Variation**  
STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT



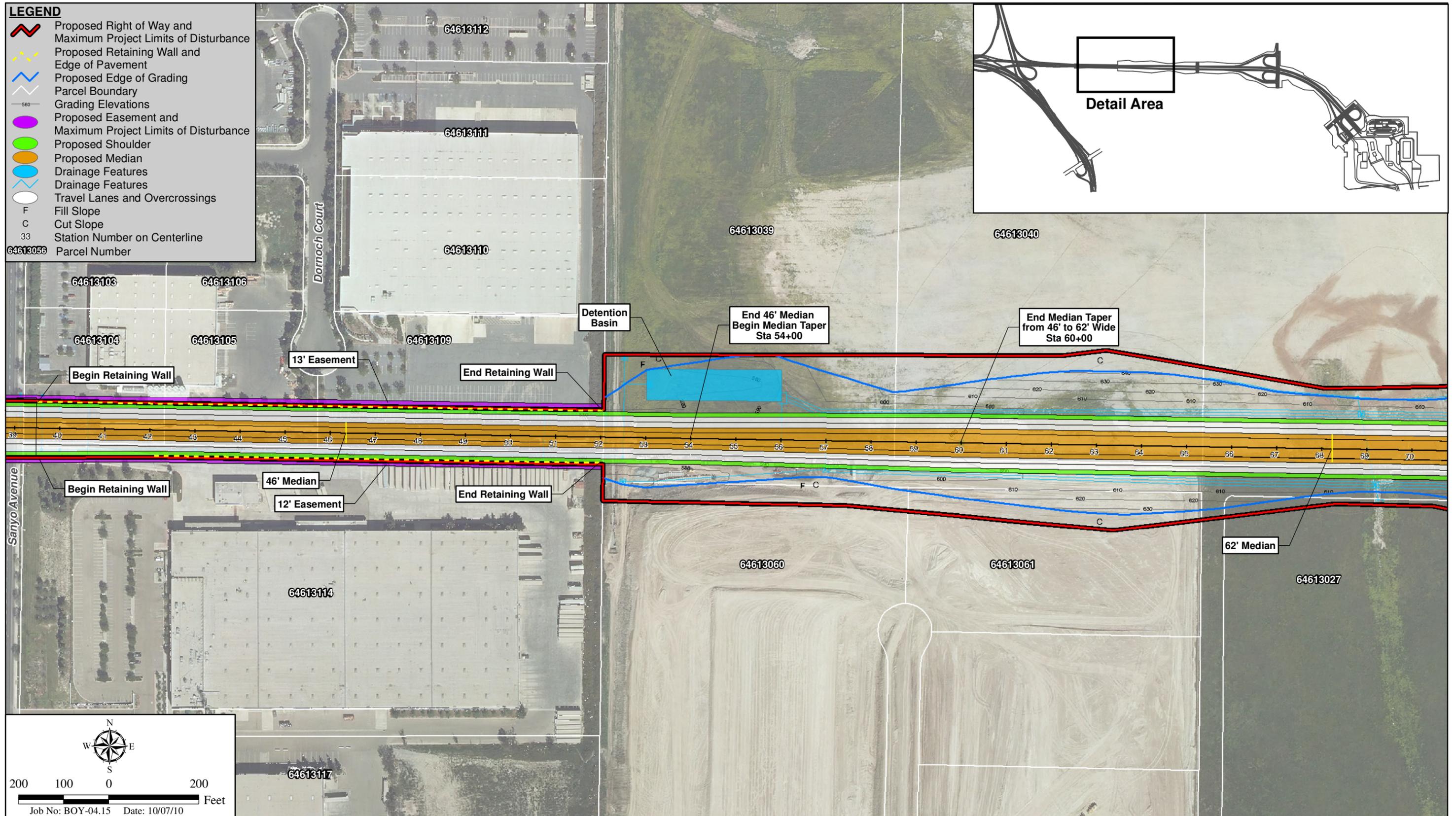
## No Interchange Alternative - Project Overview of SR-11 and the SR-905/SR-125/SR-11 Interchange

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT



## Two Interchange Alternative Variation with 46-Foot Median

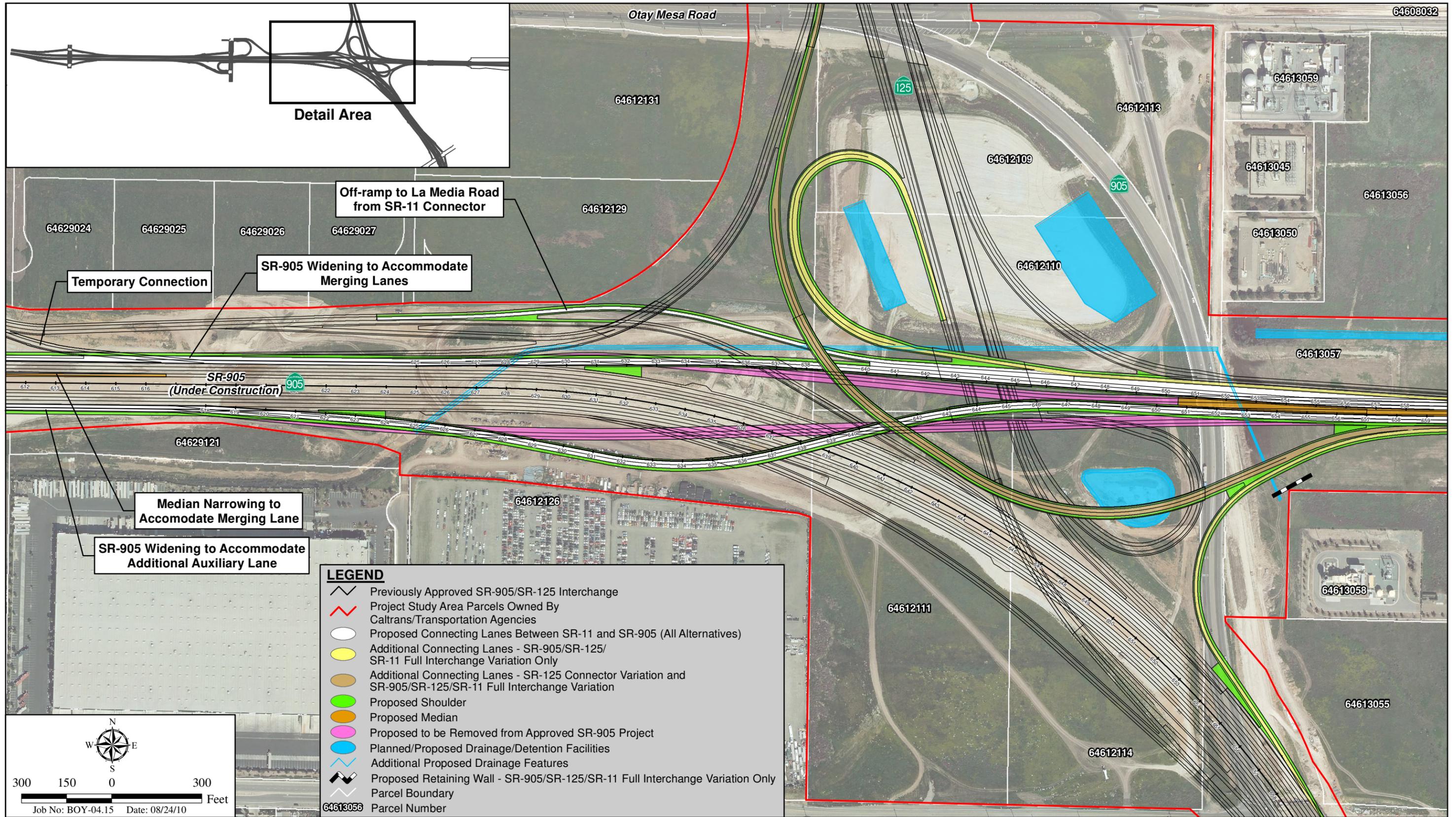
STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT



**One and No Interchange Alternative Variation with 46-Foot Median**

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 2-14



## SR-905/SR-125/SR-11 Interchange and Variations (All Alternatives)

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

## **Siempre Viva Road Full Interchange Variation**

This variation would only apply to the Two Interchange Alternative, and would construct a full interchange at SR-11/Siempre Viva Road. This full interchange would include a number of elements that would be the same as (or similar to) those described in Section 2.2.1 for the Two Interchange Alternative half interchange at this location, as well as additional facilities to accommodate the full range of vehicle movements. As shown on Figure 2-16, *Siempre Viva Road Full Interchange Variation*, in addition to the features of the half interchange, this variation would include the elements described below.

- Two separate loop-style ramps (one for commercial-only traffic and one for passenger-only traffic) would be constructed to provide access from Siempre Viva Road to the southbound lanes within the POE.
- A loop-style ramp would be constructed for northbound passenger-only traffic from the POE to access Siempre Viva Road.
- Direct access would be provided for commercial-only traffic to Siempre Viva Road from the CVEF.

Because of the extended footprint associated with this variation, all proposed drainage facilities near Siempre Viva Road would be located within the project R/W and no off-site drainage easement would be required.

### **2.1.5 No Build Alternative**

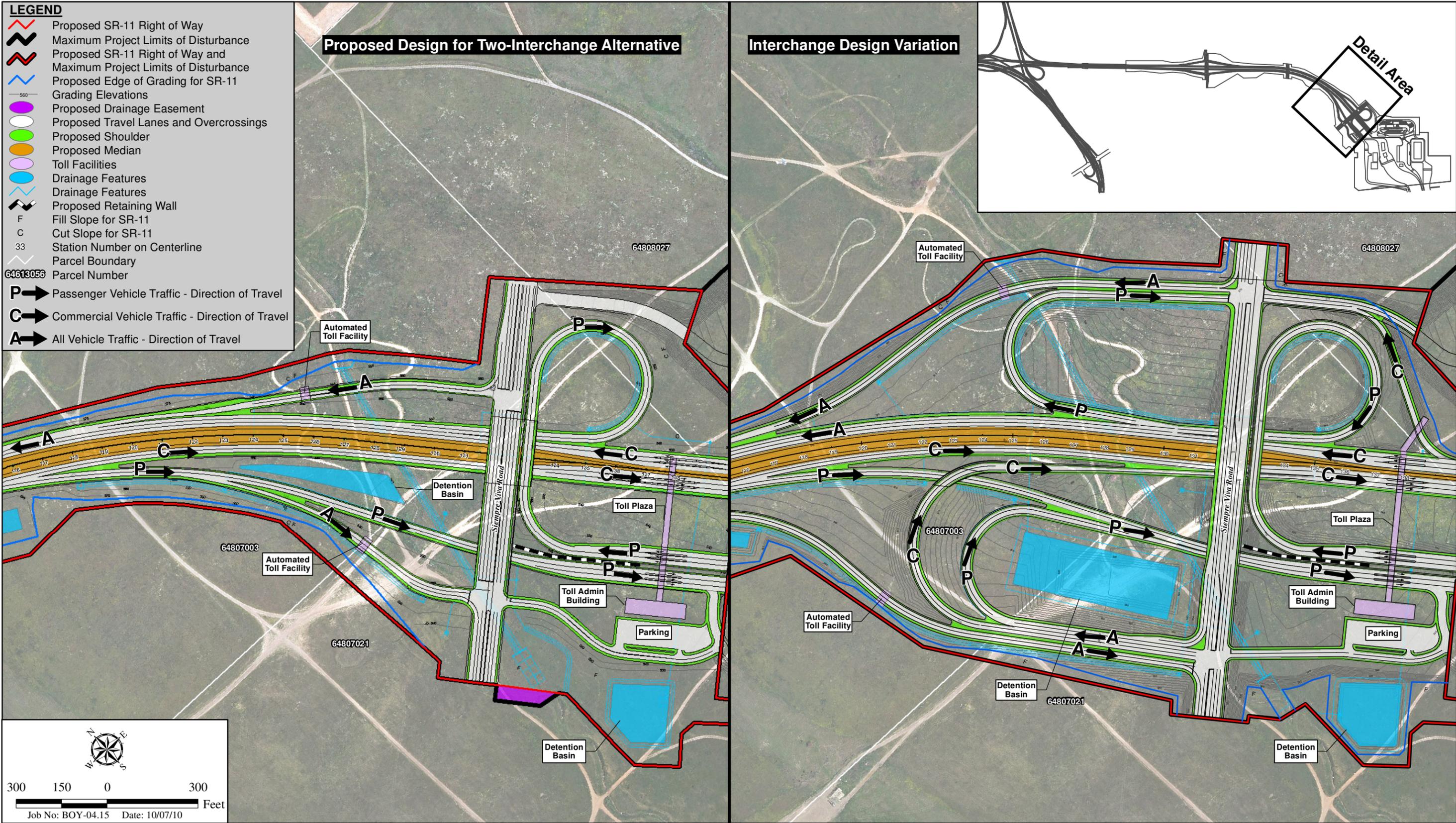
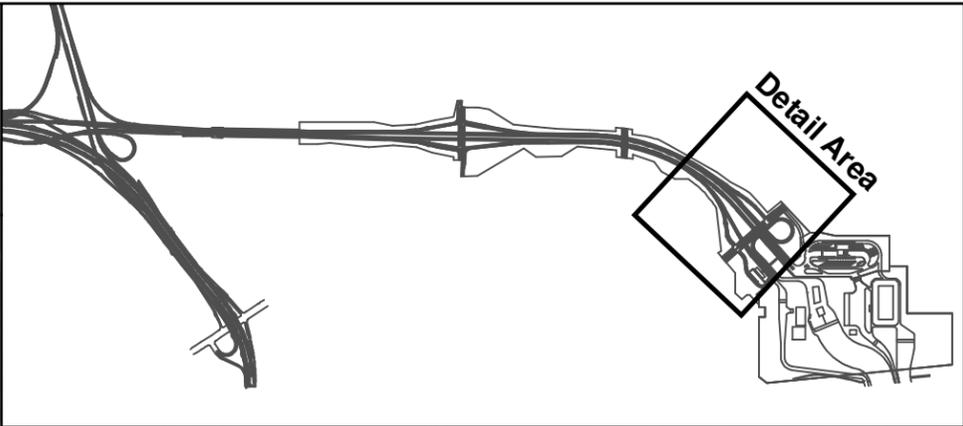
Under the No Build Alternative, none of the project components described above for the build alternatives would be constructed, including SR-11 (and associated interchanges, under/overcrossings, connectors, SR-905 modifications, and toll-related facilities), and the Otay Mesa East POE and CVEF (including the potential future transit center site). The SR-905/SR-125 Interchange would be implemented as approved, including the connectors between SR-905 and SR-125, local access ramps between SR-905 and Enrico Fermi Drive (along the same alignment as proposed SR-11), and the associated westbound to northbound SR-125 ramp from Enrico Fermi Drive. The existing Otay Mesa POE and associated CVEF, as well as the existing San Ysidro POE, would remain open and operational.

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- LEGEND**
- Proposed SR-11 Right of Way
  - Maximum Project Limits of Disturbance
  - Proposed SR-11 Right of Way and Maximum Project Limits of Disturbance
  - Proposed Edge of Grading for SR-11
  - Grading Elevations
  - Proposed Drainage Easement
  - Proposed Travel Lanes and Overcrossings
  - Proposed Shoulder
  - Proposed Median
  - Toll Facilities
  - Drainage Features
  - Drainage Features
  - Proposed Retaining Wall
  - Fill Slope for SR-11
  - Cut Slope for SR-11
  - Station Number on Centerline
  - Parcel Boundary
  - Parcel Number
  - Passenger Vehicle Traffic - Direction of Travel
  - Commercial Vehicle Traffic - Direction of Travel
  - All Vehicle Traffic - Direction of Travel

**Proposed Design for Two-Interchange Alternative**

**Interchange Design Variation**



**Siempre Viva Road Interchange - Proposed Two Interchange Design and Full Interchange Variation**

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

## 3.0 METHODOLOGY

While the Otay Mesa East POE would serve the larger bi-national economies of the U.S. and Mexico, the community of Otay Mesa would experience the most direct and immediate effects of the proposed project. To analyze the affected socioeconomic environment and potential impacts on the local community, in many cases this Community Impact Assessment (CIA) relies on statistics prepared by SANDAG. As the regional growth management agency for the San Diego area, SANDAG is responsible for compiling demographic and economic statistics and regional growth forecasts. SANDAG's demographic statistics are based on the 2000 U.S. Census, augmented by annual population and housing estimates that are developed in cooperation with local agencies and the California Department of Finance. SANDAG data are available at the regional level (countywide), sub-regional area, community, and CT levels.

The proposed project is located in the EOMSP of the County and the OMCP area of the City. Community-level and countywide regional socioeconomic data in this CIA analysis are taken from the demographic profiles provided by SANDAG as generally defined by CT 100.15 (see Figure 3-1; *Socioeconomic Study Area: Census Tract 100.15*). For comparative purposes, data are also frequently provided for San Diego County and for the U.S. as a whole. The logic supporting the inclusion of data for the U.S. is that prior border economic studies for the San Diego/Baja California, Mexico region have found that only about one-third of the economic impacts of the commercial border crossing activity are experienced in San Diego County, while about half of the total economic impact of this activity is experienced nationwide.

### 3.1 REFERENCES CITED

Selected technical studies (e.g., traffic) conducted for the project EIR/EIS were reviewed for potential relevance to the socioeconomic impact analysis. In addition, preparation of this CIA included a comprehensive analysis of San Diego County Assessor's property records and maps, U.S. Census data, SANDAG demographic forecasts, the EOMSP, the OMCP, and numerous other sources of published information.

The project was discussed with community groups, public agency staff, and County and City community planners representing the EOMSP and OMCP area. In general, the various study area representatives agreed that the proposed public project would be a positive addition for the community and the region. Please refer to Appendix B for a complete list of study references and contacts.

### 3.2 FIELD INVESTIGATION EFFORT

Field investigations of the land use study area were conducted on June 5, August 25, and September 25 in 2009, as well as on January 12, 2010. The field investigations confirmed specific land uses and potential impacts based on preliminary maps of the area of potential effect.

San Diego County Assessor's data were combined with the field reviews to identify the individual properties within the project area of disturbance. Each parcel was identified by assessor's parcel number (APN), site address (whenever available), the property owner, parcel size, land use, tax rate area, annual property tax, and census tract. The field reviews also included observations of traffic flow, speed, congestion, and access. Digital photographs were taken to document the land use study area.

### 3.3 PROJECT OUTREACH EFFORTS

The project was discussed with community groups, the local Chamber of Commerce, public agency staff, and County and City community planners representing the area. In general, the various study area representatives agreed that the proposed project would be a positive addition for the community and the region. Coordination entailed noticing agencies and organizations, receiving and reviewing comments, and participating in public and agency meetings. Additional details of the public outreach process can be found in Section 4.11, *Environmental Justice* of this report, and Chapter 5.0, *Comments and Coordination* of the project EIR/EIS. Please refer to Appendix D of this CIA for a complete list of study references and contacts.

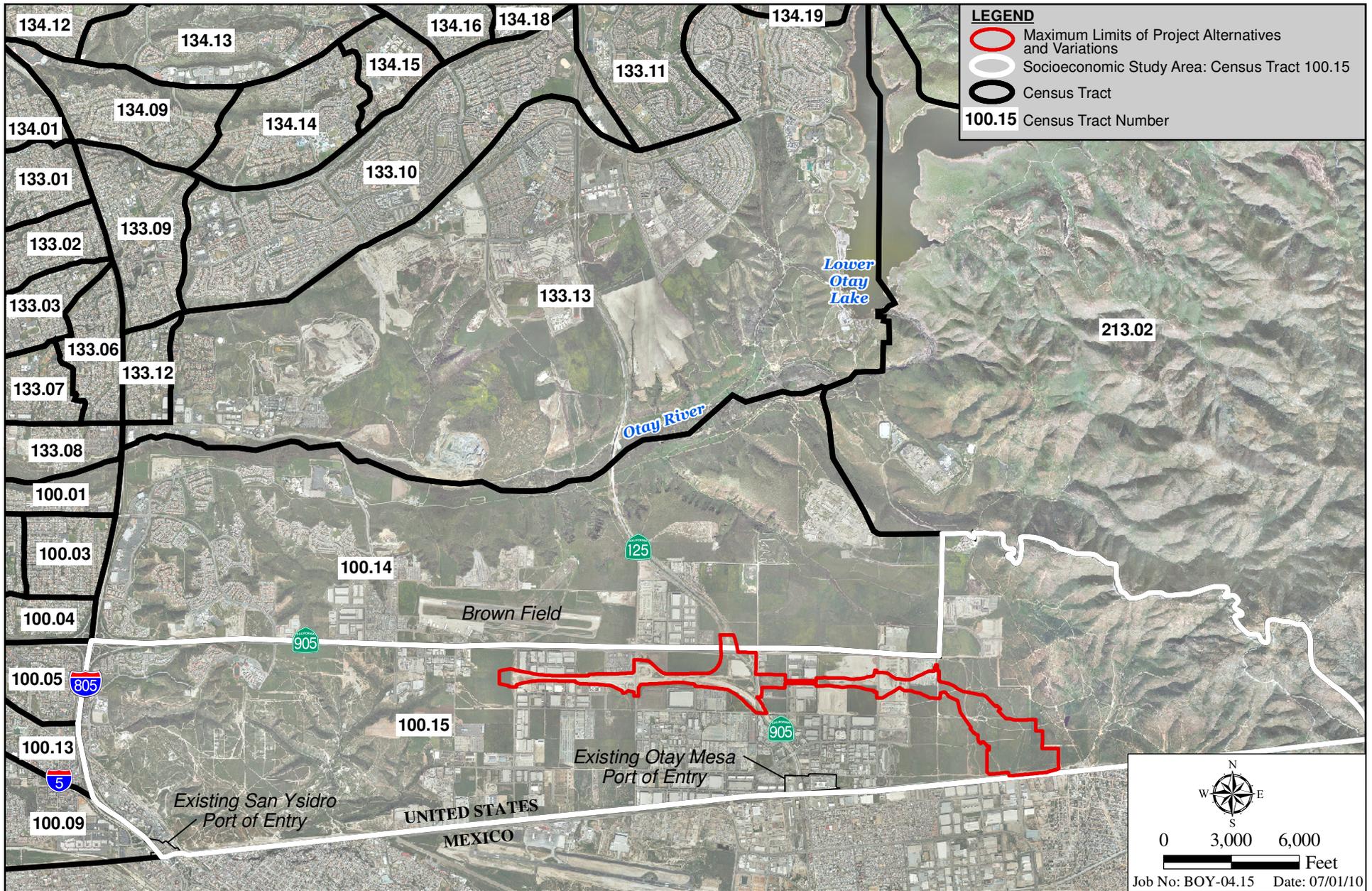
Pursuant to NEPA and CEQA, a Notice of Intent (NOI) and Notice of Preparation (NOP) were prepared for the Phase I program. Comments were received from USFWS, the USEPA, the Native American Heritage Commission, International Boundary and Water Commission, CHP, CDFG, Otay Crossings Commerce Park, and the County Department of Planning and Land Use. For Tier II, comments on the NOI were received by the EPA and USFWS. The City, County Department of Public Works, SD Commercial, LLC, and the Federal Emergency Management Agency submitted comments on the NOP.

Two public meetings were held for Phase I at the Ocean View Hills Elementary School in Otay Mesa. A Public Scoping Meeting was held on Wednesday, June 6, 2007, and on Wednesday, February 20, 2008, a Public Meeting was held to give the community an opportunity to review and comment on the Draft PEIR/PEIS. A Public Scoping Meeting was held for the Tier II EIR/EIS on Thursday, December 4, 2008 from 5:00 P.M. to 7:30 P.M. at the same location, to give the community an opportunity to review and comment on the proposed project.

Section 6002 of SAFETEA-LU established a new environmental review process for federal surface transportation programs, which requires FHWA to enhance opportunities for coordination with federal, state, Tribal, and local government agencies, as well as the public, during the environmental review process for the program. Compliance with the process was accomplished in various ways, including providing the opportunity to contribute input into the purpose and need and the identification of the range of alternatives in Phase I and Tier II.

Additional outreach has included ongoing meetings since 2006 of a project development team to serve as the technical advisory committee and internal decision-making body for the program; ongoing Otay Mesa East Interagency Workgroup meetings; presentations by the Caltrans Project Management Team to the Otay Mesa Chamber of Commerce; ongoing Border Liaison Mechanism meetings of the Technical Committee on Otay Mesa East – Mesa de Otay; program updates presented by Caltrans to the County; the Border Governors Conference and the U.S./Mexico Joint Working Committee; periodic project status updates to the East Otay Mesa Property Owners Association; and ongoing meetings of the SANDAG Borders Committee. Additional outreach and coordination has been achieved through numerous group and individual meetings with property owners, contact with local government groups on both sides of the international border, and communication with elected officials.

In order to meet the overall project objectives, various committees and groups have been established to allow for successful communication regarding the project to occur on both the U.S. and the Mexico sides of the border. The table below depicts major committees and/or groups in both countries.



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## Socioeconomic Study Area: Census Tract 100.15

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 3-1

<b>Table 3.3-1 PROJECT COORDINATION GROUPS AND ORGANIZATIONS</b>			
<b>Location</b>	<b>Meeting Group</b>	<b>Purpose</b>	<b>Frequency</b>
<b>Table 3.3-1 (cont.) PROJECT COORDINATION GROUPS AND ORGANIZATIONS</b>			
<b>Location</b>	<b>Meeting Group</b>	<b>Purpose</b>	<b>Frequency</b>
NA	East Otay Mesa Property Owners' Association	Attendees include local property owners, Caltrans, and SANDAG.	NA
NA	Otay Mesa Chamber of Commerce, Transportation Subcommittee	Provides for updates on projects within the Otay Mesa area. Attendees include Caltrans and the Otay Mesa Chamber of Commerce	Monthly
Different locations (Alternate U.S. and Mexico)	Joint Working Committee	<p>Binational group whose primary focus is to cooperate on land transportation planning and the facilitation of efficient, safe and economical cross-border transportation movements. The group is comprised of transportation professionals from the Mexican SCT and the FHWA.</p> <p>The members of the Joint Working Committee are representatives of SCT, FHWA, Mexican Secretariat of Foreign Relations, DOS, the four U.S. State Departments of Transportation and the six Mexican border states. GSA, CBP, the Institute of Administration and Estimates of National Real Estate, the General Customs Administration, and the Secretariat of Environmental and natural Resources also participate.</p>	Bi-annual
Mexican Secretariat of Foreign Relations	Bridges and Border Crossings Intersecretariat Group	Mexican group whose primary focus is to cooperate on border crossings. Head of representatives of the Mexican Secretariat of Foreign Relations. In addition to SRE the members are: SCT, General Customs Administration, Secretariat of Economy, National Immigration Institute, Secretariat of Environment and Natural Resources, Secretariat of Social Development, International Boundary and Water Commission, Institute of Administration and Estimates of National Real Estate. The representatives of the six Mexican border states also participate in the meetings.	To Be Determined

Source: SANDAG/Caltrans (2009)

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## 4.0 EXISTING CONDITIONS

This section presents the baseline conditions upon which analyses of project impacts were determined, including land uses, social character, economic character, fiscal setting, and growth dynamics of the socioeconomic study area.

With regard to potential cross-border impacts in Mexico, Council on Environmental Quality (CEQ) Guidance on NEPA Analysis for Transboundary Impacts (July 1, 1997) states: "... in the context of international agreements, the parties may set forth a specific process for obtaining information from the affected country which could then be relied upon in most circumstances to satisfy agencies' responsibility to undertake a reasonable search for information." In this case, since Mexico is undertaking a corresponding POE project on its side of the border, Mexican agencies are addressing potential environmental impacts of concern to Mexico.

The basis for the referenced CEQ guidance is President Carter's EO 12114. Section 2.5 of this EO provides exemptions that include Presidential actions. The proposed project implements the conditional Presidential Permit that was approved during Phase I of the project. As stated in the Phase I PEIR/PEIS, transboundary impacts are generally not considered for Presidential Permit actions (unless they are outside the exemption created by EO 12114). It is also relevant to note that this is a binational project, requiring the full cooperation of Mexico to implement it and that Mexico is conducting its own environmental analysis of the project to its applicable regulatory requirements. For all of these reasons, potential project-level and cumulative impacts in Mexico associated with the proposed SR-11 and POE project are not addressed in this analysis. The Mexican authorities are addressing the socioeconomic and environmental impacts of the project within Mexico through their own processes.

The responsible agencies from Mexico and the U.S. have also been participating in the on-going Border Liaison Mechanism, which meets regularly to discuss transboundary issues and exchange information associated with the two projects. The Border Liaison Mechanism participants include FHWA, Mexico's SCT and IMPlan, SANDAG, the Mexican Consulate in San Diego and the American Consulate in Tijuana, GSA, and CPB. In 1998, an informal agreement was signed between the local agencies of San Diego, Tijuana, and the States of California and Baja California. This agreement (referred to as a "Letter of Intent"), entitled "Binational Corridor Preservation for State Route 11 - Tijuana/Rosarito 2000 and Site Designation for the East Otay Mesa - Mesa de Otay II Port of Entry" was signed by SANDAG, City, County, City of Tijuana, City of Rosarito, State of Baja California, and Caltrans.

### 4.1 LAND USE SETTING

This section analyzes land use designations and zoning, existing land use patterns, and development trends in the land use study area (refer to Figure 4.1-1, *Regional Study Area*). Land use information is also provided for a larger regional study area, depicted in Figure 4.1-2, *Land Use Study Area*, to provide context for the analysis.

#### 4.1.1 Land Use Designations and Zoning

The entirety of the proposed POE and CVEF sites and all but the westernmost portion of proposed SR-11 would be located within the EOMSP area of the County, which extends northward to Johnson and O'Neill canyons and eastward to the base of the San Ysidro Mountains. The western portion of SR-11 and its connectors to SR-905 would be located within

the City's OMCP area, including the San Diego Business Park fronting on Sanyo Avenue, the SR-905/SR-125/SR-11 Interchange, and the SR-905 R/W extending to a point just west of Britannia Boulevard.

### **County of San Diego**

The County portions of the project would be located in Subareas 1 and 2 of the EOMSP Area (refer to Figure 4.1-3a, *East Otay Mesa Specific Plan Land Use Designations*). EOMSP land use designations were developed with the expectation that SR-11 and the POE would be implemented to support the anticipated growth in the area, and are consistent with the goals and policies of the Regional Land Use Element and Otay Subregional Plan of the County's General Plan. SR-11 and the Otay Mesa East POE are identified on the EOMSP Circulation Plans in the approximate locations of the corridor that was selected in Phase I for the project (refer to Figure 4.1-3b, *East Otay Mesa Specific Plan Circulation Plan Map*).

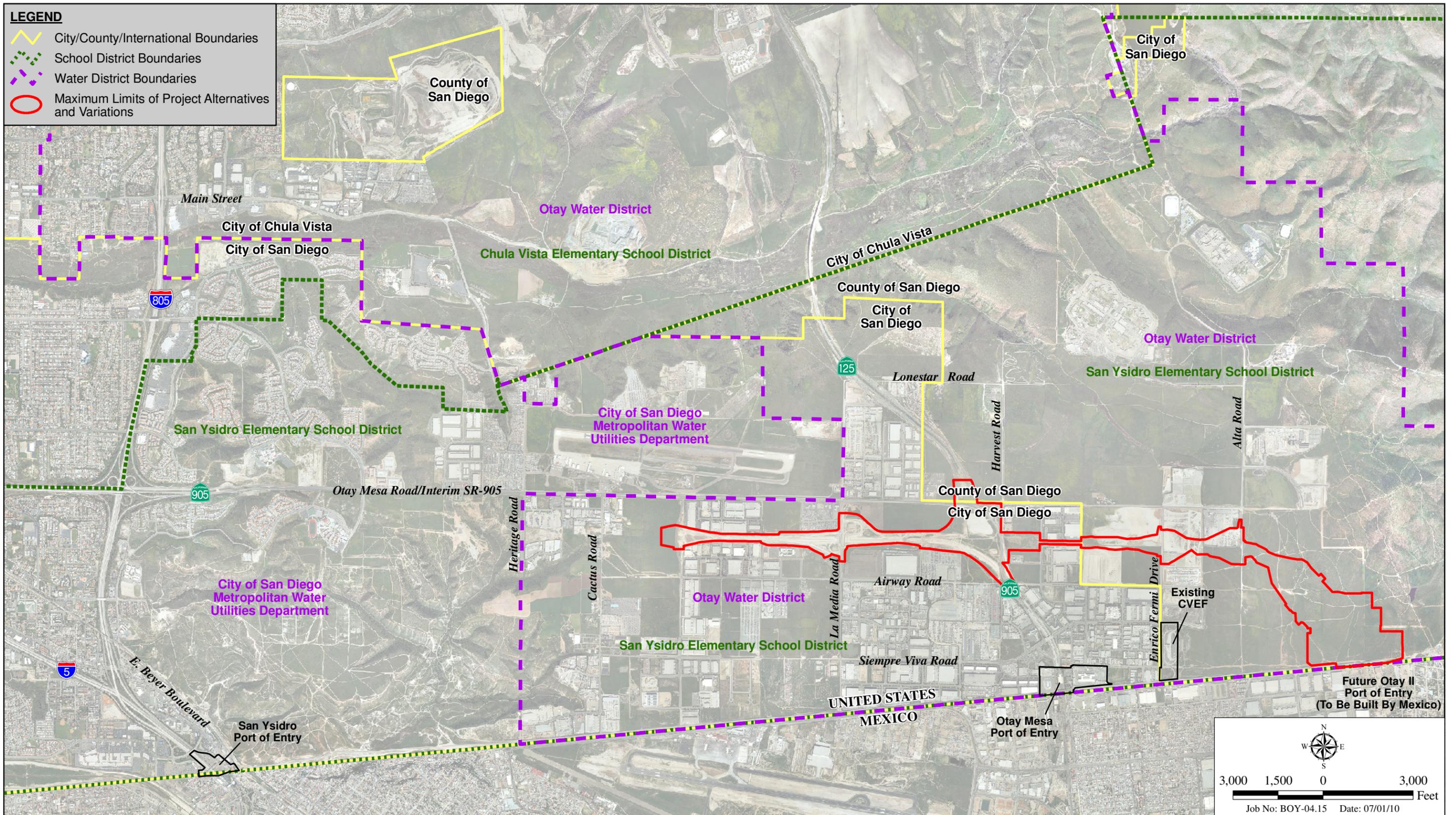
The western portion of SR-11 that would fall within the County is within Subarea 1, and passes through land designated Technology Business Park and Light Industrial. The Technology Business Park designation is intended for development of manufacturing operations and business offices that research, develop and produce advanced technologies. The Light Industrial designation accommodates all uses permitted in the Technology Business Park plus wholesale storage and distribution.

To the east, the portions of the project in Subarea 2 pass through land designated Mixed Industrial, which is intended primarily to accommodate wholesale storage and distribution, research services, and general industrial uses, as well as compatible commercial uses. All of these land designations permit civic uses. The "B" Designator overlay also applies to the County portions of the land use study area; this requires the implementation of specific development and design regulations in conjunction with development.

The POE and CVEF sites and the County portions of SR-11 are zoned S88, Specific Plan Use Regulations under the County Zoning Ordinance. The S88 zoning is intended to accommodate any land uses designated in the applicable Specific Plan. As noted, in the case of the POE and CVEF sites and the County portions of SR-11, this is the Technology Business Park and Light Industrial designation in Subarea 1 (western portion of the EOMSP) and the Mixed Industrial land use designation in Subarea 2 (eastern portion).

### **City of San Diego**

SR-11 is also a planned facility in the City's OMCP. Proposed SR-11 and its connectors to SR-905 and proposed SR-905 modifications to accommodate these connectors, is surrounded by a land use designation of Industrial Parks/Light Industry in the Land Use Element of the City's currently adopted OMCP (refer to Figure 4.1-4, *Adopted Otay Mesa Community Plan Land Use Designations*). The zoning designation surrounding this portion of the project is OMDD-INDUST-SUBD (Otay Mesa Development District: Industrial Subdistrict) under the City's Land Development Code. Properties fronting future SR-905 from just west of Britannia Boulevard to the SR-125 Interchange have similar land use and zoning designations, except for the land surrounding the future SR-905/La Media Road Interchange. The land use designation in this area is Specialized Commercial. This area is zoned OMDD-COMMERCL-SUBD (Otay Mesa Development District Commercial Subdistrict).

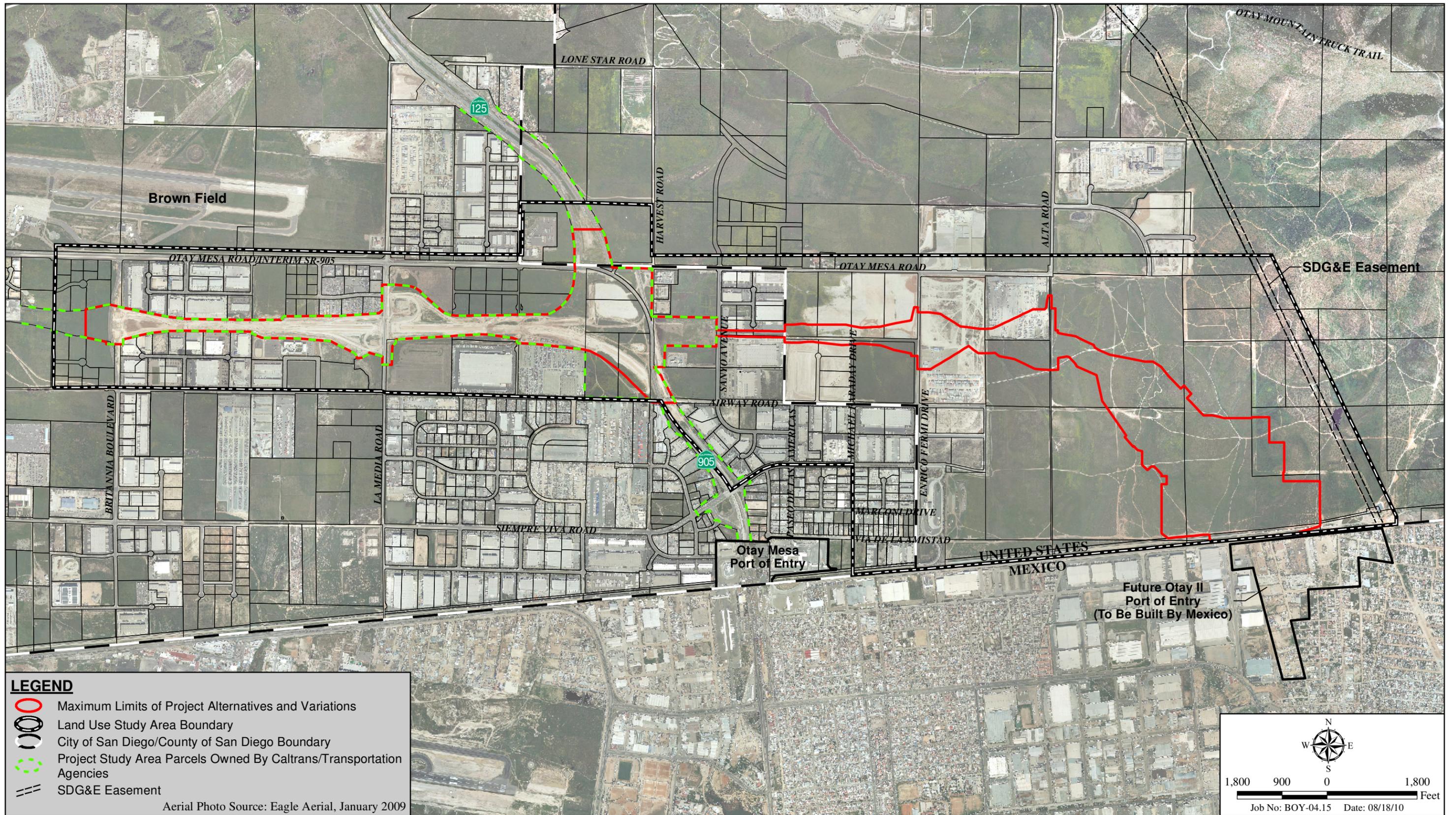


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## Regional Study Area

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

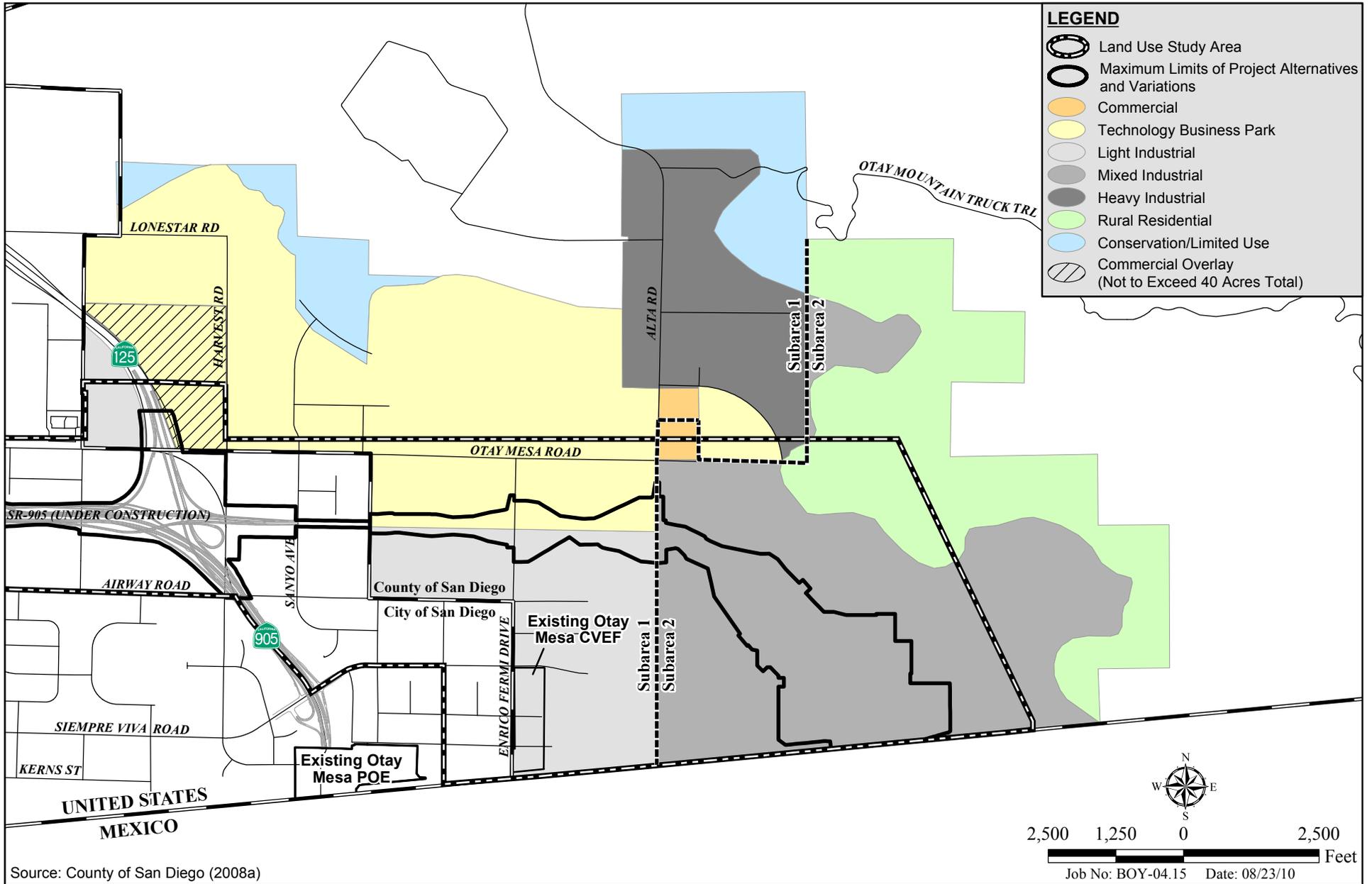
Figure 4.1-1



## Land Use Study Area

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

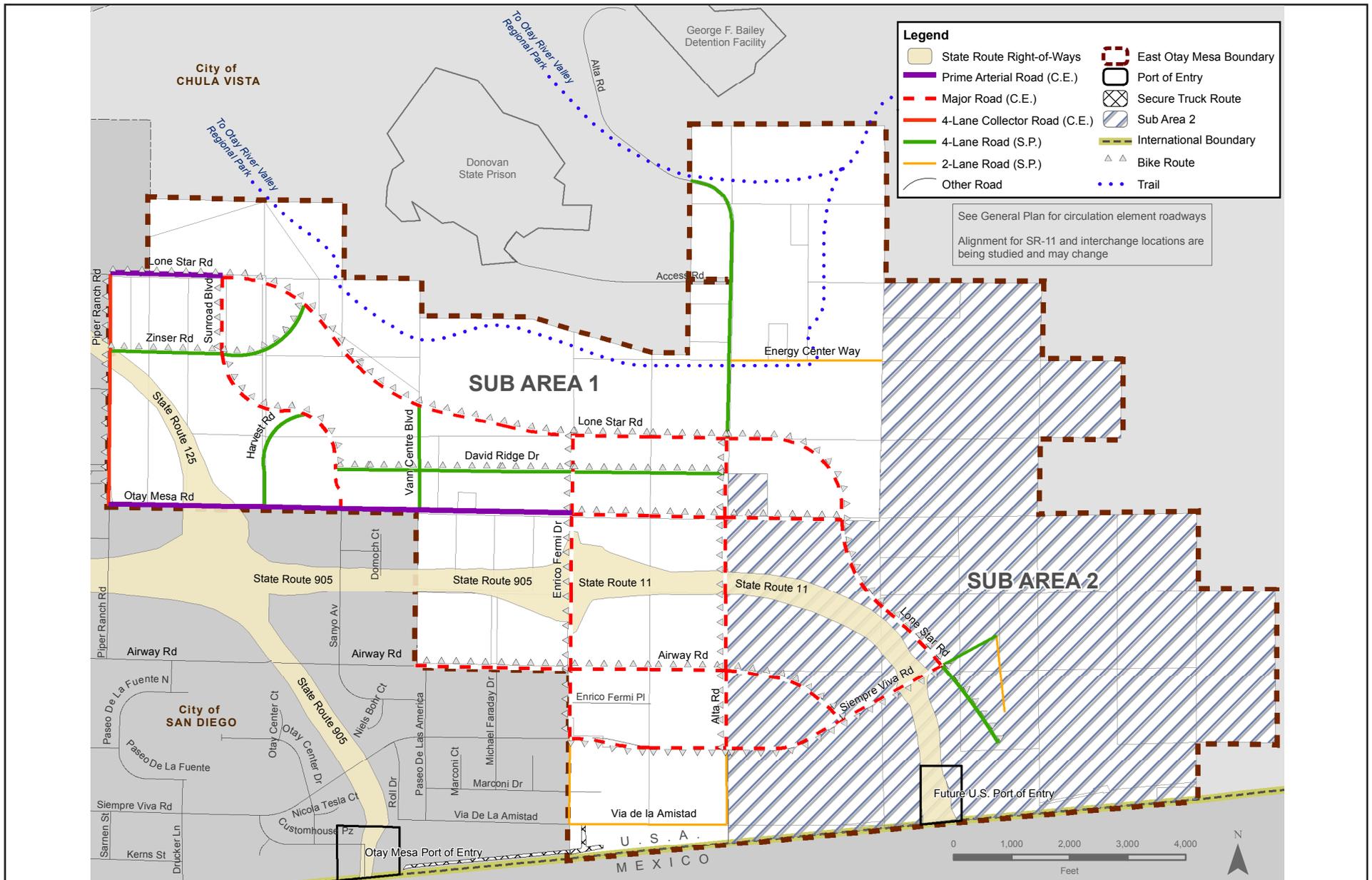
Figure 4.1-2



## East Otay Mesa Specific Plan Land Use Designations

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.1-3a



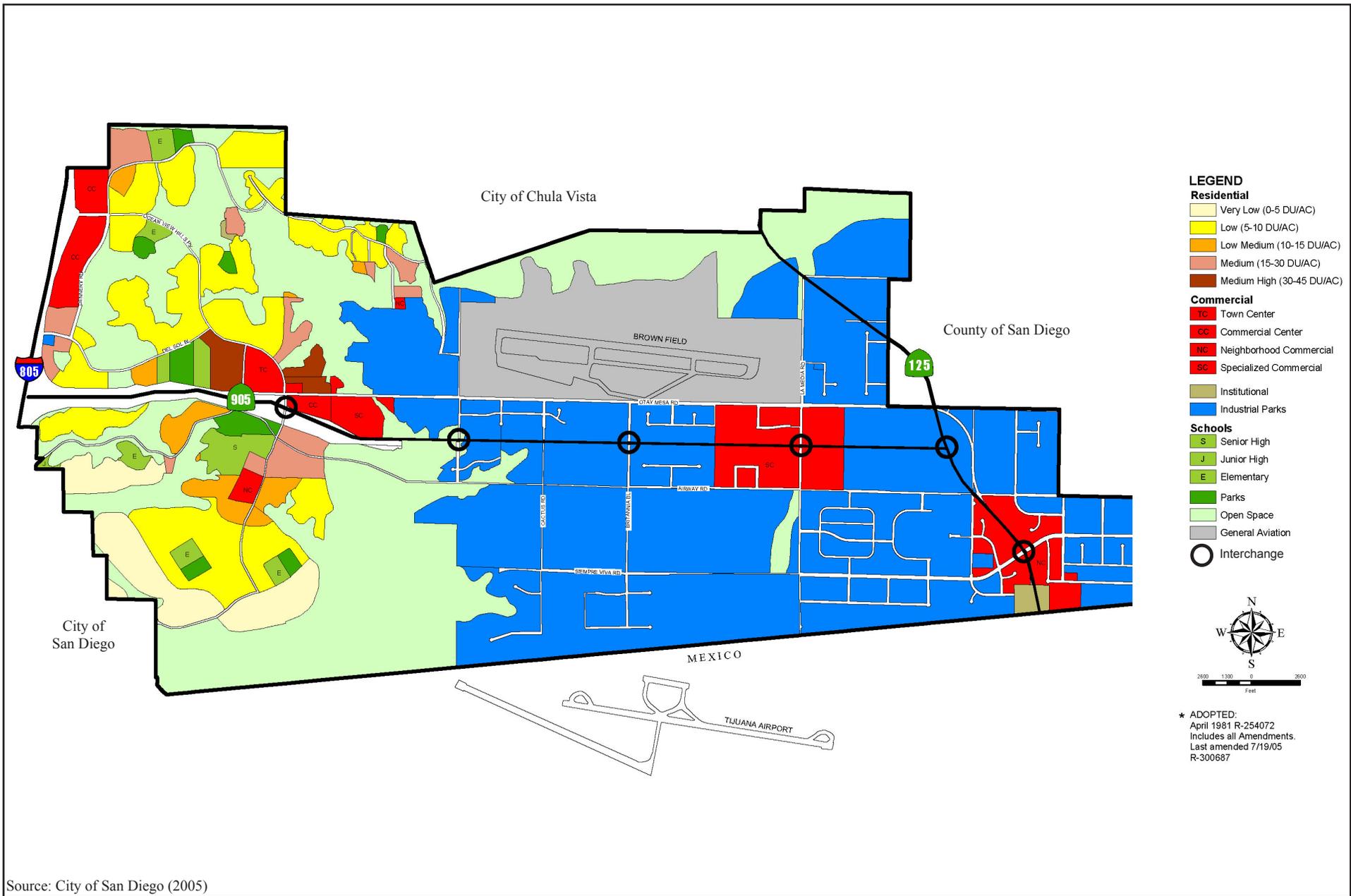
Source: County of San Diego, East Otay Mesa Business Park Specific Plan - Subarea 1, April 8, 2009

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## East Otay Mesa Specific Plan Circulation Plan Map

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.1-3b



Source: City of San Diego (2005)

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## Adopted Otay Mesa Community Plan Land Use Designations

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.1-4

## 4.1.2 Existing Land Uses

### Parcels Traversed by the Project

Figure 4.1-5, *Parcel Map*, shows that portions of 258 assessor's parcels are currently within the land use study area. In addition to R/W already under Caltrans ownership, the project would traverse 19 assessor's parcels consisting of primarily undeveloped land, with a few exceptions described below.

- The parcels at the southwest corner of Otay Mesa Road and Alta Road are currently used as a vehicle auction yard and truck parking yard.
- The adjoining parcel to the west, just east of Enrico Fermi Drive, has been graded and is being used for truck parking.
- The parcel just west of Michael Faraday Drive along the SR-11 alignment has recently been developed with a new industrial building (visible only as grading on Figure 4.1-5, *Parcel Map*).
- SR-11 also would pass through portions of four industrial parcels just east of Sanyo Avenue that support three existing industrial buildings adjacent to the proposed SR-11 alignment. In this area, west of Enrico Fermi Drive, SR-11 would lie primarily within the disturbance limits for an off-ramp from the SR-905/SR-125 Interchange to Enrico Fermi Drive that was previously approved as part of the SR-905 project.

### Surrounding Land Uses

The proposed project is primarily surrounded by undeveloped land, as illustrated in Figure 4.1-6, *Existing Land Uses in the Land Use Study Area*. In addition to the vehicle auction yard mentioned above, two vehicle/container storage lots are located in the southern part of the land use study area near Enrico Fermi Drive, along with the Otay Mesa CVEF operated by the CHP in cooperation with the existing Otay Mesa POE. Additional vehicle-related businesses are located just southwest of the SR-905/SR-125/SR-11 Interchange and just west of the SR-905/La Media Road Interchange. Much of the land use study area west of Enrico Fermi Drive is developed with industrial uses, including a power plant located just east of SR-905 and vehicle storage and industrial buildings in the developed portions of the land use study area between La Media Road and Britannia Boulevard within the City of San Diego. Two small commercial zones developed primarily with hotel, motel, and restaurant uses, are also located along SR-905 near the existing Otay Mesa POE; other commercial zones are located just northwest of the SR-905/SR-125/SR-11 Interchange and just northwest of the SR-905/La Media Road Interchange. A satellite campus of Southwestern College is located adjacent to the south side of SR-905, between Britannia Boulevard and La Media Road. A biological preserve is located along the west side of La Media Road, south of Airway Road. The only residential uses in the immediate vicinity are three single-family residences grouped together on the north side of Otay Mesa Road between SR-905 and Alta Road. Another house is located just beyond the land use study area, approximately 0.4 mile west of the terminus of the project modifications to SR-905 at Britannia Boulevard. Several other single-family residences are located one or more miles from the proposed project in areas to the north and west (beyond the limits of the land use study area).

In the larger regional study area, depicted in Figure 4.1-7, *Existing Land Uses – Regional Study Area*, open space lands are located to the east and northeast of the project. To the north are open space, industrial uses and several correctional facilities. To the south are industrial, commercial and government uses, some of which are associated with SR-905 and the existing Otay Mesa POE. Between this developed area along SR-905 and I-805/I-5 and the San Ysidro POE to the west is a mix of land uses including residential, commercial, industrial, open space and airport (Brown Field) uses.

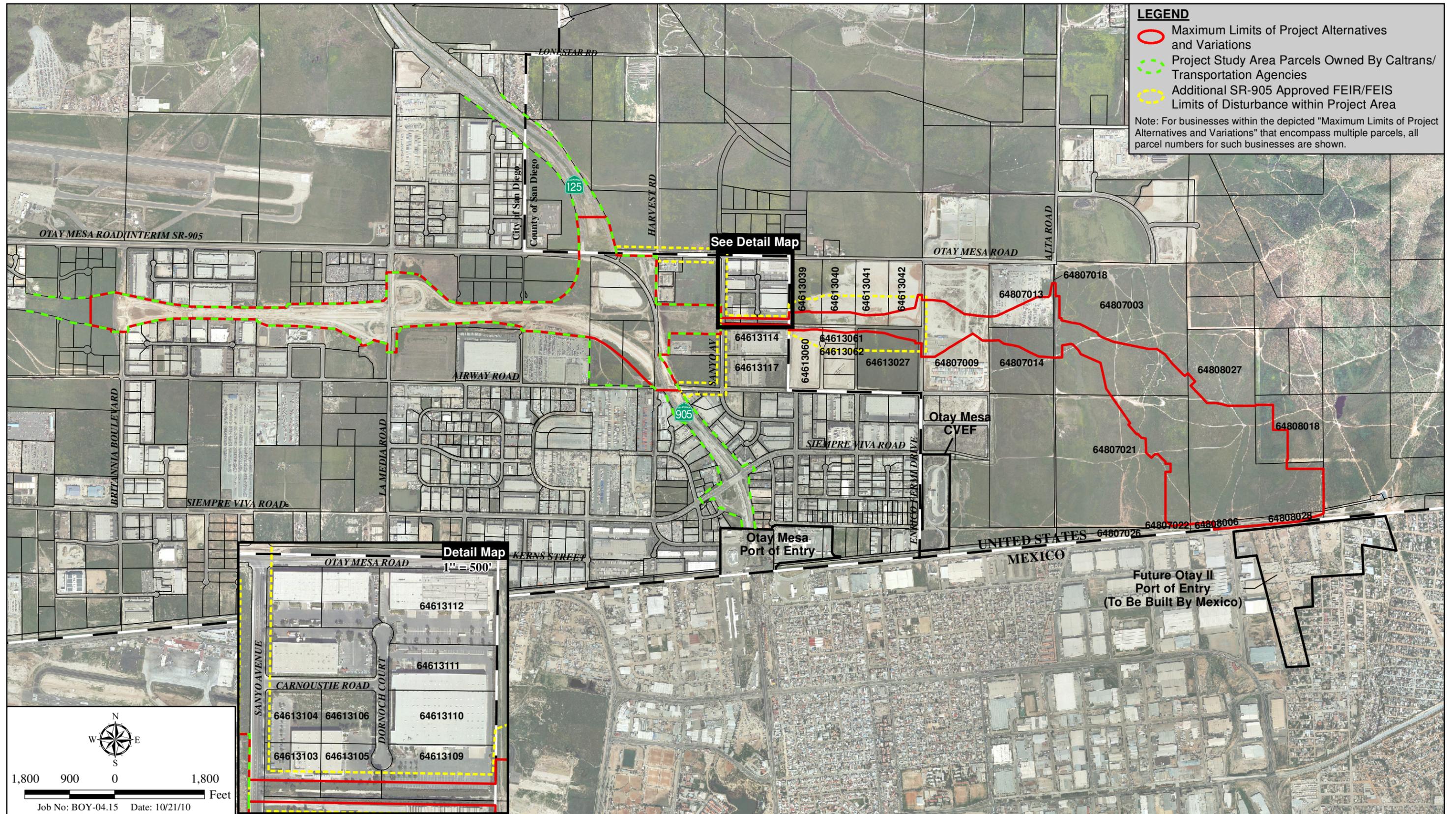
### Undeveloped Land

Table 4.1-1 shows the acreages of developable and developed land in the land use study area. Portions of the undeveloped land have been graded in preparation for development.

<b>Table 4.1-1 ACREAGES OF DEVELOPABLE LAND AND DEVELOPED LAND IN THE LAND USE STUDY AREA</b>	
<b>Area</b>	<b>Land Use Study Area</b>
<b>Total Acreage</b>	2,524.1
<b>Developable Land</b>	
Undeveloped (within transportation R/W)	48.0
Undeveloped (other)	1,392.0
Graded (within transportation R/W)	171.1
Graded (other)	66.2
<b>Total Developable (Acres)</b>	<b>1,677.3</b>
<b>Total Developable (Percent)</b>	<b>66.5</b>
<b>Developed Land</b>	
Industrial	395.5
Vehicle Auction/Sales	57.2
Existing Roads	170.4
Vehicle/Container Storage	127.9
Power Plant	12.1
Public Facility - Commercial Vehicle Enforcement Facility	25.1
Commercial - Hotel/Motel/Restaurant/Gas Station	25.3
Airport	18.6
Institutional/Educational	11.3
Single Family Residential	3.6
<b>Total Developed (Acres)</b>	<b>847.0</b>
<b>Total Developed (Percent)</b>	<b>32.4</b>

#### 4.1.3 Development Trends in the Otay Mesa Area

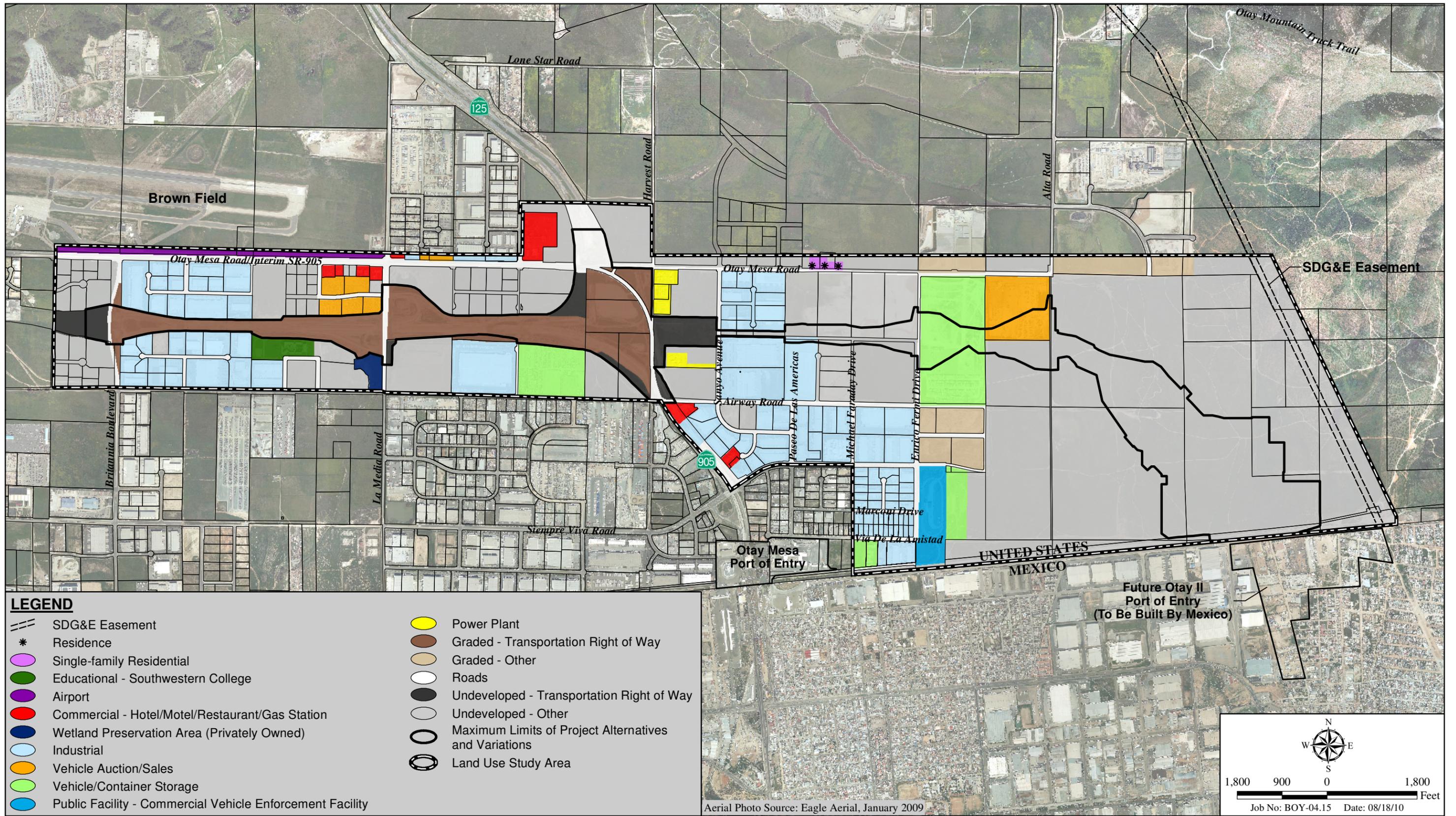
Land on both sides of the border in the Otay Mesa area is rapidly urbanizing, and mounting development pressure has resulted in escalating land prices. On the U.S. side, employment in



### Parcel Map

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.1-5



**Existing Land Uses in the Land Use Study Area**



the census tract surrounding the land use study area is projected to increase from 341 to 28,109 during the period from 2000 to 2030, an 81-fold increase, while a 19-fold population increase is projected during the same time period (CIC Research 2009). Real estate prices in the Otay Mesa area have increased substantially over the past 10 years, and, despite the recent downturn in the real estate market, are expected to continue to rise over the long term as the San Diego region's last large potential supply of buildable industrial, commercial, and office land is developed.

The County most recently updated the EOMSP in April 2009. Both the County and the City have several active development applications within and adjacent to the land use study area. The EOMSP identifies a conceptual SR-11 Corridor and POE site approximating the Western Alternative selected in the Phase I PEIR/PEIS, although the identified conceptual POE site is smaller than the POE/CVEF site proposed as part of this project (approximately 22 acres compared to 106.3 acres).

Similar development pressures are occurring in the areas of northeastern Tijuana near the proposed POE, where potential undeveloped sites for the Otay II POE on the Mexico side of the border have all but disappeared due to industrial development and increasing encroachment by low income, high density, unregulated residential settlements. Accordingly, Mexican transportation and land use agencies at the state and local levels have reserved a 91-acre site for the Otay II POE (refer to Figure 1-2) that corresponds closely to the proposed Otay Mesa East POE in the U.S. Concurrently, these agencies initiated studies of potential alternative links between the Otay II POE and Baja California regional transportation network. Under Mexican laws, however, the reservation that has been placed on the POE site must be released by May 2011, if it is not purchased for use as a POE by that time. This situation contributes to the urgency in developing SR-11 and the Otay Mesa East POE on the U.S. side of the border.

Figure 4.1-8, *Planned Land Uses in the Region*, depicts the land use designations in the border region on both the U.S. and Mexican sides. Figure 4.1-9, *Anticipated Cumulative Development within the Project Vicinity*, depicts the private and public cumulative projects described in Tables 4.1-2 and 4.1-3. Table 4.1-2 presents the current proposed private development projects in the project vicinity. The SR-11 and POE/CVEF alternatives would traverse the following proposed project sites described in Table 4.1-2: Otay Crossings Commerce Park, Otay Business Park (Paragon), Bradley/Robertson Copart Salvage Auto Auctions, Otay Mesa Travel Plaza, Dillard and Judd Roll County LLC/Enrico Fermi Industrial Park, and Saeed TM/Airway Business Center.

In addition to the proposed development projects listed in Table 4.1-2, a number of public projects are in process in the project vicinity. These include capital improvement projects undertaken by the County, the City and the Otay Water District (OWD), construction by Caltrans of SR-905 and SR-125, and improvements to the existing San Ysidro and Otay Mesa POEs. These public sector projects are described in Table 4.1-3, below. The project would involve modifications to the approved SR-905 project.

**Table 4.1-2  
CHARACTERISTICS OF PROPOSED LAND DEVELOPMENT PROJECTS  
IN THE CUMULATIVE STUDY AREA**

<b>Map Key</b>	<b>Identifying Project Number/ Project Name</b>	<b>Location</b>	<b>Proposed Improvements (Acres)</b>	<b>Project Status</b>
<b>County of San Diego</b>				
1	TM 5405/SPA 04-006 MUP 00-024/ <i>Otay Crossings Commerce Park</i>	South of Otay Mesa Road and east of Alta Road	Subdivision into 62 industrial lots ranging from 1.3 to 69.6 net acres each (total lot area: 287 acres). Also, 26.6 acres of public streets. Open space easements on five lots in the northeast corners of site to protect steep slopes and biologically sensitive resources. Two-phase development. Future R/W for SR-11 and new POE tentatively mapped on four lots, covering approximately 102.7 acres. (311.6 acres)	February 9, 2006 County scoping letter required preparation of a supplemental EIR due to changes since the EOMSP EIR (July 27, 1994). Significant and unmitigable cumulative impacts identified for traffic and air quality. Significant and mitigable direct impacts identified for biological resources, cultural resources, traffic, and noise. Draft Supplemental EIR circulated for public review May 27, 2010.
2	TM 5538/TM 5139/MUP 98-020 STP 02-05139-1/ SPA 07-003 <i>Sunroad Centrum Tech Center</i>	Northeast of Otay Mesa Road and Otay Mesa Road/SR-905	Subdivision into 63 lots ranging in size from 1.4 acres to 5.1 acres, of which 11.5 acres are dedicated to commercial uses (SPA). (289.5 acres)	Final Supplemental EIR to the EOMSP Final EIR dated December 15, 2000 for 96-lot project (TM 5139). EIR addendum dated March 4, 2003 for 56-lot project included changes to road improvements and grading. TM 5139 expired; TM 5538 currently proposed on same site (plus triangular area just west of original site, adjacent to SR-125). Supplemental EIR for TM 5139 identified significant unmitigable impacts for air quality and transportation; significant and mitigable impacts identified for biological and cultural resources. Mitigation required open space to protect vernal pools, NNG and sensitive species, cultural and bio monitors, off-site purchase of 0.4 acre of southern willow scrub wetland, 5.4 acres native grassland, 48.6 acres of NNG, avoidance of raptor nesting, and obtaining a QCB take permit. Other requirements include traffic improvements and construction conditions to prevent air quality impacts; however, cumulative air quality impacts and short-term construction traffic impacts would remain unmitigable.
3	TM 5304/Saeed TM/ Airway Business Center	North side of Airway Dr. between Paseo de las Americas and Michael Faraday Dr.	Subdivision into 18 lots (0.75 acres to 3.07 acres) for light industrial uses. (40.59 acres)	Project approved April 21, 2008. Scoping letter dated April 8, 2003 indicated potentially significant impacts to biology, paleontology, archaeology, geology, traffic, and drainage issues. April 2, 2004 biological survey identified impacts to 38.52 acres of NNG, to be mitigated by purchase of 19.26 acres of mitigation bank habitat. Only sensitive species are foraging raptors.

<b>Table 4.1-2 (cont.) CHARACTERISTICS OF PROPOSED LAND DEVELOPMENT PROJECTS IN THE CUMULATIVE STUDY AREA</b>				
<b>Map Key</b>	<b>Identifying Project Number/ Project Name</b>	<b>Location</b>	<b>Proposed Improvements (Acres)</b>	<b>Project Status</b>
<b>County of San Diego (cont.)</b>				
4	TM 5394/ <i>Dillard and Judd Roll County LLC/ Enrico Fermi Industrial Park/ South County Commerce Center</i>	Southwest corner of Enrico Fermi Drive and Otay Mesa Road/SR 905	Subdivision into 16 industrial lots ranging from 2.25 to 8.20 acres each. (80 total acres)	FEIR dated January 2006, certified March 10, 2006. Minor Amendment to the MSCP, consistent with BMO, within the boundary of the adopted HCP. Impacts concluded as less than significant. Project completed September 9, 2008.
5	MUP 04-004 RP 04-001/ <i>Otay Hills Construction Aggregate Extraction Operation</i>	Approximately 0.5 mile east of the intersection of Otay Mesa Road and Alta Road	Rock Quarry located on 210 acres in 550 acre-ownership. Construction aggregate extraction operation, including materials processing (primary and secondary plants), concrete batch plant, cement-treated base plant, asphalt batch plant, and recycling of asphalt and concrete products. (210 acres)	NOP dated May 26, 2005 included Initial Study identifying potential impacts to land use, geology, hydrology/water quality, biological and cultural resources, traffic, noise, air quality, public services/utilities, hazardous materials, and aesthetics. Draft EIR submitted April 2007. First Iteration Review of the Screencheck Draft EIR dated September 6, 2007. March 3, 2009 Follow-up letter from February 13, 2009 meeting stated that current negotiations were underway to revise the project footprint.
6	TPM 20701RPL1/ ZAP 99-029/STP 05-018 SPA 05-005/ <i>Burke Minor Subdivision/Otay Logistics Center</i>	Eastern side of Enrico Fermi Drive between Siempre Viva Road and Airway Road	Subdivision into four parcels of 8.80, 9.37, 9.48, and 11.66 acres. Grading and improvement of a commercial road traversing the site. Truck parking and storage on site. Construction of approximately 270,000 square feet of buildings and warehouse in the northern part of the site, along with 404 parking spaces and 73 loading spaces. (39.3 acres)	MND for Burke Minor Subdivision dated October 2, 2003 (otherwise relies on EOMSP EIR), plus an addendum dated February 23, 2001 to mitigate impacts. Significant and mitigable impacts identified for biological resources. Mitigation consists of offsite purchase of 20 acres of NNG to mitigate for 40 acres (entire site) of disturbed grassland at 0.5:1 ratio. Otay Logistics Center: ND dated August 2006 required fair share traffic contributions to mitigate traffic impacts for 635 (Phase I) and 715 (Phase II) ADT. Changes from mixed industrial (LU) to LE and Heavy Industrial. Also some potential impacts to cultural resources.
7	MUP 00-012/ Minor Dev. 00-012-02/L-14212/ P-00-012 TE <i>East Otay Mesa Auto Storage/ Aaron Construction Auto Auction Park/ Insurance Auto Auctions</i>	Northwest corner of Otay Mesa Road and Alta Road	Vehicle storage facility with weekly storage auctions. Temporary use (maximum five years). (38 acres)	MND dated July 9, 2003 for MUP 00-012. Previous MUP expired on July 9, 2008. Application for Time Extension submitted on July 8, 2008. Letter dated August 26, 2008 requested further analysis. Significant and mitigable impacts identified for traffic in 2003 MND. Site is currently vacant. Potential impacts to biological resources, geology, hydrology, traffic, and paleontological resources. Mitigation required fair share traffic contributions to mitigate traffic impacts from addition of 354 ADT.

**Table 4.1-2 (cont.)  
CHARACTERISTICS OF PROPOSED LAND DEVELOPMENT PROJECTS  
IN THE CUMULATIVE STUDY AREA**

<b>Map Key</b>	<b>Identifying Project Number/ Project Name</b>	<b>Location</b>	<b>Proposed Improvements (Acres)</b>	<b>Project Status</b>
<b>County of San Diego (cont.)</b>				
8	MUP 03-001/ <i>Otay Mesa Auto Transfer/Rowland</i>	Northeast corner of Otay Mesa Road and Enrico Fermi Drive	Storage area for operable vehicles as an interim use. (40.4 acres)	MND dated June 24, 2005 relying on EOMSP with modifications. Significant and mitigable impacts identified for biological and cultural resources, paleontology, traffic, and geology. Mitigation measures included four acres of NNG credits, biological monitoring for burrowing owls and raptor breeding, cultural and paleontological monitoring, control of construction emissions and fugitive dust, geological requirements, landscape requirements, traffic improvements, and a fair share contribution for SR-905/Old Otay Mesa Road realignment.
9	MUP 88-020/ STP 00-070/ <i>Bradley/Robertson Copart Salvage Auto Auctions</i>	7377 Otay Mesa Road. Southwest corner of Otay Mesa Road at Alta Road	Modification of existing MUP to add a 300 feet by 140 feet auto storage facility on an existing graded auto storage lot.	First ND dated February 22, 1994. Second ND dated November 2, 2001 to increase the number of employees from 10 to 40, add 900feet of additional leach line, and extend the expiration date of the interim permit from November 2000 to November 2005. January 3, 2007 letter requested supplemental technical information regarding hydrology, storm water management, traffic, aesthetics, route locations, and the preliminary grading plan.
10	TM 5505/ <i>Otay Business Park (Paragon)</i>	Southeast of future intersection of Alta Road and Airway Road.	Subdivision into 59 industrial lots, in four phases, from west to east. No specific uses identified. Water, sewer and storm drain lines would be extended into the project site. Off-site improvements include extensions of Alta Road, Airway Road and Siempre Viva Road. The future alignment of SR-11 may traverse a portion of the site. (161.6 acres)	Scoping letter dated July 27, 2006. Supplemental EIR was requested May 30, 2007 for biology regarding preservation of vernal pools, storm water management, and easements. Letter from County dated March 13, 2008 stated no RPO wetlands identified.  Revised Request For SEIR dated April 23, 2008, listed potential impacts to biological resources. June 30, 2008 letter stated the County's acceptance of mitigation proposal. Mitigation for burrowing owl NNG habitat at a ratio of 1:1, with 0.5:1 on East Otay Mesa and the other 0.5:1 off East Otay Mesa in an area with the potential to support burrowing owl. Also identified as significant, were stormwater and drainage impacts. First iteration of the SEIR dated October 30, 2008, requested further discussion in the SEIR and technical studies. Potential impacts identified in SEIR were air quality; biological resources: project determined not to be consistent with the BMO, because it will impact al sensitive plant species on site. Impacts to sensitive animal species could occur also. More than five acres of raptor habitat might be impacted; cultural/paleontological resources; hazards; hydrology; noise; public services; transportation/traffic; utilities and service systems.

**Table 4.1-2 (cont.)  
CHARACTERISTICS OF PROPOSED LAND DEVELOPMENT PROJECTS  
IN THE CUMULATIVE STUDY AREA**

<b>Map Key</b>	<b>Identifying Project Number/ Project Name</b>	<b>Location</b>	<b>Proposed Improvements (Acres)</b>	<b>Project Status</b>
<b>County of San Diego (cont.)</b>				
11	STP-07-038/ L14625 <i>Vulcan-Otay Mesa Plant</i>	East of Alta Road and Otay Mesa Road intersection	Proposed asphalt and concrete plants. 1,500 square feet of office space, 2,800 square feet of break area, and 28 parking spaces. (13.5 acres)	NOD for grading of pad dated September 15, 2006. Approval of project relying on EOMSP EIR. Scoping letter for asphalt and concrete plant project dated October 29, 2007. Revised Scoping letter from County dated November 29, 2007 deleted the request for an archaeological report. Letter dated November 7, 2008 stated that biological resource mitigations were completed. First Iteration of Initial Study dated May 26, 2009 requested further analysis. Grading project would impact 73.5 acres of NNG. Impacts to NNG will be mitigated at a 1:1 ratio by contributing \$10,000 per acre of mitigation responsibility to the San Diego Foundation to be used for management of NNG preserve areas on Otay Mesa. Letter received on August 13, 2007, stated impacts to project would be 2.06 acres of CSS, 10.9 acres of NNG, mitigated by 8.54 acres off-site. Revised Scoping Letter from County dated November 29, 2007 deleted the request for an archaeological report. May 26, 2009 Iteration requested further analysis for stormwater, air quality, traffic, and hydrology.
12	<i>Maple Leaf Industrial/Piper Otay Park</i>	West of SR-125, north of Otay Mesa Road/SR 905 and east of Piper Rancho Road	Subdivision into 13 industrial lots. (1.03 to 2.61 acres)	Environmental Review Update Checklist Form for projects with Previously Approved Environmental Documents identified potential new impacts to biological resources, hazards, hydrology, and traffic which were not previously identified in the EOMSPEIR. Scoping Letter dated March 5, 2007 identified the same issues as above. Fourth iteration of Initial Study stated further analysis of traffic impacts was needed.
13	TPM 21046 P06-102 93-19-006AA <i>California Crossings</i>	Northwest corner of Otay Mesa Road and Harvest Road	A 352,502 square-foot regional shopping center. (28.4 acres)	Currently in environmental analysis. EIR not yet available for public review. Potential significant project impacts are to air quality (long-term mobile source emissions related to CO, VOC, and PM <sub>10</sub> ); traffic/circulation (significant impacts to intersections and roadways); biological resources (direct loss of 23.4 acres of sensitive NNG habitat, loss to raptor foraging and nesting habitat, impacts to migratory birds [mitigation includes acquisition of a 15.4-acre conservation easement and distance restrictions of construction during raptor nesting season]); and cultural and paleontological resources. Impacts determined not to be significant are associated with geology/soils, hazards/hazardous materials, hydrology/water quality, noise, aesthetics, agriculture, land use and planning, mineral resources, population and housing, public services and utilities, and recreation.

<b>Table 4.1-2 (cont.) CHARACTERISTICS OF PROPOSED LAND DEVELOPMENT PROJECTS IN THE CUMULATIVE STUDY AREA</b>				
<b>Map Key</b>	<b>Identifying Project Number/ Project Name</b>	<b>Location</b>	<b>Proposed Improvements (Acres)</b>	<b>Project Status</b>
<b>County of San Diego (cont.)</b>				
14	<i>International Industrial Park</i>	Alta Road at Lonestar Road	Subdivide vacant land into 24 parcels for technology/business. 118.43 acres to be developed; 35.90 acres placed in open space; 16.26 acres used for internal circulation streets. Development will include three acres for the future permanent fire and sheriff station.	Pre-Application letter dated July 23, 2007 listed biological resources as one of the major project Issues. Scoping Letter, dated February 3, 2009.
<b>City of San Diego</b>				
15	<i>Cross Border Facility (a.k.a. Las Californias Center)</i>	8077 Siempre Viva Road. South of Siempre Viva Road and east of Britannia Blvd.	75,000 square foot facility with a pedestrian bridge allowing access to the Tijuana International Airport. This property has previously been approved for development with 31 industrial lots, as the Las Californias Center. (24.6-acres)	Draft NEPA EA was circulated for public review in December 2009. Industrial subdivision (Las Californias Center) has been approved by the City but not yet constructed.
16	<i>Just Rite</i>	Northeast corner of Siempre Viva Road and Britannia Blvd.	12 lots for industrial development. (38.68 acres)	Environmental Initial Study Review in 2005.
17	<i>Airway 18 Truck Terminal/Airway Auto Park Storage</i>	Southeast corner of Britannia Blvd. and Airway Road	Truck terminal.	N/A
18	<i>Lonestar/New Millenium</i>	East of the intersection of Lonestar Road, La Media Road and SR-125	1,150 to 1,350 residential units and 70-80 thousand square feet of industrial development. (119 acres)	Preliminary review opened August 2, 2008. Application date change June 18, 2008.
19	<i>Brown Field Technology Park</i>	South of Otay Mesa Road and west of Britannia Blvd.	Subdivision to consolidate 21 parcels into 20, and also vacate, dedicate and acquire easements for SR-905 for future industrial/business park development. (58.4 acres)	Expedited processing for economic development. Approved April 14, 2009.

**Table 4.1-2 (cont.)  
CHARACTERISTICS OF PROPOSED LAND DEVELOPMENT PROJECTS  
IN THE CUMULATIVE STUDY AREA**

<b>Map Key</b>	<b>Identifying Project Number/ Project Name</b>	<b>Location</b>	<b>Proposed Improvements (Acres)</b>	<b>Project Status</b>
<b>City of San Diego (cont.)</b>				
20	<i>Brown Field International Business Park</i>	North of Otay Mesa Road, between Heritage Road and La Media Road	Development of general aviation uses, fixed base operations, hangars, restaurants, a new air and space museum, industrial area, solar generation facility, retail, transit, and other uses to support Brown Field Airport.	NA
21	<i>Corrections Corporation of America</i>	East of Alta Road and north of Calzada de la Fuente	Development of a 408,522-square foot secure detention facility in two phases. The facility would include detention buildings to accommodate 2,132 beds and several other buildings for ancillary support services, as well as walled and partially covered outdoor recreation areas. Includes parking area and an equestrian trail. (37 acres)	The county is processing a MUP. Because the project would not result in environmental impacts beyond those assessed in the EOMSP EIR, no Supplemental EIR is required.

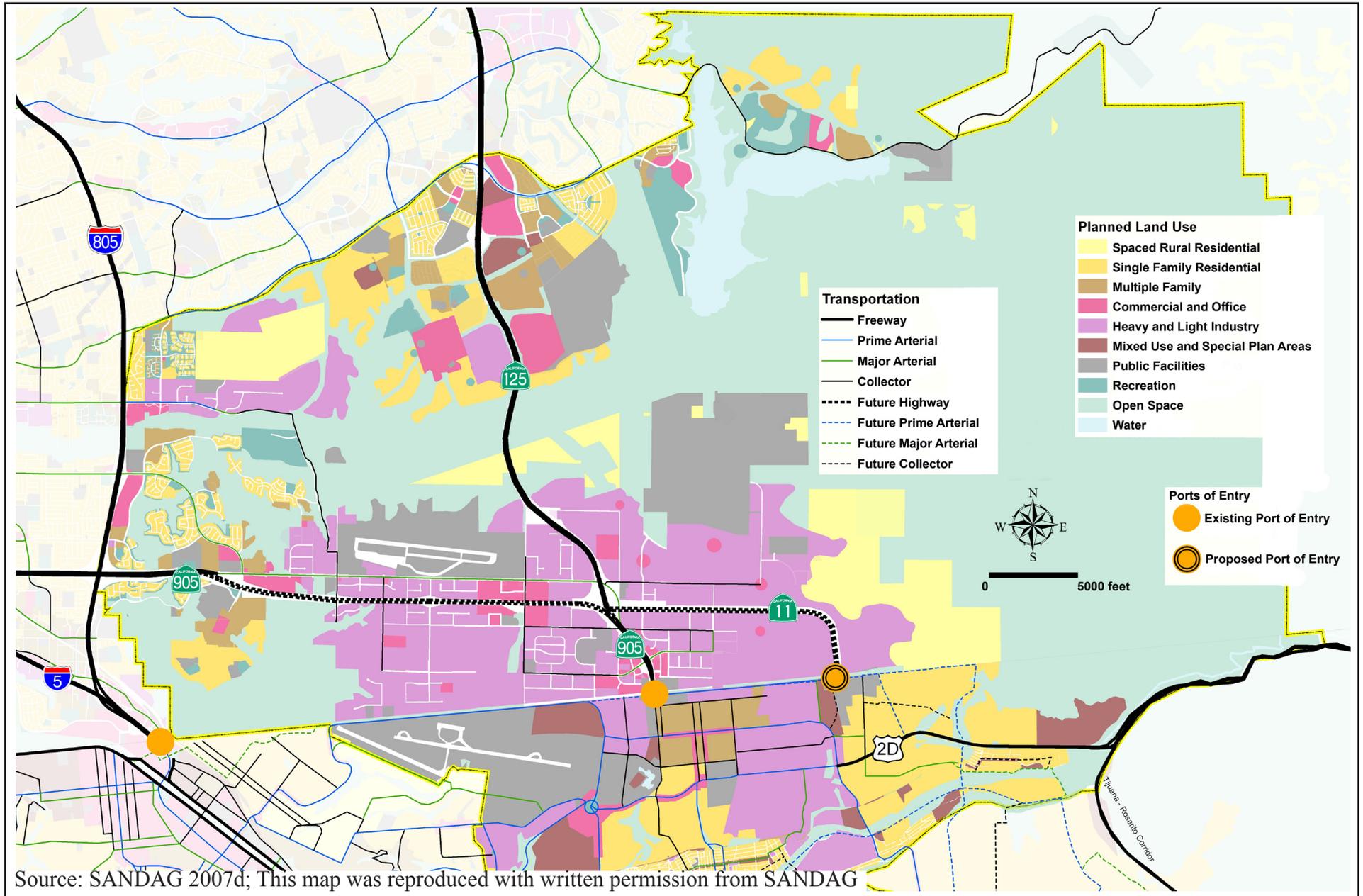
NOP = Notice of Preparation; EIR = Environmental Impact Report; FEIR = Final Environmental Impact Report; ND = Negative Declaration; MND = Mitigated Negative Declaration; IS = Initial Study; NOD = Notice of Decision; EOMSP = East Otay Mesa Specific Plan; SWMP = Storm Water Management Plan; WUS = Waters of the U.S.; NNG = Non-Native Grassland; DCSS = Diegan Coastal Sage Scrub; QCB = Quino Checkerspot Butterfly; BMO = Biological Mitigation Ordinance; HCP = Habitat Conservation Plan; ADT = Average Daily Traffic; SFR = Single-family residences; MFR = Multi-family residences; DU = Dwelling units; TM = Tentative Map; TPM = Tentative Parcel Map; STP = Site Plan; MUP = Major Use Permit; RP = Reclamation Plan; ZAP = Minor Use Permit; RPL = Replacement; SPA = Specific Plan Amendment; R/W = Right of Way; MSCP = Multiple Species Conservation Program; NA = Not Available or Not Applicable.

<b>Table 4.1-3 CHARACTERISTICS OF PROPOSED PUBLIC WORKS PROJECTS IN THE CUMULATIVE STUDY AREA</b>				
<b>Map Key</b>	<b>Project Name</b>	<b>Location</b>	<b>Proposed Improvements</b>	<b>Project Status</b>
<b>Caltrans Capital Improvements Projects</b>				
A	SR-905	From I-805 to the existing Otay Mesa POE at the U.S.-Mexico Border	Project consists of construction of a six-lane freeway including grade-separated local access interchanges, and a freeway-to-freeway interchange with future SR-125.	Final EIS/EIR dated July 2004. R/W has been acquired in the eastern portion of SR-905. Siempre Viva Road Interchange and associated segment of SR-905 have been constructed. Remaining portion of SR-905 between Siempre Viva Road and Britannia Boulevard is currently under construction. Completion is expected by late 2010. The western portion of SR-905 is expected to be completed in 2012. Clearing and preliminary grading within the SR-125/SR-905/SR-11 Interchange area began in 2009.
B	I-805 Managed Lanes South	Along I-805 from East Palomar Street in Chula Vista to Landis Street in the City.	The project proposes to construct four buffer-separated managed lanes between East Palomar Street and SR-94, and two HOV/transit lanes between SR-94 and Landis Street, all in the freeway median. Includes associated ramps and transit stations and park-and-ride lots.	An EIR/EA is currently being prepared.
<b>GSA POE Improvement Projects</b>				
C	U.S. Cargo Import Facility Improvements at Otay Mesa POE	East of the existing Otay Mesa POE at the U.S.-Mexico Border.	Project consists of adding lanes to a connector roadway, modifying approaches and fences for booths and other infrastructure improvements to enhance goods movement at the U.S. Cargo Import Facility	First phase of project completed; final phase is pending.
D	Otay Mesa POE Improvements Project	Otay Mesa POE at southern terminus of SR-905	Modernization and expansion of existing POE facility.	In early stages of environmental process.
E	Reconfiguration and Expansion of the San Ysidro POE	San Ysidro POE at southern terminus of I-5	Three-phase project includes demolition and new construction of most of the POE. New facility will consist of 210,000 square feet of building space, primary and secondary inspection areas, 29 northbound vehicle lanes, two northbound bus lanes, six southbound vehicle lanes, and a new southbound roadway to connect with Mexico's El Chaparral facility.	EIR/EIS complete. Upcoming schedule includes Phase I construction initiation in 2010 and completion of final phase construction in 2014.

<b>Table 4.1-3 (cont.) CHARACTERISTICS OF PROPOSED PUBLIC WORKS PROJECTS IN THE CUMULATIVE STUDY AREA</b>				
<b>Map Key</b>	<b>Project Name</b>	<b>Location</b>	<b>Proposed Improvements</b>	<b>Project Status</b>
<b>County Capital Improvement Projects</b>				
F	Lonestar Road	From Alta Road to 0.5 mile west	Project is the construction of a new road. No planning group has been assigned and funding has yet to be determined.	Estimated completion date is Spring 2011.
G	Otay Mesa Road Widening	Otay Mesa Road from SR-905 to Enrico Fermi Drive	Project is the widening of 1.2 miles of Otay Mesa Road from SR-905 to Enrico Fermi Drive. No planning group has been assigned and funding has yet to be determined.	Estimated completion date is Winter 2010-2011.
<b>Otay Water District Capital Improvement Projects</b>				
H	Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project	Wueste Road, Alta Road, and Airway Road/La Media Road	Construction of three recycled water pipelines to bring recycled water to Otay Mesa. A 24-inch diameter pipeline in Wueste Road (R2087), a 24-inch pipeline in Alta Road (R2077), and a 16-inch diameter pipeline in Airway Road/La Media Road (R2058). A pressure-reducing station is planned as part of the Wueste Road Pipeline to reduce pressure of recycled water arriving in Otay Mesa.	Design schedule for 2006 through 2010; construction scheduled for 2008 through 2012.
<b>City of San Diego Capital Improvements Projects</b>				
I	Otay Mesa Road Widening	Old Otay Mesa Road from Piper Ranch Road to Sanyo Avenue	Improve Otay Mesa Road to a four-lane Prime Arterial from Piper Ranch Road easterly to SR-125 and a 4-lane Major Road from SR-125 to Sanyo Avenue.	Design schedule for 2006 through 2010; construction scheduled for 2008 through 2012.
J	Otay Truck Route Widening	Border corridor truck route between La Media Road and Drucker Lane.	Widen existing truck route between La Media Road and Drucker Lane 12 feet to the north to accommodate an 11-foot safety lane and two 12-foot truck lanes. The additional width will require five feet additional ROW to the north.	Construction began in July 2010.
<b>San Diego Rural Fire Protection District Capital Improvements Project</b>				
K	Fire Station Relocation	Otay Mesa Road and Enrico Fermi Drive	As determined necessary on the basis of development in the region, a permanent 6,000-square foot Sheriff's station is planned to be co-located with a future 8,000-square foot fire station at the southeast corner of the intersection of Otay Mesa Road and Enrico Fermi Drive.	N/A

<b>Table 4.1-3 (cont.) CHARACTERISTICS OF PROPOSED PUBLIC WORKS PROJECTS IN THE CUMULATIVE STUDY AREA</b>				
<b>Map Key</b>	<b>Project Name</b>	<b>Location</b>	<b>Proposed Improvements</b>	<b>Project Status</b>
<b>SANDAG Capital Improvements Project</b>				
L	South Bay Bus Rapid Transit (BRT) – Phase One	21-mile BRT line between the existing Otay Mesa POE and downtown San Diego, via eastern Chula Vista, I-805 and SR-94.	The South Bay BRT is being developed to provide high-speed transit connections between downtown San Diego and the Otay Mesa Border Crossing along the future I-805 Managed Lanes and a dedicated transit way through eastern Chula Vista. At full buildout, project will include 15 stations with upgraded passenger shelters and technological enhancements, and premium coach buses. Options are being explored to connect the proposed Otay Mesa East POE to the BRT system. See Project B above for additional information.	Preliminary engineering, environmental work and final design in process; Phase One is planned to be in operation by late 2012.

EIS/EIR = Environmental Impact Statement/Environmental Impact Report; R/W = Right of Way; SR = State Route; I- = Interstate; MG = million gallon; PES = Preliminary Environmental Study; NA = Not Available; NOP = Notice of Preparation



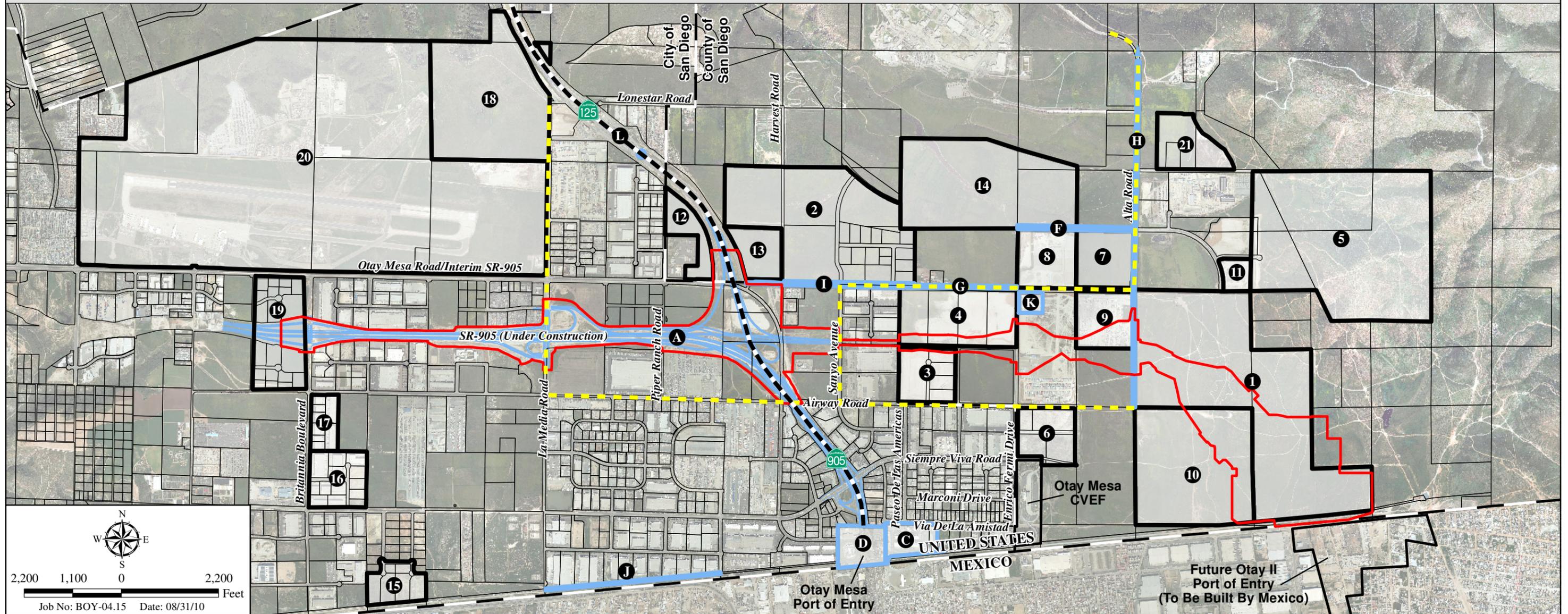
## Planned Land Uses in the San Diego/Tijuana Border Region

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.1-8

**LEGEND**

-  Maximum Limits of Project Alternatives and Variations
-  **Cumulative Projects - Private**
- 1 Otay Crossings Commerce Park
- 2 Sunroad Centrum Tech Center
- 3 Saeed TM/Airway Business Center
- 4 Dillard and Judd Roll County LLC/Enrico Fermi Industrial Park
- 5 Otay Hills Construction Aggregate Extraction Operation
- 6 Burke Minor Subdivision/Otay Logistics Center
- 7 East Otay Mesa Auto Storage/Aaron Construction Auto Park
- 8 Otay Mesa Auto Transfer/Rowland
- 9 Bradley/Robertson Copart Salvage Auto Auctions
- 10 Otay Business Park (Paragon)
- 11 Vulcan Otay Mesa Plant
- 12 Maple Leaf Industrial/Piper Otay Park
- 13 California Crossings
- 14 International Industrial Park
- 15 Cross Border Facility
- 16 Just Rite
- 17 Airway 18 Truck Terminal/Airway Auto Park Storage
- 18 Lonestar/New Millenium
- 19 Brown Field Technology Park
- 20 Brown Field Airport Development Project
- 21 Corrections Corporation of America
-  **Cumulative Projects - Public**
- A SR-905 and SR-905/SR-125 Interchange (Under Construction)
- B I-805 Managed Lanes South<sup>1</sup>
- C U.S. Cargo Import Facility Improvements at Existing Otay Mesa POE
- D Otay Mesa POE Modernization Project
- E Reconfiguration and Expansion of the San Ysidro POE<sup>1</sup>
- F Lonestar Road
- G Otay Mesa Road Widening (County)
-  H Otay Mesa Recycled Water System Capital Improvement Program R2087, R2077, R2058 Project
- I Otay Mesa Road Widening (City)
- J Otay Truck Route Widening
- K SDRFPD Fire Station
-  L South Bay Bus Rapid Transit
- <sup>1</sup> Not shown on map.



**Anticipated Cumulative Development within the Project Vicinity**

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

## 4.2 APPLICABLE FEDERAL, STATE, REGIONAL, AND LOCAL PLANS AND POLICIES

Plans, policies and ordinances that pertain to land use for the project site are contained in elements and policies of Section 4(f) of the DOT Act of 1966, the RTP, RTIP, SANDAG Regional Comprehensive Plan (RCP), Natural Community Conservation Planning Program (NCCPP), County General Plan, Otay Subregional Plan (OSP), the EOMSP, the County Zoning Ordinance, the County Light Pollution Code/Dark Skies Ordinance (LPC), the County Biological Mitigation Ordinance (BMO), the County Resource Protection Ordinance (RPO), the County Noise Ordinance, the City of San Diego's General Plan, the City's OMCP, and the City Noise Ordinance. These policies address a variety of issues, including development of a comprehensive regional transportation plan, efficient growth patterns, development at appropriate densities in accordance with existing community character, conservation of sensitive habitats, provision of open space and recreational opportunities, farmland policies, protection of visual amenities, regulation of signage and lighting, and protection against incompatible land uses. These land use plans and ordinances are described below. Although this project is not subject to local plans, guidelines, and ordinances, Caltrans and FHWA strive to be consistent with them, and inconsistencies are disclosed.

There are no wild and scenic rivers in the regional study area and the project alternatives are not located in the coastal zone; therefore, policies related to these issues are not discussed.

Section 4(f) of the DOT Act of 1996 declares that “[it] is the policy of the United States Government that special effort should be made to preserve the natural beauty of the countryside and public park and recreation lands, wildlife and waterfowl refuges, and historic sites.” An analysis was undertaken to determine whether the project has potential to pose impacts to Section 4(f) resources and is contained in Appendix A to the EIR/EIS. In this analysis, the fitness track at the Southwestern College Higher Education Center was evaluated for potential effects to a Section 4(f) resource. It was determined that, because the track is available only for student/team use and not open to the public, it does not qualify for protection under Section 4(f). Because the proposed project would not impact publicly owned land of a public park, recreation area or wildlife and waterfowl refuge of national, state, or local significance, or land of an historic site of national, state, or local significance, no further Section 4(f) evaluation is necessary or included in this CIA (Caltrans 2007a).

### 4.2.1 Federal Plans and Policies

#### **U.S. Army Corps of Engineers Special Area Management Plans**

Special Area Management Plans (SAMPs) are developed by the U.S. Army Corps of Engineers (ACOE) to take a comprehensive view of entire watersheds, in contrast to the traditional project-by-project approach to the analysis of impacts to waters of the U.S. The comprehensive SAMP approach facilitates evaluation of cumulative loss of resources over time, with the goal of identifying priority areas for preservation, identifying potential restoration areas, determining the least environmentally damaging locations for proposed projects, and establishing alternative permit processes applicable to the SAMP areas. The SAMP for the Otay River watershed, which would include the proposed project alternatives, is currently being developed and is not yet complete for review (Chung, personal communication 2009). Therefore, the SAMP is not analyzed here.

## **4.2.2 Regional Plans and Policies**

### **Border Master Plan**

The California-Baja California Border Master Plan (Border Master Plan) is a binational comprehensive approach to coordinate planning and delivery of projects at land POEs and transportation infrastructure serving those POEs in the California-Baja California region. It was commissioned by the U.S./Mexico Joint Working Committee to the California Department of Transportation (Caltrans) and the Secretariat of Infrastructure and Urban Development of Baja California (Secretaría de Desarrollo Urbano del Estado de Baja California or SIDUE) for the California-Baja California border region. The Border Master Plan ranks the Otay Mesa East/Otay II POEs (and associated infrastructure) as the highest priority border project in the California-Baja California region.

### **Regional Comprehensive Plan for the San Diego Region**

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

#### **Transportation Element**

The Transportation Element of the RCP discusses the vision for the San Diego region in 2030 with regard to transportation and includes a description of existing conditions, key issues and recommended goals, policy objectives and actions. The RTP (SANDAG 2007a) plays a key role in implementing the RCP, along with other plans and programs such as the Short-Range Transit Plan, the Congestion Management Program, the RTIP, international and interregional plans and partnerships, and others. In order to implement the RCP, the RTP and related programming documents must be updated in a way that maximizes opportunities for local jurisdictions to implement smart growth. Relevant key issues include implementing the 2030 Mobility Network presented in the RTP, funding of necessary improvements and coordinating among agencies. Applicable policy objectives include implementing the 2030 Mobility Network in an efficient and cost-effective manner, reducing traffic congestion on freeways and arterials, and providing improved access to goods movement centers and intermodal facilities to promote economic prosperity. Since the SR-11 project is included in the 2030 Revenue Constrained RTP adopted in 2007, it would constitute an integral part of the realization of the RCP's goals.

#### **Border Element**

The Borders chapter of the RCP discusses the distinct opportunities and challenges of the cross-border region. General principles include integrated planning and economic development with governments of neighboring counties, tribal governments and Mexico. The chapter

proposes policy objectives centered on the planning issue areas of jobs/housing accessibility, transportation, energy and water supply, environment, economic development, and homeland security. The element offers a binational perspective on each of these issue areas, emphasizing the opportunities and challenges associated with the movement of people and goods across the international border while balancing national security concerns.

### **Regional Transportation Plan**

In November 2007, the SANDAG Board of Directors approved the 2030 RTP (SANDAG 2007a). The RTP is the adopted long-range transportation planning document for the San Diego region. It is used as the basis for funding decisions made through the RTIP (SANDAG 2008), which is discussed below. The plan covers public policies, strategies and investments to maintain, manage and improve the regional transportation system through 2030. The RTP is a major component of the transportation element of the RCP. The RTP was developed around four main components: land use, system development, system management, and demand management. The plan addresses new and improved connections to more efficiently move people and goods throughout the region by providing more convenient, fast and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight.

Applicable policy goals of the RTP include improving the mobility of people and freight, improving accessibility to major employment and other regional activity centers, improving the reliability and safety of the transportation system, maximizing the efficiency of the existing and future transportation system, and minimizing effects on the environment. The RTP specifically includes major projects to improve access to border crossings, expand freight rail service and coordinate commercial vehicle crossings, with the goal of modernizing and transforming transportation infrastructure along the California portion of the U.S. - Mexico border.

The RTP includes a Revenue Constrained Scenario of facilities and programs that would best maintain mobility in the region if the funding levels for transportation do not increase before 2030. The RTP also includes a Reasonably Expected Revenue Scenario (if more funding becomes available) and an Unconstrained Scenario. The RTP's study area is the County of San Diego. Figure 4.2-1, *Regional Transportation Plan 2030 Revenue Constrained Network*, illustrates the RTP 2030 Revenue Constrained Network, including both the highway and transit systems. The SR-11 project is included in all three revenue scenarios of SANDAG's November 2007 RTP as a four-lane toll road. The SR-905 project, which would be modified under the proposed SR-11/POE project, is also included in all three revenue scenarios of SANDAG's November 2007 RTP (as a six-lane freeway in the Revenue Constrained Scenario, and as an eight-lane freeway in the Reasonably Expected Revenue and Unconstrained Scenarios).

In 2005, SANDAG formed a Regional Freight Working Group (FWG) composed of public and private freight agencies and organizations to develop a comprehensive Regional Freight Strategy. Initially, this strategy has assumed an average annual growth rate of five percent for all freight. The Regional Freight Strategy identifies a list of prioritized projects known as the San Diego Regional Goods Movement Action Plan (GMAP), based upon objective criteria. The RTP includes actions to pursue funding for GMAP projects not already included in the highway and rail plans. The Otay Mesa East POE and SR-11 are considered a top priority of the GMAP of the RTP.

## **Regional Transportation Improvement Program**

The RTIP is consistent with the RTP and incrementally implements the vision presented in the RTP. The RTIP is a five-year capital improvement program for transportation projects that is updated by SANDAG every two years and reflects the region's priorities for short-range transportation system improvements. The currently adopted 2008 RTIP (SANDAG 2008) covers fiscal years (FYs) 2008/2009 through 2012/2013. Funding for the transportation projects in the RTIP comes from federal, state and local revenue sources, including TransNet, the local transportation sales tax program. The SR-11 project is included in the 2008 RTIP, allocating funds for studies for the future construction of a four-lane highway. The SR-905 project is also included in the 2008 RTIP, allocating funds for Phase 1 of construction of a six-lane freeway between I-805 and the existing Otay Mesa POE. The February 2011 amendment to the 2010 RTIP is expected to reflect both SR-11 and the proposed project's modifications to SR-905 between the SR-905/SR-125/SR-11 Interchange and Britannia Boulevard, as necessary to accommodate the connection of SR-905 with SR-11.

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

The NCCP initiated by the State of California in 1991 resulted in the promulgation of the special 4(d) rule of the Federal Endangered Species Act (FESA). This rule focuses on conserving coastal sage scrub habitat in order to avoid the need for future federal and state listing of each individual coastal sage scrub-dependent species. The City of San Diego, the County of San Diego, USFWS, California Department of Fish and Game (CDFG) and other local jurisdictions joined together in the late 1990s to develop the Multiple Species Conservation Program (MSCP). The MSCP is a comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve.

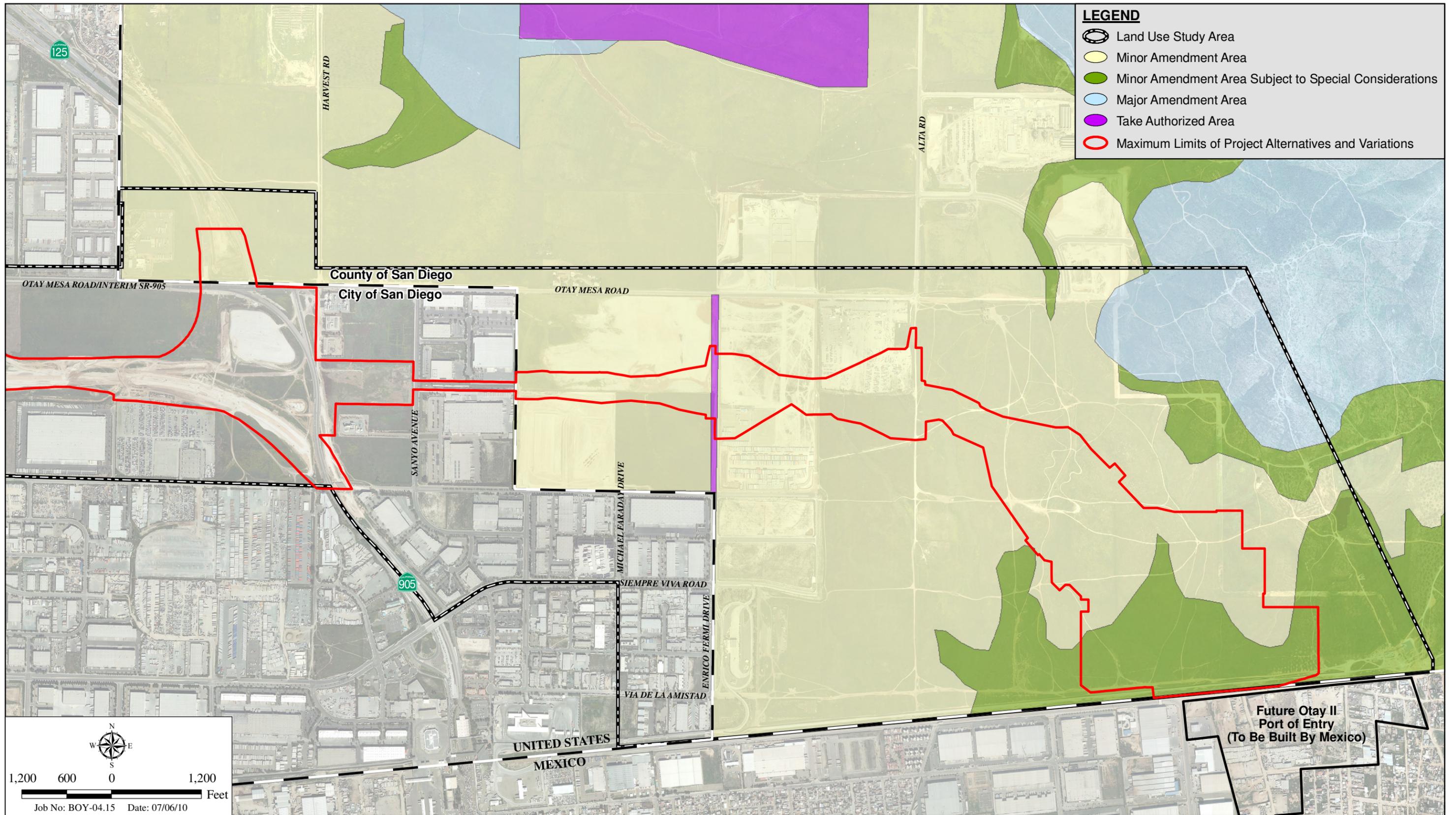
The project is located within the South County Segment of the County's MSCP Subarea Plan (Subarea Plan). The Subarea Plan assigns various development review process requirements for development projects within the planning area, based on the sensitivity of the geographic area within which the project is located. Although the proposed project is not subject to these processes, because Caltrans is not an enrolled agency under the MSCP and the project does not require County approval, the designations reflect the relative sensitivity of the biological resources in each mapped area (see Figure 4.2-2, *MSCP Designations*). The land use study area contains four such designations: Take Authorized, Minor Amendment Area, Minor Amendment Area Subject to Special Considerations and Major Amendment Area. The Take Authorized area includes Enrico Fermi Drive. The majority of the rest of the land use study area is a Minor Amendment Area where habitat can be partially or completely eliminated (without appropriate mitigation) without significantly affecting the overall goal of the County's Subarea Plan (County 1997). Minor Amendment Areas Subject to Special Considerations occur in the southern and eastern portions of the land use study area. These are subject to certain requirements of the County's EOMSP, including the preparation and County approval of a Resource Conservation Plan prior to any development that includes clearing or grading. A Major Amendment Area occurs in the northeast corner of the study area. Major Amendment Areas require Wildlife Agency oversight to be processed in conformity with all applicable laws and regulations (County 1997).



# Regional Transportation Plan 2030 Revenue Constrained Network

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.2-1



## County MSCP Designations

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.2-2

Although Caltrans is not an enrolled agency under the MSCP and the proposed SR-11/Otay Mesa East POE project does not require local jurisdictional approval, Caltrans does strive to be consistent with the MSCP and other local plans. In addition, USFWS may require compliance with the MSCP as part of the Section 7 consultation for the proposed project.

SR-11 is identified on the County Circulation Element; Section 1.9.3.2 of the County's MSCP Subarea Plan lists the findings that must be made for the implementation of a Circulation Element road (if implemented by an enrolled agency, which Caltrans is not). These generally include findings that: 1) the project is consistent with local plans and incorporates all feasible mitigation measures; 2) there are no feasible, less environmentally damaging alternatives; 3) mitigation for any wetland or floodplain impacts would result in a net gain of wetland/riparian habitat; 4) any impacted steep slopes will be revegetated with native vegetation; 5) no mature riparian woodland will be destroyed or reduced in size; and 6) populations of certain sensitive plants and animals listed in the County's Biological Mitigation Ordinance (BMO) will be avoided by the project.

The County is undergoing an amendment process for the Quino checkerspot butterfly (QCB) for the entire County MSCP Subarea, including areas encompassed by the proposed corridors/POE sites.

The City's MSCP Subarea Plan has similarly been prepared to meet the requirements of the California NCCP. The City's MSCP Subarea Plan is consistent with the NCCP and describes how the evaluation of proposed development projects relative to the City's portion of the MSCP Preserve (the Multiple Habitat Planning Area [MHPA]) will be implemented.

The City's MSCP (City 1997) identifies an MHPA that is intended to link all core biological areas into a regional wildlife preserve. The land use study area is not within or adjacent to the MHPA; the nearest MHPA preserve is south of Airway Road at La Media Road, approximately 1,300 feet south of the proposed modifications to SR-905 to accommodate the connectors with SR-11.

### **Complete Streets Policies of the U.S., California, Caltrans and the City**

Complete streets are designed to provide convenient routes and a variety of transportation options while enabling safe access for motorists, transit users, pedestrians and bicyclists of all ages and abilities. The federal Complete Streets Act of 2009 defines complete streets policies and directs state departments of transportation and metropolitan planning organizations to adopt such policies and apply them to federally funded transportation projects. State, regional and local governments and organizations have also adopted related policies, including California's Complete Streets Act of 2008 (AB 1358), Caltrans' Deputy Directive DD-64-R1 (Complete Streets – Integrating the Transportation System) and the City of San Diego's Street Design Manual.

#### **4.2.3 County Plans and Policies**

##### **County General Plan**

The County General Plan (adopted January 3, 1979, amended April 17, 2002, GPA 01-01) designates planned land uses that are considered appropriate for each portion of the County. In the Regional Land Use Element of the General Plan, the existing regional policy category for the proposed corridors/sites is (21) Specific Plan Area. Various policies of the Open Space, Regional Land Use, Circulation, Seismic Safety, Conservation, Public Facility, Public Safety,

Scenic Highway and Noise elements of the General Plan would be applicable to the proposed project. These elements are discussed below.

It should be noted that, at the time this report and the EIR/EIS are being prepared, the County is undergoing a comprehensive general plan update. Begun in 1998, the process has included direction and input from the Steering Committee, an Interest Group Committee and community planning groups from 18 communities within the County. The Draft General Plan was completed in November 2008 and was made available for public review and comment. An EIR is being prepared to address the potential environmental consequences of the general plan update and the Draft EIR was made available for public review on July 1, 2009. While the preparers of the EIR/EIS for the proposed project are aware of the general plan update process, the EIR/EIS evaluates the proposed project against the adopted General Plan and Zoning Ordinance.

### Circulation Element

The County General Plan's Circulation Element consists of a map and accompanying text depicting corridors for public mobility and access that are planned to meet the needs of the existing and anticipated population of San Diego County. The objectives of the element are to provide a guide for the provision of a coordinated system of highway routes serving all sections of San Diego County, to help achieve efficiency and economy in this field, to facilitate planning in subdivisions and other land development programs, and to inform the citizens of the county of these plans. It is the intent of the Circulation Element to preserve a corridor uninhabited by any permanent structure for future road R/W for every road shown on the Circulation Element. SR-11 is included conceptually in the Circulation Element of the adopted County General Plan, as amended.

### Regional Land Use Element

The overall goal of the Regional Land Use Element is to accommodate population growth and influence its distribution in order to protect and use scarce resources wisely; preserve the natural environment; provide adequate public facilities and services efficiently and equitably; assist the private sector in the provision of adequate, affordable housing; and promote the economic and social welfare of the region. Of particular relevance to the proposed project are the capital facilities goals, which seek to: assure efficient, economical and timely provision of facilities (including roads) to accommodate development; assure coordination among agencies in provision of facilities and services; and provide a facilities program capable of adjustments to meet changing needs and conditions.

### Open Space Element

The Open Space Element seeks to promote health and safety by regulating development of lands; to conserve scarce natural resources and lands; to conserve open spaces needed for recreation, education and scientific activities; and to preserve those open space uses that distinguish and separate communities. Of relevance to the proposed project, it seeks to promote these values on both privately and publicly owned lands and easements.

### Seismic Safety Element

The goal of the Seismic Safety Element is to minimize loss of life and destruction of property in San Diego County by making planning recommendations giving consideration to seismic and

geologic occurrences and their long-range impact on the community. Of particular relevance to the proposed project, it requires that the County take into consideration delineated areas of seismic and geologic hazard land classification when planning roads and utility networks.

### Conservation Element

The Conservation Element describes the natural resources of San Diego County (including water, vegetation and wildlife habitat, minerals, soil, astronomical dark sky, and cultural sites), and presents policies and action programs to conserve these resources.

### Public Facility Element

The Public Facility Element has the overall goal of ensuring a strong linkage between public facility planning and land use planning. It promotes regional, subregional and interagency coordination; timing the provision of public facilities with local development; and equitable and sufficient funding for public facilities. It recognizes the need for a safe, convenient, economical and efficient, integrated transportation system, and has as a goal the maintenance of Level of Service (LOS) C or better on County Circulation Element roads.

### Public Safety Element

The purpose of the Public Safety Element is to introduce safety considerations into the planning and decision-making processes in order to reduce the risk of injury, loss of life and property damage associated with fire hazards, non-seismic geologic hazards, crime prevention, and emergency services. Of relevance is the element's goal of optimizing the organization and delivery of emergency services.

### Scenic Highway Element

The Scenic Highway Element establishes a comprehensive Scenic Highway Program and seeks to protect, enhance and promote public awareness of scenic resources within both rural and urban scenic highway corridors. No officially designated State scenic highways are located within the Otay Mesa area (Caltrans 2007).

### Noise Element

The Noise Element seeks to establish a coordinated, ongoing program to protect and improve the acoustical environment in San Diego County, including regulation of noise at its source, control of noise transmission paths, and minimization of noise at receiver sites. Policy 4b of the Noise Element seeks to prevent noise-sensitive areas from being subject to noise in excess of 50 decibels (dB) community noise equivalent level (CNEL). The element acknowledges, however, that federally funded road projects are subject to applicable FHWA standards, only.

## **Otay Subregional Plan**

The OSP (adopted May 18, 1983, GPA 83-01; amended July 27, 1994, GPA 94-02) designates planned land uses in the Otay subregional area. The OSP currently shows the land use study area as having a single Land Use Element designation: (21) Specific Plan Area. Various Land Use, Public Services and Facilities, and Conservation Policies of the OSP would be applicable to the proposed project. The OSP recognizes in its Land Use, Circulation and Coordination

Goals the need for a second POE in Otay, the impact a new POE would have on the local and regional road and highway network, and the need for planning coordination with Mexico. The County is currently preparing an update of the OSP in conjunction with the General Plan Update Draft Land Use Plan.

### **East Otay Mesa Specific Plan**

The OSP was amended December 19, 1990, to designate East Otay Mesa as (21) Specific Plan Area and incorporate the EOMSP Guidelines. The original EOMSP and Site Planning and Design Guidelines were adopted in July 1994. The amended EOMSP adopted June 12, 2002 (SPA 00-005 and GPA 02-CE1) divided the plan area into two subareas. The Specific Plan Amendment (SPA) governs land within Subarea 1 (the western portion of East Otay Mesa), while Subarea 2 (the eastern portion) remains largely governed by the EOMSP and Site Planning and Design Guidelines approved as part of the amended OSP in July 1994. The proposed land use study area lies within both Subareas 1 and 2.

A more recent County-initiated SPA, approved on August 1, 2007, addressed both subareas and revised the circulation plan, bicycle network, and regulatory standards relating to site plan requirements, fencing detail, driveway location criteria, and sidewalk design. As depicted in Figure 4.1-3b, the revised EOMSP circulation plan includes SR-11 and the Otay Mesa East POE in locations approximately corresponding to the proposed project build alternatives (County 2007a). The identified conceptual POE site, however, is smaller than the POE site proposed as part of this project (approximately 22 acres compared to 106.3 acres).

As noted in Section 4.1.1, Land Use Designations and Zoning, the majority of the County land in the land use study area is designated for industrial and technology business uses under the EOMSP, as amended. A small area in the northeast corner of the land use study area is designated rural residential (one dwelling unit per 20 acres), and another small area at the northeast corner of the intersection of Alta Road and Otay Mesa Road is designated commercial. A range of alternative land use maps is being developed as part of the County's general plan update process and EIR. The anticipated preferred alternative identifies the land use study area as Specific Plan Area, accommodating uses specified in the specific plan (County 2008b).

The Circulation Element of the EOMSP includes SR-11 and the POE conceptually, and was amended in August 2007 to show approximately the SR-11 corridor analyzed in the Phase I PEIR/PEIS as the Western Alternative (selected as the preferred alternative in the Phase I ROD), leading to a future international POE, including possible interchanges at Enrico Fermi Drive and Siempre Viva Road. Section 2.1.2 of the East Otay Mesa Business Park Specific Plan (i.e. the EOMSP amendment approved April 8, 2009) notes the following: "The proposed corridor alignment for State Route 11 is subject to change upon the completion of Caltrans Environmental Studies" (County 2009). The POE shown on the EOMSP Circulation Element map has an area of approximately 22 acres, which is significantly smaller than the proposed 109-acre Western Alternative POE site or the currently proposed 106.3-acre POE site. The EOMSP recommends that R/W be preserved and the East Otay Mesa circulation system be reevaluated as necessary to accommodate SR-11.

## County Ordinances

Although the proposed SR-11/Otay Mesa East POE project does not require County approval, Caltrans does strive to be consistent with County policies and ordinances. These are discussed below:

### County Biological Mitigation Ordinance

The BMO is the mechanism by which the County implements the MSCP at the project level within the unincorporated areas to attain the goals set forth in the County MSCP Subarea Plan. The BMO contains design criteria and mitigation standards that, when applied to projects requiring discretionary permits, protect habitats and species and ensure that a project does not preclude the viability of the MSCP Preserve System. In this way, the BMO promotes the preservation of lands that contribute to contiguous habitat core areas or linkages.

Under the BMO, the habitat located within the proposed SR-11 corridors and POE sites qualifies as a Biological Resource Core Area (BRCA), with associated avoidance and mitigation requirements specified in the BMO. Although the proposed SR-11/Otay Mesa East POE project does not require County approval, Caltrans does strive to be consistent with County policies and ordinances.

### County Resource Protection Ordinance

The RPO (effective April 20, 2007) provides development controls for unique resources within the County deemed to be fragile, irreplaceable and vital to the general welfare of the County's residents. The resources protected by the County include: steep slopes, sensitive biological habitats, wetlands, floodways, floodplain fringes, and certain prehistoric and historic sites. The RPO requires that prior to approval of tentative maps or Major Use Permits (MUPs), a Resource Protection Study must be completed and findings made relative to compliance with the provisions of the RPO. Although the proposed SR-11/Otay Mesa East POE project does not require County approval, Caltrans does strive to be consistent with County policies and ordinances.

#### *Steep Slopes*

The RPO defines protected steep slope lands as "all lands having a slope with natural gradient of 25 percent or greater and a minimum rise of 50 feet, unless said land has been substantially disturbed by previous legal grading. The minimum rise shall be measured vertically from the toe of slope to the top of slope within the project boundary." The RPO establishes specific standards and criteria for the amount of steep slope encroachment allowed for proposed development based on the percentage of each lot in steep slopes. Circulation Element roads are exempt from compliance with the steep slopes requirements of the RPO.

No steep slopes, as defined under the RPO, are present in the project limits of disturbance.

#### *Sensitive Habitat Lands*

Sensitive habitat lands are defined in the RPO as "land which supports unique vegetation communities, or the habitats of rare or endangered species or subspecies of animals or plants as defined in Section 15380 of the State CEQA Guidelines." Refer to the project Natural Environment Study (NES; HELIX 2010b) for a description of the locations, extent and characteristic species within the project study area. RPO-sensitive habitat lands within the

program alternative corridors/sites include native and non-native grassland, Diegan Coastal Sage Scrub, Diegan Coastal Sage Scrub-disturbed, Mule Fat Scrub-Disturbed, Emergent Wetland, Freshwater Marsh, Disturbed Wetland, Tamarisk Scrub, a vernal pool, and the watershed of a basin with Fairy Shrimp.

### *Wetlands*

Wetlands are defined in the RPO as lands having one or more of the following attributes: (1) at least periodically, the land supports a predominance of hydrophytes (plants whose habitat is water or very wet places); (2) the substratum is predominantly undrained hydric soil; or (3) an ephemeral or perennial stream is present, whose substratum is predominately non-soil and such lands contribute substantially to the biological functions or values of wetlands in the drainage system. Wetland habitats are important because they support high levels of food, nutrients, and high wildlife diversity, and are a valuable water source for wildlife in the arid climate of southern California. Wetlands are considered sensitive biological resources because they have been dramatically reduced in San Diego County and across the nation. Due to the regional and national loss of wetland habitats, resource agencies have implemented a “no net loss” policy.

Please refer to the NES (HELIX 2010b) prepared for the proposed project, for a detailed discussion of wetland resources. ACOE jurisdictional habitats that are present in the land use study area are waters of the U.S., disturbed wetland, emergent wetland, and freshwater marsh. CDFG jurisdictional habitats that are present in the program area are mule fat scrub disturbed, streambed, disturbed wetland, emergent wetland, and freshwater marsh.

### *Wetland Buffers*

Wetland buffers are defined by RPO as “lands that provide a buffer area of an appropriate size to protect the environmental and functional habitat values of the wetland, or which are integrally important in supporting the full range of the wetland and adjacent upland biological community.” The County generally requires a wetland buffer between 50 and 200 feet, depending on the condition of habitat being buffered, including areas upstream and downstream; existence of hydrophytic vegetation and sensitive species; and functionality of the buffer as a wildlife corridor and connectivity. Where oak woodland occurs adjacent to the wetland, the wetland buffer includes the entirety of the oak habitat (not to exceed 200 feet in width).

### *Floodways*

The RPO restricts the development of permanent structures for human habitation or as a place of work in a floodway. A “floodway” (which is different than a floodplain) is defined in the RPO as land that meets the following criteria, as determined by the County of San Diego Director of Public Works:

- a. The floodway shall include all areas necessary to pass the 100-year flood without increasing the water surface elevation more than one foot.
- b. The floodway shall include all land necessary to convey a 10-year flood without structural improvements.
- c. To avoid creating erosion and the need for channelization, rip-rap or concrete lining, the floodway will not be further reduced in width when the velocity at the floodway boundary is six feet per second or greater.

- d. Floodways are determined by removing equal conveyance from each side unless another criterion controls.

A “floodplain” is defined in the RPO as the relatively flat area of low lands adjoining and including the channel of a river, stream watercourse, bay, or other body of water, which is subject to inundation by the flood waters of the 100-year frequency flood as shown on floodplain maps approved by the Board of Supervisors.

In July 2007, the County made a determination that the proposed corridors/sites and adjacent areas are outside the 500-year (and, therefore, the 100-year) floodplain (County 2007b). The closest mapped 100-year floodplain is located approximately one mile west of the site along Johnson Canyon Creek. No floodways are present in the land use study area.

#### *Floodplain Fringe*

The RPO defines floodplain fringe as the area within the floodplain that is not in the floodway. No impacts would occur to the floodplain fringe within the land use study area.

#### *Significant Prehistoric and Historic Sites*

Significant prehistoric or historic sites of importance under RPO are defined as a “sites that can provide information regarding important scientific research questions about prehistoric or historic activities that have scientific, religious or other ethnic value of local, regional, state or federal importance.” The project Area of Potential Effects (APE) contains no known RPO-significant cultural sites.

### **4.2.4 City of San Diego Plans and Policies**

#### **City General Plan**

The General Plan (City of San Diego, as amended through 2008) represents the comprehensive long-term plan for the physical development of the City and provides a foundation for land use decisions within the City. In order to achieve this plan, the General Plan includes a series of elements that address specific aspects of the City’s development. The General Plan elements that relate to the project are the Mobility Element and the Economic Prosperity Element.

#### Mobility Element

The Mobility Element contains goals and policies intended to attain a balanced, multi-modal transportation network that will accommodate forecast capacity needs and foster economic growth. Specific policies within the Mobility Element of the General Plan that pertain to the project include (the following lettering/numbering system is that of the General Plan; policies that do not pertain to the project have been omitted):

- ME-A.1 Design and operate sidewalks, streets, and intersections to emphasize pedestrian safety and comfort through a variety of street design and traffic management solutions.
- ME-A.2 Design and implement safe pedestrian routes.
- a. Collaborate with appropriate community groups, and other interested private and public sector groups or individuals to design and implement safe pedestrian

routes to schools, transit, and other highly frequented destinations. Implement needed improvements and programs such as wider and non-contiguous sidewalks, more visible pedestrian crossings, traffic enforcement, traffic calming, street and pedestrian lighting, pedestrian trails, and educating children on traffic and bicycle safety.

- f. Provide adequate levels of lighting for pedestrian safety and comfort.
- ME-A.4 Make sidewalks and street crossings accessible to pedestrians of all abilities.
- a. Meet or exceed all federal and state requirements.
  - b. Provide special attention to the needs of children, the elderly, and people with disabilities.
  - c. Maintain pedestrian facilities to be free of damage or trip hazards.
- ME-A.5 Provide adequate sidewalk widths and clear path of travel as determined by street classification, adjoining land uses, and expected pedestrian usage.
- a. Minimize obstructions and barriers that inhibit pedestrian circulation.
- ME-B.1 Work closely with regional agencies and others to increase transit ridership and mode share through increased transit service accessibility, frequency, connectivity, and availability.
- ME-B.3 Design and locate transit stops/stations to provide convenient access to high activity/density areas, respect neighborhood and activity center character, implement community plan recommendations, enhance the users' personal experience of each neighborhood/center, and contain comfortable walk and wait environments for customers.
- ME-C.2 Provide adequate capacity and reduce congestion for all modes of transportation on the street and freeway system.
- ME-C.6 Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed, and to meet safety standards.
- ME-C.9 Implement best practices for multi-modal quality/level of service analysis guidelines to evaluate potential transportation improvements from a multi-modal perspective in order to determine optimal improvements that balance the needs of all users of the right of way.
- ME-E.4 Promote the most efficient use of the City's existing transportation network.
- ME-G.1 Provide and manage parking so that it is reasonably available when and where it is needed.
- ME-I.2 Support intermodal stations to facilitate transfer of passengers between modes and expand the convenience, range, and usefulness of transportation systems implemented in the City.

### Economic Prosperity Element

The Economic Prosperity Element of the General Plan is intended to increase wealth and the standard of living of all San Diegans with policies that support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy. Specific policies within the Economic Prosperity Element of the General Plan that pertain to the project include the following:

- EP-J.1 Participate in and support regional and binational efforts that develop strategies for key border issues (such as the alleviation of long border wait times, infrastructure improvements, public safety, economic development, border inspection and national security at the international border and surrounding area).
- EP-J.7 Create international connections that improve port-of-entry efficiency, enhance linkages, and improve border appearance to foster a more welcoming environment.

### **City Otay Mesa Community Plan**

In addition to the provisions of the City's General Plan Elements, development in the land use study area is governed by the goals, objectives and policies of the OMCP. Adopted in 1981, the OMCP designates the majority of land in Otay Mesa for industrial uses (see Figure 4.1-4). In the eastern area of the OMCP, adjacent to the proposed project, land is exclusively designated for industrial uses, with the exception of Brown Field, which is designated for aviation uses; the existing Otay Mesa POE, which is designated for institutional uses; the areas around the existing POE and adjacent to the southeast corner of Brown Field, which are designated for commercial uses; and two strips of land, one north and east of Brown Field and another south of Airway Road along La Media Road, that are designated as open space. Under the current OMCP, residential uses are restricted to the western portion of the planning area.

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

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

The OMCP is in the process of being updated. In the currently adopted OMCP, the project site's designated land uses are Industrial Parks and Specialized Commercial (City of San Diego 2009). Under the two scenarios currently under consideration in the OMCP update process (Scenarios 3b and 4B), the areas adjacent to the proposed project modifications to SR-905 would be designated Light Industrial; Heavy Commercial; International Business and Trade; Community Village (30 to 45 dwelling units (DU) per acre; Business Park – Office Permitted; Institutional; Open Space; and, depending on the scenario, Business Park – Residential Permitted (15 to 60 DU per acre) and Visitor Commercial. While the updated Community Plan is not yet available, the City's General Plan Land Use Element (City of San Diego 2008) contains the following definitions of land use designations that could be applied in the project vicinity:

### Light Industrial

*Allows a wider variety of industrial uses by permitting a full range of light manufacturing and research and development uses, and adding other industrial uses such as storage and distribution and transportation terminals. Multi-tenant industrial uses and corporate headquarters office uses are permitted. Otherwise, only limited office or commercial uses should be permitted which are accessory to the primary industrial use. Heavy industrial uses that have significant nuisance or hazardous effects are excluded.*

### Heavy Commercial

*Provides for retail sales, commercial services, office uses, and heavier commercial uses such as wholesale, distribution, storage, and vehicular sales and service. This designation is appropriate for transportation corridors where the previous community plan may have allowed for both industrial and commercial uses.*

### International Business and Trade

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

### Community Village

*Provides housing in a mixed-use setting and serves the commercial needs of the community-at-large, including the industrial and business areas. Integration of commercial and residential use is emphasized; civic uses are an important component. Retail, professional/administrative offices, commercial recreation facilities, service businesses, and similar types of uses are allowed.*

### Business Park (Office Permitted)

*Allows office, research and development, and light manufacturing uses. This designation would not permit storage and distribution uses except as necessary to the primary use. It is appropriate to apply in portions of communities primarily characterized by single- and multi-tenant office development with some light industrial uses.*

### Institutional

*Provides a designation for uses that are identified as public or semi-public facilities in the community plan and which offer public and semi-public services to the community. Uses may include but are not limited to: airports, military facilities, community colleges, university campuses, landfills, communication and utilities, transit centers, water sanitation plants, schools, libraries, police and fire facilities, cemeteries, post offices, hospitals, park-and-ride lots, government offices and civic centers.*

## Open Space

*Provides for the preservation of land that has distinctive scenic, natural or cultural features, that contributes to community character and form, or that contains environmentally sensitive resources. Applies to land or water areas that are undeveloped, generally free from development, or developed with very low-intensity uses that respect natural environmental characteristics and are compatible with the open space use. Open Space may have utility for primarily passive park and recreation use, conservation of land, water or other natural resources, historic or scenic purposes, visual relief, or landform preservation.*

## Business Park – Residential (Office Permitted)

*Applies in areas where employment and residential uses are located on the same premises or in close proximity. Permitted employment uses include those listed in the Business Park designation. Multifamily residential uses are optional with the density to be specified in the community plan. Development standards and/or use restrictions that address health and compatibility issues will be included in future zones.*

## Visitor Commercial

*Provides for the accommodation, dining, and recreational uses for both tourists and the local population. This designation is intended for land located near employment centers and areas with recreational resources or other visitor attractions. Residential uses may occur only as part of a mixed-use (commercial/residential) project.*

## City Noise Ordinance

Although the proposed SR-11/Otay Mesa East POE project does not require City approval, Caltrans does strive to be consistent with City policies and ordinances. Like the County Noise Ordinance, the City Noise Ordinance establishes prohibitions for disturbing, excessive, or offensive noise, and provisions such as sound level limits for the purposes of securing and promoting the public health, comfort, safety, peace, and quiet, for its citizens. Limits are specified depending on the zoning placed on a noise receiver property (e.g. varying densities and intensities of residential, industrial and commercial zones), and depending on the noise source (construction noise, transportation noise and non-transportation noise).

### 4.2.5 Farmland

#### State Farmland Policies and Regulations

##### Farmland Mapping and Monitoring Program

NEPA and the Farmland Protection Policy Act (FPPA, 7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as FHWA, to coordinate with the Natural Resources Conservation Service (NRCS) if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. If an adverse effect is found, the agency must consider alternatives to lessen the impacts. Projects where farmland may be adversely affected require close coordination with the NRCS and the completion of the appropriate Farmland Conversion Impact Rating Form. The Impact Rating provides a basis for assessing the extent of farmland impacts relative to federally established criteria.

For purposes of the FPPA, farmland includes Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance, which are defined as follows.

- **Prime Farmland:** Land which has the best combination of physical and chemical characteristics for the production of crops. It has the soil quality, growing season and moisture supply needed to produce sustained high yields of crops when treated and managed, including water management, according to current farming methods. Prime Farmland must have been used for the production of irrigated crops at some time during the two update cycles prior to the mapping date. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use.
- **Farmland of Statewide Importance:** Land which has a good combination of physical and chemical characteristics for the production of crops. It must have been used for the production of irrigated crops within the last three years. It does not include publicly owned land for which there is an adopted policy preventing agricultural use.
- **Unique Farmland:** Land other than Prime Farmland or Farmland of Statewide Importance that is currently used for the production of specific high economic value crops (as listed in the last three years of California Agriculture produced by the California Department of Food and Agriculture). It has the special combination of soil quality, location, growing season and moisture supply needed to produce sustained high quality or high yields of a specific crop when treated and managed according to current farming methods. It does not include publicly owned lands for which there is an adopted policy preventing agriculture use.
- **Farmland of Local Importance:** Land other than Prime Farmland, Farmland of Statewide Importance or Unique Farmland that is either currently producing crops, or has the capability of production. This land may be important to the local economy due to its productivity. It does not include publicly owned lands for which there is an adopted policy preventing agricultural use (California Department of Conservation's Office of Land Conservation 1992).

#### California Land Conservation Act (Williamson Act)

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act (California Administrative Code §51200 et seq.), is the state's principal policy for the preservation of agriculture and open space land and to encourage efficient urban growth. The Williamson Act provides incentives to landowners through reduced property taxes to deter the early conversion of agricultural and open space lands to other uses. It enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. The issuance of such a contract precludes non-agricultural development of the subject property for a period of 10 years. In return, the landowner receives property tax assessments that are lower than normal because the assessments are based on farming and open space uses rather than full market value. Local governments receive an annual subvention of forgone property tax revenues from the state via the Open Space Subvention Act of 1971. Contracts issued under the Williamson Act automatically renew each year for a new 10-year period, unless the landowner files a Notice of Non-renewal to terminate the contract at the end of the current 10-year period. During the 10-year cancellation period, property taxes are gradually raised to the appropriate level for developable land.

The Williamson Act also authorizes cities and counties to establish agricultural preserves, with these areas intended to identify locations wherein the issuing city or county is willing to enter into Williamson Act contracts. Agricultural preserves are generally intended to avoid areas where public utility improvements and related land acquisitions may be required. The Williamson Act does not specifically address the issue of compatible land uses in sites adjacent to agricultural preserves, other than to require that “[c]ities and counties shall determine the types of uses to be deemed ‘compatible uses’ in a manner which recognizes that a permanent or temporary population increase often hinders or impairs agricultural operations.” (California Administrative Code §51220.5).

The San Diego County Board of Supervisors Policy I-38 establishes criteria for implementing the California Land Conservation Act of 1965 (Williamson Act). Specific elements of this policy include criteria for preserve establishment (e.g., eligibility and size), terms (i.e., contract duration), renewal/non-renewal and cancellation, as well as provisions for implementing eminent domain and fee/tax schedules. According to the CEQA Guidelines Section 15206, cancellation of Williamson Act contracts for parcels exceeding 100 acres is considered to be “of statewide, regional, or area-wide significance,” and thus subject to additional noticing and review requirements under CEQA.

### 4.3 PARKS AND RECREATIONAL FACILITIES

The parks nearest to the project site are located within the OMCP area. Two neighborhood parks, Oceanview Hills and Vista Pacifica, are both associated with single-family residential planned developments north of Otay Lakes Road (SR-905) and east of I-805 (Figure 4.3-1, *Community Facilities*). Both parks have a lawn area, children’s play area, benches, and basketball courts. Vista Pacifica has additional recreational facilities including two ball fields, a soccer field and sand volleyball court. Three neighborhood parks are proposed for the areas of Dennery Ranch, Riviera del Sol and Hidden Trails. A 20-acre community park is proposed near the school south of Del Sol Boulevard. Otay Valley Regional Park (OVRP) is located in the Otay River Valley to the north of the regional study area. Currently, the park encompasses about 180 acres of both disturbed and undisturbed land in the floodway and flood plain area and on steep slopes along the south side of the river. The regional park may eventually cover more than 3,000 acres from the Otay Lakes reservoirs to the southeastern edge of lower San Diego Bay. Table 4.3-1 summarizes the existing and near-term planned parks in the OMCP Area.

<b>Parks</b>	<b>Size (Acres)</b>	<b>Park Type</b>	<b>Approximate Distance from proposed project Site (Miles)</b>	<b>Major Facilities</b>
Oceanview Hills	5.2	Neighborhood	2.9	Basketball court, play area, picnic areas, landscaping.
Oceanview Hills	20	Community	2.6	Planned development includes 15 acres for play areas, tennis courts, picnic facilities, athletic facilities, 17,000 square foot building, comfort station, swimming pool and 5-acre joint-use facility.
Dennery Ranch	9	Neighborhood	2.8	Undeveloped

**Table 4.3-1 (cont.)  
PARKS WITHIN THE OTAY MESA COMMUNITY PLANNING AREA**

<b>Parks</b>	<b>Size (Acres)</b>	<b>Park Type</b>	<b>Approximate Distance from proposed project Site (Miles)</b>	<b>Major Facilities</b>
Otay Valley Regional Park	N/A	Regional	3.7	A developing regional park that may eventually cover 3,000 acres from the San Diego Bay to the Otay Lakes Reservoir. Current park facilities are located just west of I-805, adjacent to the northwest boundary of the OMCP area.
Vista Pacifica (Robinhood Ridge)	6.2	Neighborhood	1.8	basketball court, sand volleyball court, multi-user sport field, two ball fields, soccer field, play area, comfort stations, shelters, site lighting, park furniture, landscaping and restrooms.
Riviera del Sol	4.9	Neighborhood	3.3	Undeveloped
Hidden Trails	3.7	Neighborhood	2.5	Undeveloped
<b>Total</b>	49.0			

Source: City of San Diego (2007)  
Friends of OVRP (2009)

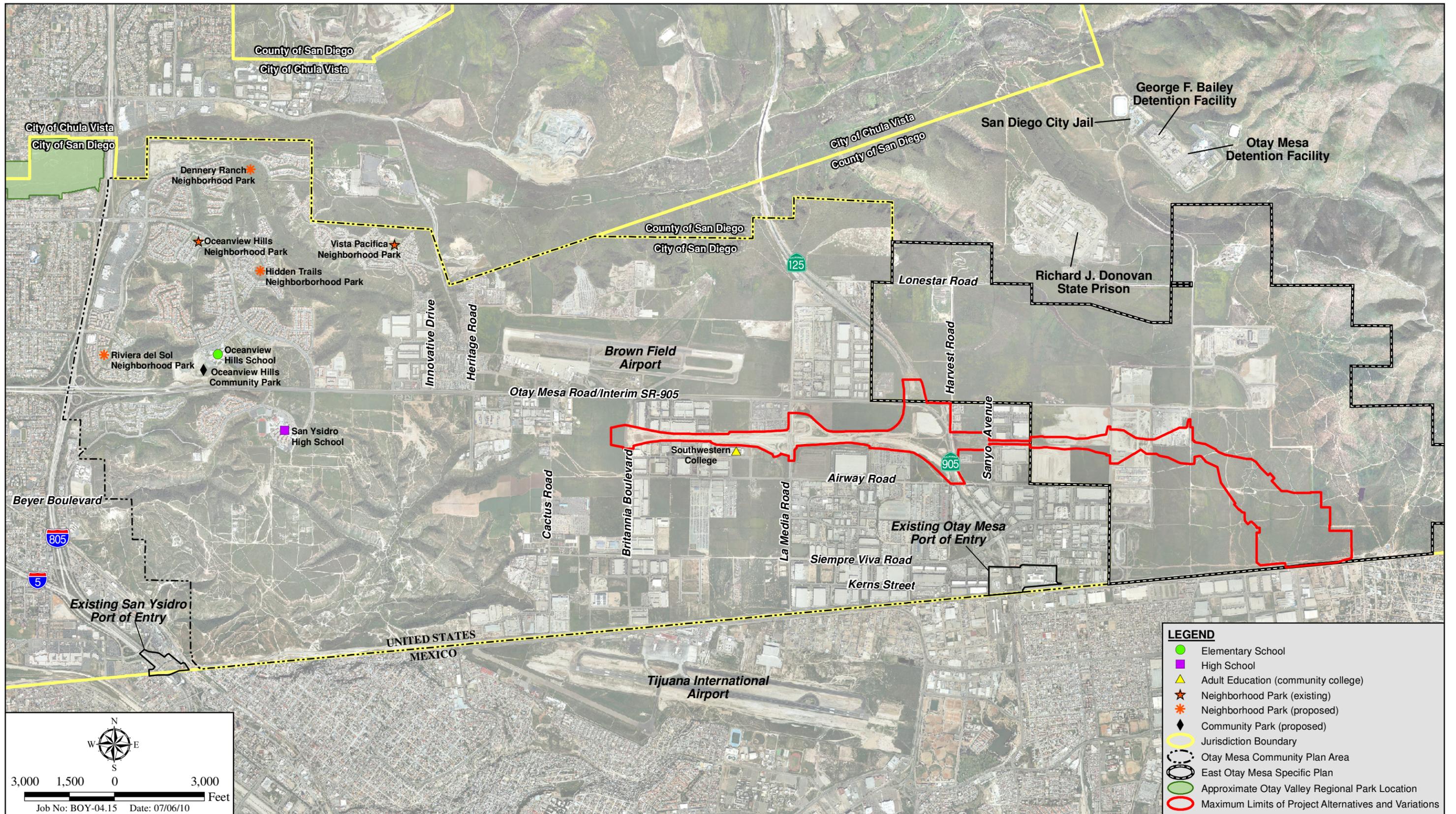
Beyond these areas, the closest mapped public recreation areas include the Lower Otay County Park and the Otay County Open Space Preserve approximately six miles to the north of the project alternatives. These two San Diego County facilities are located within the Otay River Valley. Due to their distance from the project site, they are not included in Table 4.3-1 or in Figure 4.3-1.

The Otay Mesa facilities financing program has planned for several additional population-based parks and recreational facilities to be constructed as the residential development in the area continues. Neighborhood Park No. 6 is planned to be located on 5 acres in an area south of the existing intersection of Interim SR-905 and Airway Road. The 17,000-square foot South Site Recreation Center is planned to be constructed in the vicinity of Caliente Road and Airway Road. A community swimming pool will be added to the planned Oceanview Hills Community Park (City of San Diego 2007).

The nearest recreational trail to the project site is the Otay Mountain Truck Trail, a gravel road used for recreational purposes, which transects the San Ysidro Mountains in a generally east-west direction approximately 1.5 miles north of the project site. Portions of this trail provide views of the land use study area.

#### **4.4 SCHOOLS**

Public schools in the vicinity are within the San Ysidro Elementary School District and the Sweetwater Union High School District. All public schools are located at least two miles west and northwest from the project site. A satellite campus of Southwestern College is located immediately south of the proposed modifications to SR-905, between La Media Road and Britannia Boulevard. Currently, no additional schools are planned in or near the land use study



## Community Facilities

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.3-1

area, although some scenarios being studied for the OMCP update would include an additional Sweetwater Union High School District high school at Airway Road and Britannia Boulevard, approximately 900 feet from the westernmost point of the proposed modifications to SR-905.

## **4.5 TRANSIT SERVICE**

### **4.5.1 Public Bus Service**

The Otay Mesa community is served by MTS. Fixed-route public bus service currently extends only to the western edge of the project site. Transit service consists of Routes 905 and 905A (see Figure 4.5-1, *Transit Service*; MTS 2009).

Route 905 provides service between the Iris Avenue trolley station in Nestor, along SR-905 and south to the Otay Mesa POE. Within Otay Mesa, Route 905 extends along SR-905/Otay Mesa Road, Paseo de las Americas, Via de la Amistad and Roll Drive. Route 905A serves a similar area, but diverges east of Britannia Boulevard during peak hours to serve an area to the south. Within Otay Mesa, Route 905A extends along the roads also included in Route 905, as well as Britannia Boulevard, Airway Road, Avenida Costa Azul, Costa Norte, Costa Este, Costa Sur, and Avenida Costa Brava.

At the western terminus of bus routes 905 and 905A, the Iris Avenue trolley station along the MTS Blue Line trolley provides connections to bus routes serving the San Diego communities of Nestor and San Ysidro, as well as the adjacent cities of Imperial Beach and Chula Vista.

Currently, no BRT service exists in the San Diego region. The South Bay BRT is being developed to provide high-speed transit connections between downtown San Diego and the Otay Mesa POE along the future I-805 Managed Lanes and a dedicated transit way through eastern Chula Vista. At full buildout, the South Bay BRT project will be 21 miles long and will include 15 stations with upgraded passenger shelters, technological enhancements, and premium coach buses. Various options are being explored to connect the proposed Otay Mesa East POE to the BRT system. Preliminary engineering, environmental work and final design is in process; Phase One is planned to be in operation by late 2012.

### **4.5.2 Light Rail Transit**

Light rail service to the southern San Diego region is provided by the MTS Blue Line trolley. The Blue Line reaches its southernmost point at the International border in San Ysidro. Bus routes 905 and 905A, discussed above, provide transit connections between the trolley and Otay Mesa.

### **4.5.3 Private Transit**

In addition to public transit, private transit operators, including taxis, vans and shuttle buses, operate in the area of the Otay Mesa and San Ysidro POEs. Van and shuttle bus services are frequently used by patrons of Tijuana International Airport to access the airport or return to the U.S. via the existing POEs.

#### **4.5.4 Pedestrians and Bicycle Routes**

Pedestrians are common in nearby San Ysidro, especially near the San Ysidro POE, but Otay Mesa overall has relatively little pedestrian activity. Traffic in the area is generally associated with industrial activities, including large trucks hauling cargo across the border and parking on large lots. Several factors encourage pedestrian activity near the existing Otay Mesa POE, including commercial establishments, bus routes, and passenger-vehicle parking lots in the area north of the POE between Paseo de las Americas and Roll Drive. A bicycle route along SR-905/Otay Mesa Road as well as bike lanes along the north/south portion of SR-905 and along Siempre Viva Road between La Media Road and Enrico Fermi Drive offer a further alternative to driving.

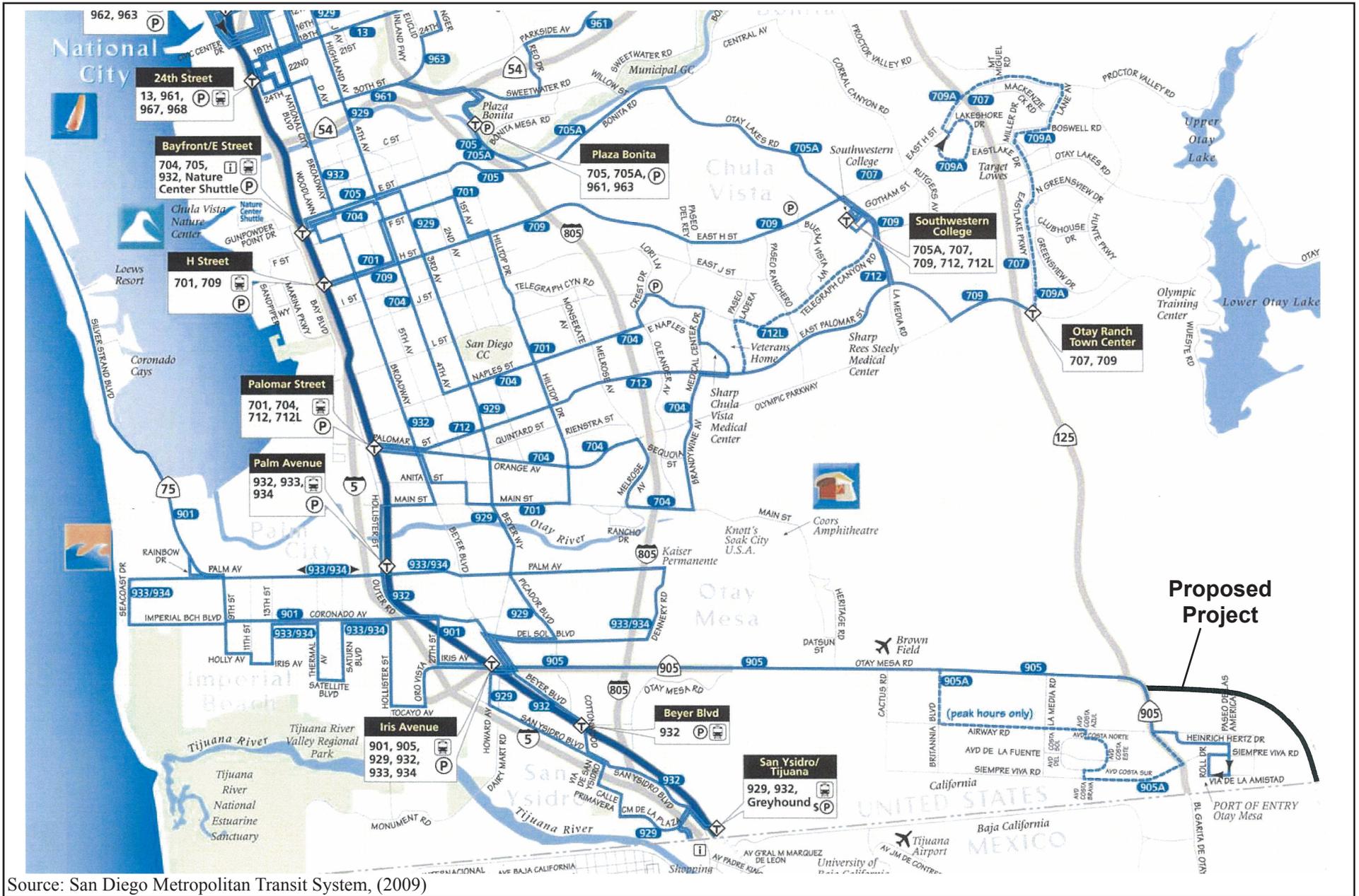
### **4.6 CIRCULATION AND ACCESS**

#### **4.6.1 POE Border Crossing Volumes in San Diego County**

There are three existing land ports of entry in San Diego County: San Ysidro, Otay Mesa, and Tecate. The San Ysidro POE is the oldest POE and it supports high volumes of private vehicles, buses, and pedestrian crossings relative to the Otay Mesa and Tecate POEs (the San Ysidro POE was closed to commercial traffic in 1997). About 72 percent of the border crossing volume for San Diego County is reported for the San Ysidro POE. The Otay Mesa POE is a designated commercial truck POE, but also handles buses, private vehicles, and pedestrian crossings. The border crossing volume for the Otay Mesa POE represents about 23 percent of the total volume for San Diego County. The Tecate POE is relatively small and isolated, located about 24 miles east of the Otay Mesa POE. The Tecate POE services commercial trucks, buses, private vehicles, and pedestrian crossings and represents about five percent of the total northbound crossing volume from Mexico to San Diego County.

#### **San Ysidro Port of Entry**

The San Ysidro POE is one of North America's busiest land border crossings, averaging approximately 13,000 northbound vehicles and 4,800 northbound pedestrians per day in 2008, according to data released by the U.S. Department of Homeland Security and reported by the BTS. The San Ysidro POE currently supports six southbound traffic lanes into Mexico and 24 northbound lanes into the United States. The number of buses crossing the border (northbound) averaged about 103,000 per year between 1998 and 2008, transporting an average of nearly 958,000 annual passengers (see Table 4.6-1).



Source: San Diego Metropolitan Transit System, (2009)

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## Transit Service

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 4.5-1

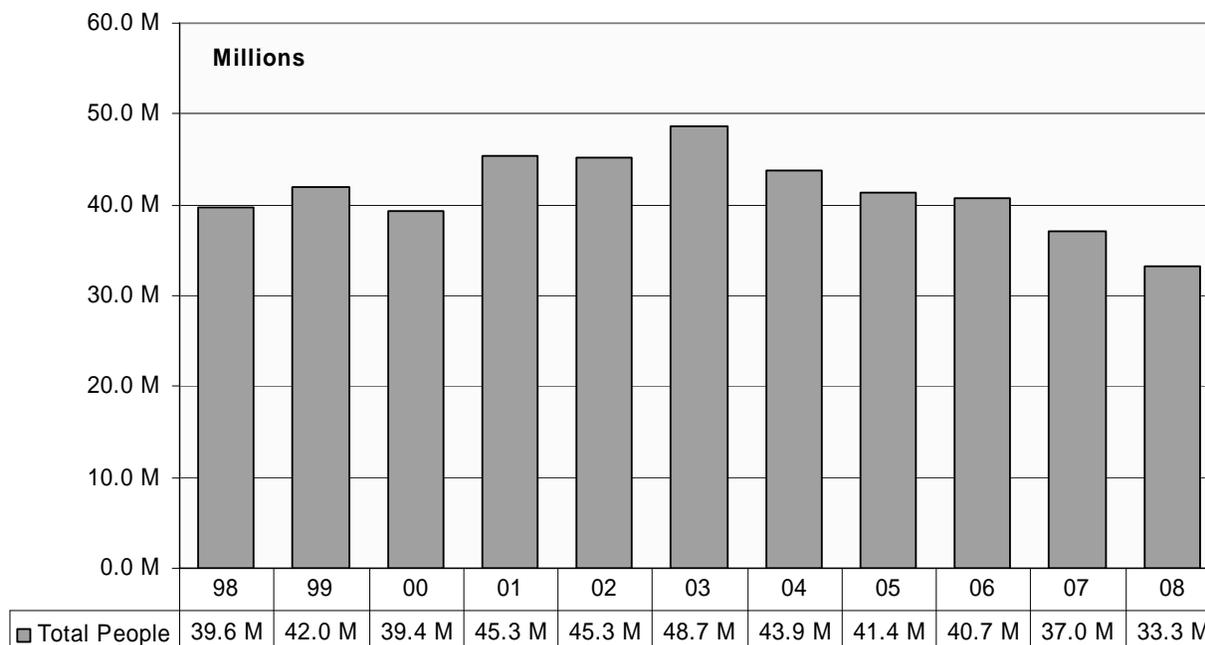
<b>Year</b>	<b>Personal Vehicles</b>	<b>Personal Vehicle Passengers</b>	<b>Buses</b>	<b>Bus Passengers</b>	<b>Pedestrians</b>
1998	14,474,686	31,844,311	107,563	890,614	6,909,382
1999	15,269,561	33,593,034	108,025	854,098	7,558,174
2000	15,237,428	31,025,343	101,244	783,762	7,542,450
2001	15,001,616	33,003,554	102,627	897,047	11,435,946
2002	16,441,766	36,171,884	97,042	1,199,630	7,903,483
2003	17,408,481	39,180,519	110,820	1,244,973	8,302,110
2004	17,621,030	33,382,991	109,946	1,032,343	9,457,600
2005	17,208,106	32,265,477	105,930	995,337	8,156,350
2006	17,135,163	31,868,563	100,632	1,060,444	7,811,614
2007	15,696,262	28,390,175	97,726	875,450	7,756,569
2008	13,672,329	25,319,369	87,787	700,787	7,289,862
Annual Average	15,924,221	32,367,747	102,667	957,680	8,193,049

Source: U.S. Department of Transportation, Bureau of Transportation Statistics, Research & Innovative Technology Administration, (August, 2009).

The number of personal vehicles crossing northbound at the San Ysidro POE averaged 15.9 million per year (1998-2008), with a peak of 17.6 million vehicles in 2004 and 39.2 million vehicle passengers in 2003. The volume of personal vehicle crossings and personal vehicle passengers have experienced substantial declines to 13.7 million vehicles and 25.3 million passengers in 2008.<sup>10</sup> Even with the September 11, 2001 terrorist attacks, the number of pedestrians who crossed the border at the San Ysidro POE jumped to 11.4 million in 2001. The volume of pedestrian border crossings dropped precipitously to 7.9 million in 2002, but climbed back up to 9.5 million in 2004. The volume of pedestrian border crossers has declined since 2004 to 7.3 million in 2008. The total volume of people (passengers and pedestrians) crossing northbound at the San Ysidro POE has declined 29 percent from a peak of 48.7 million in 2003 to 33.3 million in 2008 (see Figure 4.6-1). The declining trend in border crossings may be experienced for another three to five years. Nevertheless, this decline is not expected to continue over the long term, as it may be attributable to recent concerns over violence in Tijuana, as well as the current downturn in the economy (CIC Research 2009).

<sup>10</sup> The downward trend in border crossing volumes has occurred along the entire southwestern U.S. border. The U.S. Department of Homeland Security (DHS) does not have historical data on who is crossing at the POEs. For example, DHS data does not indicate whether the decline in cross-border volume is primarily a decline in U.S. residents crossing the border or if the decline represents a mix of nonresidents and U.S. residents.

**Figure 4.6-1  
Total People Crossing Northbound at the San Ysidro POE  
(1998-2008)**



Source: CIC Research 2009

### Otay Mesa Port of Entry

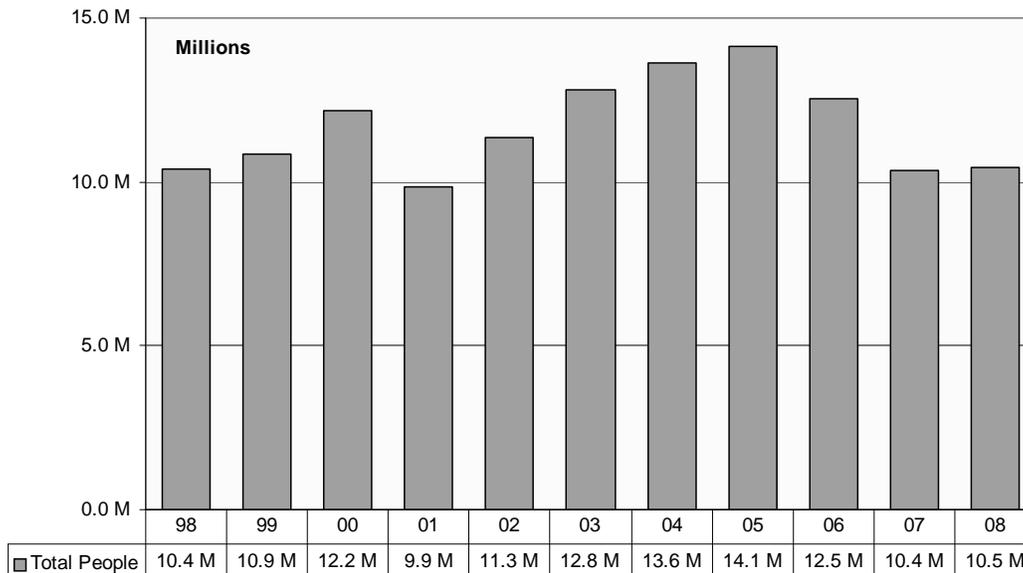
The Otay Mesa POE was developed in 1985 and is located about six miles east of the San Ysidro POE at the southern extension of SR-125 and the terminus of the SR-905. The Otay Mesa POE had the first POE SENTRI lane in the U.S. The Otay Mesa POE enables crossings for personal vehicles, buses, pedestrians, and commercial trucks. With the expansion of the Otay Mesa POE in 1994 the POE was designated as the primary commercial truck crossing for the San Diego region. All commercial truck crossings were relocated from the San Ysidro POE by 1997.

Border crossing volumes for passengers and pedestrians peaked in 2005 for the Otay Mesa POE. This is about two years later than the San Ysidro POE (Table 4.6-2 and Figure 4.6-2). Otay Mesa has about one fourth the volume of border crossings that are reported for San Ysidro.

Year	Personal Vehicles	Personal Vehicle Passengers	Buses	Bus Passengers	Pedestrians
1998	4,326,786	9,518,925	26,978	235,288	619,158
1999	4,480,026	9,856,055	46,142	312,342	684,047
2000	4,845,348	10,659,498	47,683	845,775	648,756
2001	3,956,842	8,405,047	57,954	457,980	1,002,971
2002	4,140,610	9,109,341	65,474	546,493	1,684,117
2003	4,192,899	11,019,106	72,749	303,756	1,467,171
2004	6,193,568	11,840,769	41,032	251,461	1,519,627
2005	6,672,994	12,395,605	39,203	251,614	1,496,196
2006	5,661,794	10,843,585	44,793	312,862	1,385,134
2007	4,616,308	8,656,559	47,258	296,637	1,410,927
2008	4,750,683	8,473,725	47,758	240,026	1,740,454
Annual Average	4,959,805	10,070,747	48,820	358,567	1,241,687

Source: BTS (2009)

**Figure 4.6-2  
Total People Crossing Northbound at the Otay Mesa POE  
(Passengers and Pedestrians)**



Source: CIC Research 2009

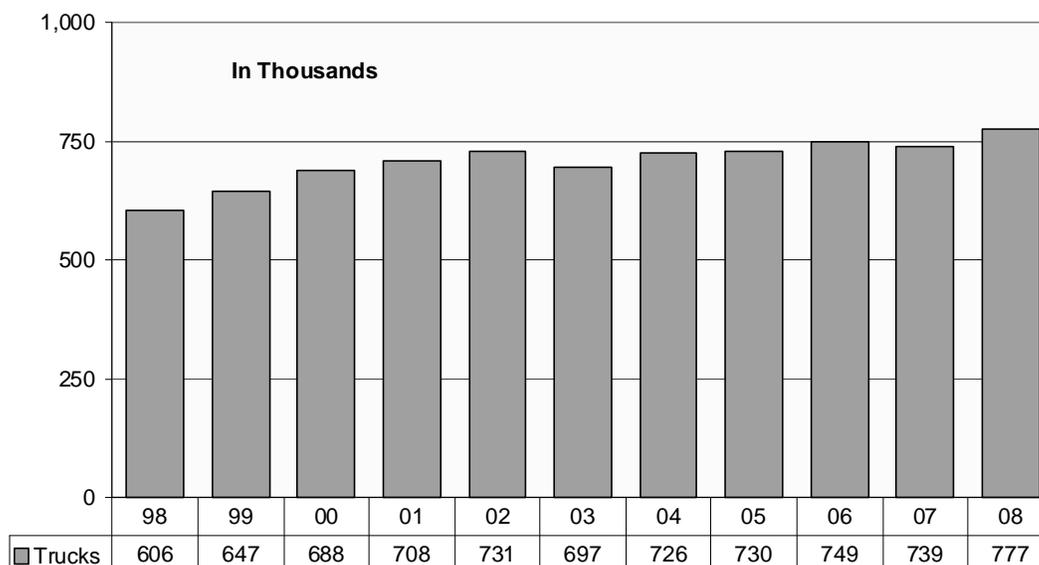
The Otay Mesa POE records the highest volume of commercial crossings on the California-Mexico border. In 2008 there were a reported 777,000 commercial truck crossings carrying nearly \$28 billion in goods northbound at the Otay Mesa POE (see Table 4.6-3 and Figure 4.6-3). The value of trade goods and the volume of trucks, when data is available, is expected to show a decline from the 2008 data due to the recent weakness in the U.S. economy. Despite its importance, the Otay Mesa POE remains connected to California's highway system by a four- to six-lane local street system where volumes reach more than 55,000 vehicles daily. The current truck route into Mexico parallels the international border and is accessed using local streets in the City of San Diego. This international trade corridor consists of one lane used by loaded and empty trucks, and one lane reserved for U.S. Border Patrol, emergency access, and disabled vehicles.

More than 2,000 commercial vehicles on average entered the United States from Mexico via the Otay Mesa POE each day in 2008. Approximately the same number of trucks cross the border southbound each day. About 62 percent of the trucks crossing northbound into the U.S. are carrying cargo. The remaining 38 percent of the trucks are empty when entering the U.S. It should be noted that only about half of the southbound trucks entering Mexico are carrying cargo. Loaded trucks heading into Mexico are processed at the U.S. Customs Export Facility. As of October 2002, all commercial trucks entering Mexico, including empty trucks, were required to use the designated commercial vehicle route previously used only by loaded trucks. Implementation of this policy doubled the number of trucks using the commercial vehicle route. Long truck queues disrupt traffic circulation in the Otay Mesa area by creating congestion on city streets and blocking private driveway access (SANDAG 2009).

<b>Year</b>	<b>Trucks</b>	<b>Loaded Truck Containers</b>	<b>Empty Truck Containers</b>	<b>Total Trade Value (in Billions)</b>
1998	606,384	318,156	296,106	\$13.5
1999	646,587	316,577	276,550	\$14.3
2000	688,340	370,707	310,706	\$17.4
2001	708,446	365,001	350,846	\$18.2
2002	731,291	380,123	346,195	\$18.7
2003	697,152	388,522	323,004	\$17.4
2004	726,164	419,786	306,380	\$20.0
2005	730,253	458,350	285,928	\$22.1
2006	749,472	485,897	262,249	\$25.1
2007	738,765	477,822	257,483	\$27.3
2008	776,972	477,332	296,863	\$27.9
<b>Annual Average</b>	<b>702,285</b>	<b>398,094</b>	<b>301,545</b>	<b>\$20.2</b>

Source: BTS (2009)

**Figure 4.6-3  
Otay Mesa POE Northbound  
Commercial Truck Crossing Volume  
(1998-2008)**



Source: CIC Research 2009

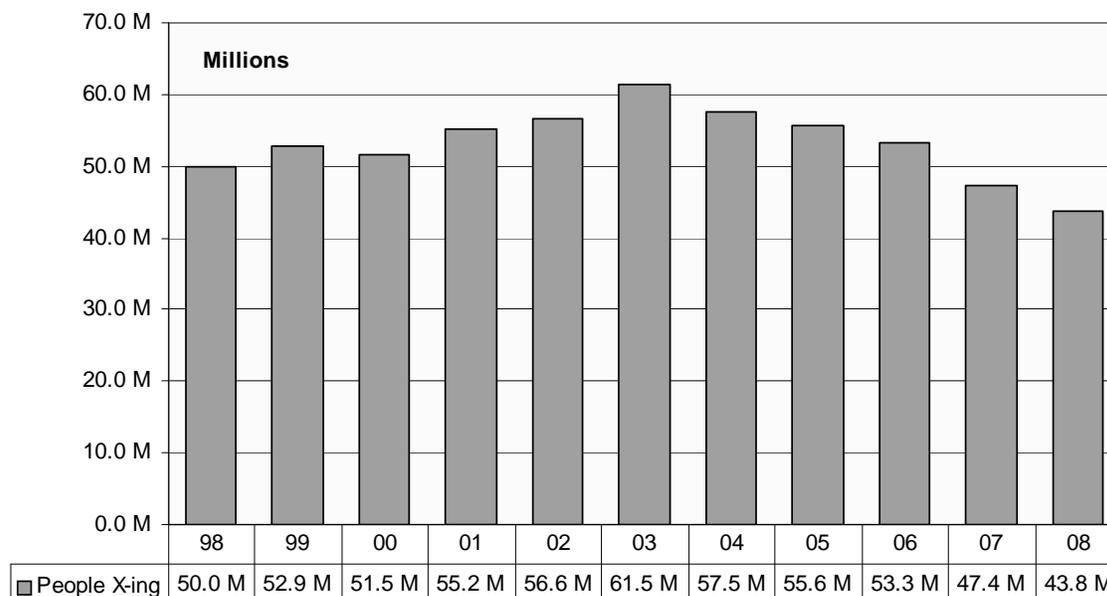
### Combined Personal Trip Crossing Volume for the San Ysidro and Otay Mesa POEs

Combined, the San Ysidro and Otay Mesa POEs record the highest volume of international border crossings in the world (passengers and pedestrians). Due to their relatively close proximity, there are significant crossover demand substitution effects<sup>11</sup> for non-commercial border crossings based on the effective border wait times at either POE. Therefore, the combined border crossing activity for these two POEs provides valuable insight related to overall demand and border crossing trends. The crossing volume data are presented for northbound travelers only, as no counts of southbound border crossings are available.

Over 43 million people crossed between the U.S. and Mexico at these two POEs in 2008 (see Figure 4.6-4). The peak year for northbound cross border volume occurred in 2003, when 61.5 million people used the two POEs. The total northbound crossing volume is measured in terms of all vehicle passengers and pedestrians. The number of people crossing the border has declined substantially since 2003 to 43.8 million people in 2008. Violence in Baja California, border crossing wait times, the primary inspection interview, and potential, if not actual, secondary inspections have very likely had a negative impact on border crossing volumes. Within the last two years the weakened economies of both the U.S. and Mexico have further depressed cross border travel. It is notable that the 2008 cross border travel volume of 43.8 million people was 12 percent below the volume recorded in 1998 (50 million). It is projected that the travel volumes for 2009 and 2010, when available will show a continued decline.

<sup>11</sup> Demand substitution effects referred to here are changes in the distribution of border crossing traffic among POEs in response to convenience factors such as distance and wait times.

**Figure 4.6-4**  
**Total People Crossing Northbound at the Otay Mesa and San Ysidro POEs**  
**(Combined Total Passengers and Pedestrians)**



Source: CIC Research 2009

There are no commercial crossings allowed at San Ysidro (northbound) and therefore, there are no substitution effects for commercial crossing wait times at San Ysidro versus Otay Mesa. Some commercial crossover substitution based on border wait times may exist for the Tecate and Otay Mesa POEs, but it is thought to be relatively small.

### **Tecate Port of Entry**

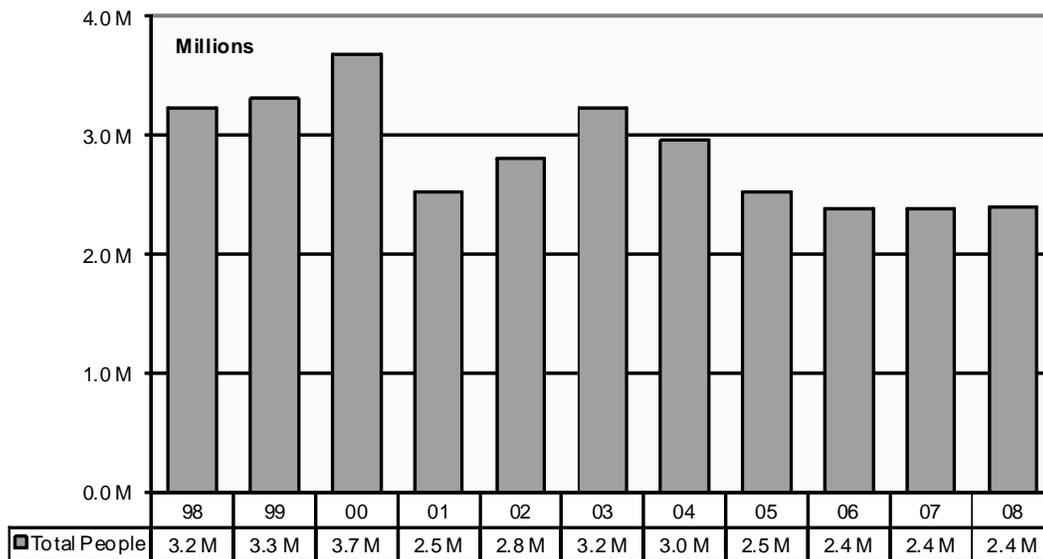
The Tecate border crossing is located 30 miles east of the main San Ysidro border crossing. The facility first opened in 1933 with three lanes. A three-year, \$18.8 million improvement project was started in 2003 and completed in 2006. Improvements included a new administration building with offices, a pedestrian inspection area, and a processing center. In 2005, improvements provided space for secondary inspections of passenger cars, and a new building to facilitate inspections of commercial cargo trucks. In 2006, improvements for the southbound lanes were completed. This POE has six inspection stations and the complex now occupies 13 acres, compared with two acres previously.

The Tecate POE is comparatively isolated from the Otay Mesa and San Ysidro border crossings. As a result, there is a low proportion of POE demand substitution effects between Tecate and the other two San Diego County POEs. The northbound wait time at the Tecate POE averages under 30 minutes most of the time, although the wait time can reach one hour or more on busy weekends. The Tecate POE has limited hours of operation (6 A.M. to 11 P.M.). There were an estimated 2.4 million people and 893,000 vehicles that crossed northbound at the Tecate border crossing in 2008, representing about 5 percent of the total border crossing traffic for San Diego County (see Table 4.6-4 and Figure 4.6-5).

<b>Year</b>	<b>Personal Vehicles</b>	<b>Personal Vehicle Passengers</b>	<b>Buses</b>	<b>Bus Passengers</b>	<b>Pedestrians</b>
1998	1,000,699	2,969,038	380	6,642	3,232,524
1999	1,214,949	3,004,472	615	10,593	3,309,953
2000	1,163,471	3,380,697	608	11,563	3,683,834
2001	1,143,827	2,161,911	511	9,118	2,535,212
2002	1,205,430	2,357,883	484	8,730	2,807,893
2003	1,284,525	2,780,878	318	6,707	3,232,665
2004	1,183,222	2,535,024	267	5,910	2,964,325
2005	1,028,854	2,056,234	351	7,067	2,534,602
2006	948,060	1,829,678	318	6,713	2,386,587
2007	872,943	1,830,661	217	5,066	2,383,173
2008	893,308	1,876,615	289	5,933	2,392,763
<b>Annual Average</b>	<b>1,085,390</b>	<b>2,434,826</b>	<b>396</b>	<b>7,640</b>	<b>2,860,321</b>

Source: BTS (2009)

**Figure 4.6-5  
Total People Crossing Northbound at the Tecate POE  
(Passengers and Pedestrians)**



Source: CIC Research 2009

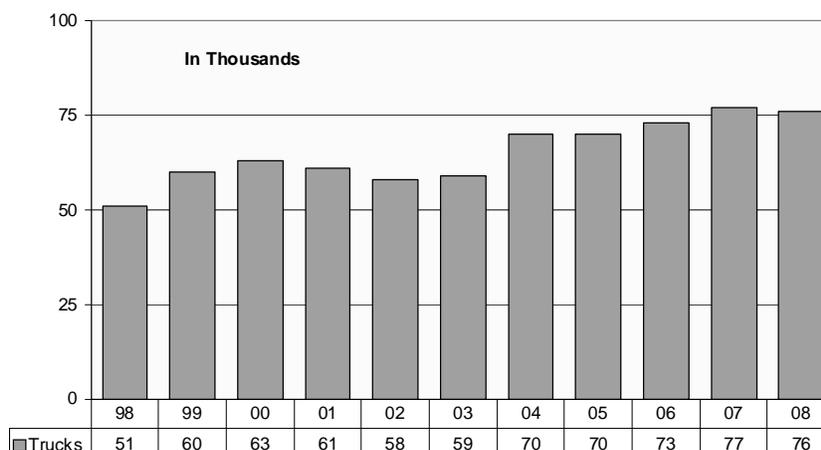
### Tecate POE Transborder Freight Data

While Otay Mesa is the primary port for trucks to cross to Mexico, the Tecate POE is a smaller port which handled about 76,000 northbound trucks in 2008. The total trade value of the goods transported northbound by these trucks using the Tecate POE was about \$886 million in 2008 (see Table 4.6-5 and Figure 4.6-6). The volume of trucks and trade value crossing northbound from the Tecate POE peaked in the 2006/2007 period and declined somewhat in 2008. The recent decline was probably due to the weakness in the U.S. economy.

Year	Trucks	Loaded Truck Containers	Empty Truck Containers	Total Trade Value By Truck
1998	50,805	30,146	27,255	\$ 844,397,423
1999	59,606	32,902	27,141	\$ 893,996,464
2000	62,878	32,294	30,960	\$ 817,503,798
2001	60,887	31,597	29,357	\$ 751,244,197
2002	57,655	32,346	25,227	\$ 839,110,542
2003	59,363	32,128	27,337	\$ 770,667,211
2004	69,670	35,539	34,113	\$ 873,586,313
2005	69,586	37,911	32,359	\$ 919,970,598
2006	73,441	43,822	28,432	\$ 946,994,332
2007	77,320	42,232	35,067	\$ 938,630,080
2008	75,595	41,335	34,815	\$ 886,119,884
<b>Annual Average</b>	<b>65,164</b>	<b>35,659</b>	<b>30,188</b>	<b>\$ 862,020,077</b>

Source: BTS (2009)

**Figure 4.6-6  
Tecate POE Northbound  
Commercial Truck Crossing Volume  
(1998-2008)**



Source: CIC Research 2009

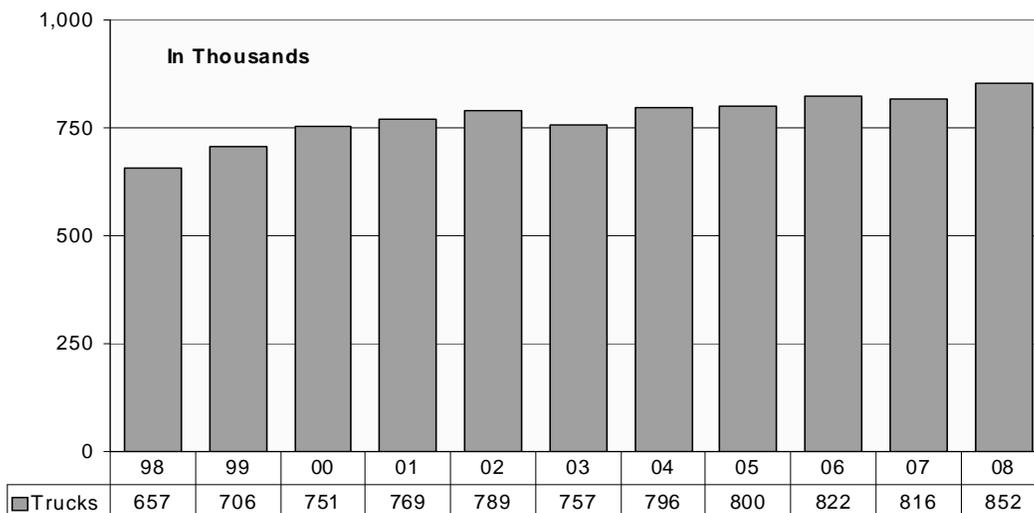
### Combined Commercial Truck Crossing Volumes at the Otay Mesa and Tecate POEs

With more than 850,000 northbound truck crossings per year, the combined Otay Mesa and Tecate ports of entry are the largest commercial crossing along the California/Mexico border. Between 1998 and 2008 an average of 770,000 trucks passed through these borders, with an annual average compound growth rate of 2.6 percent per year for the ten-year period. The value of northbound shipments through the Otay Mesa and Tecate POEs was nearly \$29 billion dollars in 2008 (see Table 4.6-6 and Figure 4.6-7).

Year	Otay Mesa POE		Tecate POE		Total	
	Incoming Truck Crossings	Total Trade Value (in Millions)	Incoming Truck Crossings	Total Trade Value (in Millions)	Incoming Truck Crossings	Total Trade Value (in Millions)
1998	606,384	\$13,455	50,805	\$844	657,189	\$14,299
1999	646,587	\$14,315	59,606	\$894	706,193	\$15,209
2000	688,340	\$17,401	62,878	\$818	751,218	\$18,219
2001	708,446	\$18,172	60,887	\$751	769,333	\$18,923
2002	731,291	\$18,749	57,655	\$839	788,946	\$19,588
2003	697,152	\$17,414	59,363	\$771	756,515	\$18,185
2004	726,164	\$20,028	69,670	\$874	795,834	\$20,902
2005	730,253	\$22,082	69,586	\$920	799,839	\$23,002
2006	749,472	\$25,111	73,441	\$947	822,913	\$26,058
2007	738,765	\$27,277	77,320	\$939	816,085	\$21,286
2008	776,972	\$28,000	75,595	\$886	852,567	\$28,886
<b>Annual Average</b>	<b>702,285</b>	<b>\$20,182</b>	<b>65,164</b>	<b>\$862</b>	<b>774,239</b>	<b>\$21,044</b>

Source: BTS (2009)

**Figure 4.6-7  
Otay and Tecate POEs Northbound Commercial Truck Crossing Volumes  
(1998-2008)**



Source: CIC Research 2009

#### **4.6.2 Economic Impacts of Lost Personal Trip Crossing Volume to the U.S.**

SANDAG forecasts that border crossing volumes for San Diego County POEs will increase substantially (SANDAG 2007c). Current conditions reflect long crossing wait times that have enormous economic consequences for the greater regional economy. A 2006 joint Caltrans/SANDAG study entitled *Economic Impacts of Wait Times at the San Diego - Baja California Border* reported that a 45-minute wait yields a \$2.8 billion loss to the U.S. economy. Indeed, the study determined that there were a total of 8,913,398 forgone personal trips to San Diego County and/or beyond destinations in the U.S. as a result of the border wait time at the three San Diego County POEs. Further, the study determined that the lost personal trips to the U.S. due to the wait times generated a net total economic impact (direct, indirect, and induced) of \$2.48 billion. This translated to a loss of \$278 per personal trip lost due to the border crossing wait time.

A border crossing traffic study completed for GSA's San Ysidro POE Improvements Project in April 2009 indicated that current northbound wait times average 1.5 hours at the San Ysidro POE and, without increased capacity or other improvements, the wait times for the San Ysidro POE would average 10 hours by 2030 (KOA Corporation 2009). An April 2009 San Ysidro Community Impact Assessment conducted for the San Ysidro POE Improvements Project reported that the annual economic impact to the County of the increased wait time could reach \$15 billion by 2030 (CIC Research and HELIX 2009).

#### **4.6.3 Economic Impacts of Commercial Freight Border Crossing Delay**

The border plays a major role in the manufacturing and logistics supply chain for products produced or sold in Mexico and the U.S. The 2006 Caltrans/SANDAG border wait impact study identified bidirectional movement of partially assembled parts and finished goods in the manufacturing process that crossed the border as many as three or four times. Costs were compounded when significant delays occurred at the border, as companies reported that they dispatched additional trucks with greater frequency to mitigate the delays and interruptions in the manufacturing and delivery cycles.

The 2006 Caltrans/SANDAG border wait impact study also identified the resulting economic impacts of delays for cross-border freight movements. The study identified an average processing delay time of over two hours per truck crossing without U.S. secondary inspection. The net total economic impact (direct, indirect, and induced) of these commercial crossing delays was an estimated loss of \$1.26 billion for the U.S. economy. Furthermore, this loss in U.S. economic output generated a loss in employment of 7,646 U.S. jobs. The net total economic loss for the U.S. economy per commercial truck crossing was \$1,660.

However, it should be noted that there is a significant variance in the estimate of impacts from commercial truck crossing delays. The 2006 Caltrans/SANDAG border wait impact study has identified a 90 percent confidence interval that the true estimate of economic impact would range from a low of \$569 million to a high of \$3.13 billion in reduced total U.S. output as a result of commercial freight crossing delays. The net total economic loss per truck would range from \$752 to \$4,133.

Under existing conditions, the delays at the Otay Mesa POE for commercial freight crossings generated an estimated loss for the San Diego economy that ranged from a low of \$212 million

in output (direct, indirect, and induced) to a high of nearly \$1.2 billion in 2008. The median estimated impact was \$468 million for 2008. The estimated loss in employment (direct, indirect, and induced) for the San Diego economy ranged from a low of 1,127 jobs to a high of 6,301 jobs. The median estimate for total jobs lost in the San Diego economy was about 2,525 jobs (see Table 4.6-7).

Commercial Crossing	Total Output (Direct, Indirect, & Induced)		Total Jobs (Dir., Ind., & Induced)	
	County	U.S.	County	U.S.
<b>Existing Condition for Otay Mesa POE</b>				
Low Economic Impact Estimate	\$212,000,000	\$584,000,000	1,127	3,512
Medium Economic Impact Estimate	\$468,000,000	\$1,290,000,000	2,525	7,855
High Economic Impact Estimate	\$1,165,000,000	\$3,211,000,000	6,301	19,580

Sources: BTS (2009)  
SANDAG/Caltrans (2006b)  
CIC Research (2009)

Only 36 percent of the economic impacts of commercial crossing delays are felt within San Diego County. Indeed, nearly half of the U.S. total economic impact is generated outside of the state of California. In 2008, the delays at San Diego County POEs for commercial truck crossings generated an estimated loss in total U.S. output that ranged from \$584 million to as high as \$3.2 billion. Furthermore, the estimated loss in U.S. employment ranged from 3,512 jobs to as high as 19,580 jobs in 2008.

The economic output and employment losses identified for the San Diego County and U.S. economies are not small in absolute terms. Nevertheless, it should be noted that these economic impacts, even at the high end of the estimate range, still represent less than 0.4 percent of the total output or employment of the San Diego economy and less than 0.02 percent of the U.S. economy.

## **4.7 SOCIAL CHARACTER**

This section of the report describes social and demographic characteristics for the social and economic study area for the SR-11 and Otay Mesa East POE project (i.e., CT 100.15). The demographic data presented in this report were generally derived from the 2000 U.S. Census and the American Community Survey 2008 estimates. In addition, projections for 2010 and 2030 by SANDAG, the Bureau of the Census, the U.S. Department of Labor, and the U.S. Department of Housing and Urban Development also are reported for selected characteristics (i.e., population, employment, and housing units; see Table 4.7-1).

### **4.7.1 Community Setting**

The socioeconomic study area (CT 100.15) is located in the southern portion of the EOMSP and the southeastern area of the OMCP, and covers approximately 9,900 acres (refer to Figure 3.1-1). The study area is located approximately 12 miles southeast of downtown San Diego and

lies directly north of the Mexican border and the eastern portion of Tijuana, Baja California. The land uses in the southeastern portion of Otay Mesa are generally characterized by large-scale industrial warehouse facilities and undeveloped industrial zoned land with pockets of small retail development that generally serve the employees of the large industrial businesses. The residential portion of the OMCP Area is located approximately 1.5 miles west of the project site, and is composed of newer housing developments with associated schools, parks and neighborhood-serving commercial areas. Residential housing within the EOMSP is sparse and generally located north and northeast of the project land use study area. Three single-family residences are located on Otay Mesa Road, approximately 1,000 feet north of the proposed project. Another house is located just beyond the land use study area, approximately 2,200 feet west of the terminus of the project modifications to SR-905 at Britannia Boulevard. Several other single-family residences are located one or more miles from the proposed project in areas to the north and west (beyond the limits of the land use study area).

SANDAG is the regional planning agency for the San Diego area and is responsible for preparing demographic and economic statistics and regional growth forecasts. SANDAG's statistics are available at the subregional and census tract level, as well as for zip codes and community planning areas. The San Diego region is divided into seven Major Statistical Areas (MSAs). The MSAs are further subdivided into Subregional Areas (SRAs).

The land use study area is located within the South Suburban MSA, SRA 22, near the boundary of the East Suburban MSA and SRA 30. More specifically, the project site is located in the southeast section of CT 100.15, which lies partially in the City, and partially in the County.

The study area used for socioeconomic analysis is defined as CT 100.15, a large statistical unit, which includes the entire southern portion of the mesa (Figure 3.1-1). Its boundaries extend from just east of I-805, north to Otay Mesa Road, east to the Otay Mountain Truck Trail ridgeline and south to the border with Mexico. This census tract incorporates the existing San Ysidro and Otay Mesa POEs.

Unlike much of the San Diego region, residential development in the Otay Mesa area is predominantly rural. This existing rural residential condition on Otay Mesa is in contrast with the more dense residential development west of I-805 and south of the international border. The undeveloped San Ysidro Mountains form the eastern boundary of this census tract. Based on current approved and proposed development applications (refer to Figure 4.1-9 and Table 4.1-2 of this report), the mesa is in the process of transforming to a more urbanized area, complete with large-scale industrial development, supporting commercial use, and master-planned residential developments.

#### **4.7.2 Demographic Characteristics**

Table 4.7-1 presents a demographic profile of the socioeconomic study area, with data for the San Diego County region and the entire U.S. for comparative purposes. The CT 100.15 demographic characteristics reveal that it differs in many respects from the greater San Diego region and the country. In general, CT 100.15 includes a relatively small population of residents. Residents of CT 100.15 are younger than residents of the County and the U.S. and they are much more likely to be Hispanic or non-White compared to countywide residents. The socioeconomic study area residents tend to be less educated, have substantially lower median household incomes, and record a high level of poverty compared to residents of the County and the U.S. overall.

**Table 4.7-1  
SOCIOECONOMIC STUDY AREA, COUNTY,  
AND U.S. POPULATION AND HOUSING CHARACTERISTICS**

Characteristic	CT 100.15	San Diego Region	United States
<b>2000 Population (U.S. Census)</b>	1,062	2,813,833	281,421,906
<b>2008 Population (SANDAG)</b>	2,499	3,146,274	304,059,724
<b>Gender (2000 Census)</b>			
Male	50.3%	50.3%	49.1%
Female	49.7%	49.7%	50.9%
<b>Age Distribution (2000 Census)</b>			
Under 5 years	8.6%	7.1%	6.8%
5 to 19	32.5%	21.8%	21.8%
20 to 34	20.1%	24.0%	20.9%
35 to 54	23.4%	28.8%	29.4%
55 to 64	7.1%	7.3%	8.6%
65+	8.4%	11.2%	12.5%
<b>Median Age (2000 Census)</b>	26.5	33.2	35.3
<b>Median Household Income (2000 Census)</b>	\$29,723	\$47,067	\$41,994
<b>Median Household Income (2008 SANDAG)</b>	\$39,745	\$68,470	\$50,303
<b>Families Below Poverty Level (2000 Census)</b>	29.0%	8.4%	9.2%
<b>Population 25+ yrs. College Graduates (2000 Census)</b>	9.0%	29.6%	24.4%
<b>Population by Race &amp; Ethnicity (2000 Census)</b>			
Non-Hispanic	5.8%	73.3%	87.5%
American Indian and Alaska Native	0.6%	0.5%	0.7%
Asian & Pacific Islander	0.8%	9.1%	3.7%
Black or African American	0.5%	5.5%	12.1%
White	4.0%	55.0%	69.1%
Other or Multiple Race	0.1%	3.1%	1.8%
Hispanic	94.2%	26.7%	12.5%
<b>Language Spoken at Home (2000 Census)</b>			
English only	9.0%	67.0%	82.1%
Spanish	91.0%	21.9%	10.7%
Asian Pacific Language	0.0%	7.1%	2.7%
Other Languages	0.0%	4.0%	4.5%

**Table 4.7-1 (cont.)  
SOCIOECONOMIC STUDY AREA, COUNTY,  
AND U.S. POPULATION AND HOUSING CHARACTERISTICS**

Characteristic	CT 100.15	San Diego Region	United States
<b>2000 Total Housing Units (2000 Census)</b>	248	1,040,149	115,904,641
<b>Total Occupied Units</b>	235	994,677	105,480,101
Owner-Occupied Housing	36.0%	55.4%	66.2%
Renter-Occupied	64.0%	44.6%	33.8%
<b>Housing Unit Type (2000 Census)</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Single Family Residence (detached)	54.4%	51.0%	60.3%
Attached Units	38.7%	44.5%	31.9%
Mobile Homes and Other	6.9%	4.5%	7.8%
<b>Persons per Dwelling Unit (2000 Census)</b>	4.5	2.7	2.4
<b>Average Rent (2000 Census)</b>	\$620	\$711	\$602
<b>Median Housing Value (2000 Census)</b>	\$182,871	\$223,363	\$119,600
<b>Housing Vacancy Rate</b>	5.2%	4.4%	9.0%
<b>Year Built</b>			
1990 to 2000	2.0%	13.9%	17.0%
1980 to 1989	37.0%	21.9%	15.8%
1960 to 1979	37.0%	41.3%	32.2%
1940 to 1959	20.0%	17.8%	20.0%
1939 or earlier	4.0%	5.1%	15.0%
<b>Total Employment</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
<b>2000 Census (resident employment)</b>	341	1,232,739	129,721,512
<b>2010 Employment Forecast (SANDAG)</b>	13,686	1,573,742	143,002,000
Employment Percent Change (2000-2010)	N/A	27.7%	10.2%
<b>2030 Employment Forecast (SANDAG)</b>	28,109	1,913,682	172,167,000
Employment Percent Change (2000-2030)	N/A	55.2%	32.7%
Employment Percent Change (2010-2030)	105.4%	21.6%	20.4%
<b>Unemployment Rate (16 years or older; 2000 Census)</b>	3.9%	5.8%	3.7%
<b>Occupation (2000 Census)</b>	<b>100.0%</b>	<b>100.0%</b>	<b>100.0%</b>
Management, professional, and related occupations	12.0%	37.5%	33.6%
Service occupations	20.0%	16.0%	14.9%
Sales and office occupations	28.0%	27.3%	26.7%
Farming, forestry, and fishing	0.0%	0.5%	0.7%
Construction, extraction, and maintenance	5.0%	8.7%	9.4%
Production, transportation, and material	35.0%	9.9%	14.6%

Source: CIC Research (2009) and 2000 U.S. Census, unless otherwise designated.

## Population

Based on the 2008 population estimates from SANDAG, there were 2,499 residents in CT 100.15. This area represents less than 0.1 percent of the countywide population of 3,146,274, while the San Diego region represents about one percent of the total U.S. population of 304 million.

## Race and Ethnicity

A minority population dominates the socioeconomic study area. Based on the 2000 Census, most of the residents (94.2 percent) in CT 100.15 were Hispanic, while less than three out of ten residents (26.7 percent) countywide were Hispanic. Compared to the County overall, the socioeconomic study area also reported a low proportion of White Non-Hispanic residents (4.0 percent versus 55.0 percent). There were very low proportions (less than 1.0 percent each) of Asians, Pacific Islanders, Blacks/African-American or American Indian/Alaskan Native residents in the local area. In contrast, the County reported a larger proportion of Asian (9.1 percent) and Black or African-American residents (5.5 percent), but a similarly small number of American Indian/Alaskan Natives (0.5 percent).

## Median Age

The median age for socioeconomic study area residents was 26.5 years compared to 33.2 years for the County and 35.3 years nationwide. The percentage of youth under age 20 in the socioeconomic study area (41.1 percent) is higher than the County (28.9 percent) and the U.S. (28.6 percent) reflecting a greater presence of large families in the local area community.

## Education

The 2000 Census indicated that a lower percentage of the population over 25 years of age in the socioeconomic study area had completed a college degree (9.0 percent), compared to almost 30 percent of the countywide population and about 24 percent of the U.S. population.

## Employment

At the time of the 2000 Census, the percentage of unemployed residents (over age 16) in the socioeconomic study area (3.9 percent) was lower than the County average (5.8 percent) and similar to the nationwide average (3.7 percent). Overall, the data indicated that over one third of the residents in CT 100.15 are employed in production, transportation and material occupations (35.0 percent), and more than one-quarter are employed in the sales and office occupations (28.0 percent). The County reported more employees in management or professional occupations (37.5 percent) and less in production, transportation or materials occupations (9.9 percent).

## Household Income and Poverty

The 2008 estimated median household income for the socioeconomic study area residents was \$39,745, which was substantially lower than the countywide median income of \$68,470 and the nationwide median income of \$50,303. The lower median income for residents in CT 100.15 was consistent with the lower education level reported for area residents and the high proportion of renters (64 percent). The 2000 U.S. Census recorded a median housing value for the

socioeconomic study area of \$183,000, which was lower than the County's median (\$223,000), but higher than the national housing median value of \$120,000.

In the 2000 Census, more than one quarter of the families in the socioeconomic study area were reported as having incomes below the poverty level (29.0 percent). This was about three times the countywide proportion (8.4 percent) and the nationwide proportion (9.2 percent).

In 2008, 27 percent of families in the socioeconomic study area had incomes below the poverty guideline levels set by the U.S. Department of Health and Human Services (HHS). The HHS poverty guideline for 2009 was \$22,050 for a family of four and in 2000 was \$17,050 for a family of four. In contrast, for 2008 about 11 percent of families in San Diego County had an estimated income that was below the poverty guidelines set by the HHS.

## **Household Size**

The number of people per dwelling unit was 4.5 in the socioeconomic study area. This was higher than the number of people per dwelling unit in the County (2.7) and the U.S. (2.4 people). The housing vacancy rate was 5.2 percent for CT 100.15, 4.4 percent in the County and 9.0 percent in the U.S.

## **4.8 AREA RESIDENTIAL MARKET**

### **4.8.1 Housing Unit Types**

The 2000 Census reported a total housing inventory of 248 dwelling units in the socioeconomic study area, which represents just 0.024 percent of the 1,040,149 dwelling units in the County. About 54 percent of the residences in the socioeconomic study area were single-family detached homes, compared to 51 percent of the dwelling units in the County. About 39 percent of the dwellings in CT 100.15 were attached units, compared with nearly 45 percent of the dwelling units in the County. Most of the homes in the socioeconomic study area (74 percent) were built during the period of 1960 to 1989, whereas about 63 percent of homes in the County were built during the same period.

### **4.8.2 Home Sales and Median Home Prices**

Most land uses in the project vicinity are vacant industrial land or large industrial warehousing and manufacturing operations, with very few residential dwellings. Nearby Otay Ranch, San Ysidro and Chula Vista are large residential areas. According to data reported by the Dataquick Information Service (2009), the median sales price in 2008 for a home (new and existing) in San Ysidro/Otay Mesa South (ZIP 92173) was \$222,000, while nearby Nestor/Otay Mesa North (ZIP 92154) reported \$258,500. Imperial Beach (ZIP 91932) reported a median sales price of \$253,000 and Chula Vista South (ZIP 91911) recorded a median price of \$265,000 (refer to Table 4.8-1). The median price of a home in the communities surrounding the proposed project industrial area was about 30 percent lower than the median price reported for the County (\$360,000). The number of units sold decreased in most areas of San Diego County during 2008 compared with 2007, and the inventory of for-sale housing units has continued to increase in 2009.

San Diego County Geographic Region	Zip	All Home Sales	
		Sales	Median
<b>San Diego County</b>		<b>1,305</b>	<b>\$ 360,000</b>
<b>South County</b>		<b>621</b>	<b>\$ 285,000</b>
Bonita	91902	10	\$ 405,000
Chula Vista North	91910	63	\$ 255,000
Chula Vista South	91911	78	\$ 265,000
Chula Vista - East Lake - Otay Ranch	91913	130	\$ 330,000
Chula Vista NE	91914	64	\$ 450,000
Chula Vista SE	91915	84	\$ 350,500
Imperial Beach	91932	16	\$ 253,000
National City	91950	44	\$ 225,000
Nestor/ Otay Mesa North	92154	107	\$ 258,500
San Ysidro/ Otay Mesa S.	92173	25	\$ 222,000

Source: Dataquick Information Network (2009)

#### 4.8.3 Rental Market Vacancy Rates and Monthly Rents

Data available from the San Diego Apartment Association indicates that the average monthly rent for a two-bedroom apartment in Otay Mesa was \$1,235 in 2008, which was lower than the San Diego citywide average of \$1,586 (see Table 4.8-2). It was also lower than the countywide average of \$1,403, but higher than average rents in National City (\$880) and Imperial Beach (\$1,003). Monthly rental cost was slightly higher in Otay Mesa due to the newer, larger complexes. Vacancy rates for apartment units were lower in Otay Mesa (2.6 percent) than in Imperial Beach (3.1 percent), and National City (2.8 percent).

Cities	Vacancy Rate	Average Rent*
San Diego County	3.6%	\$ 1,403
City of San Diego	3.7%	\$ 1,586
San Ysidro	1.6%	\$ 1,091
<b>Otay Mesa</b>	<b>2.6%</b>	<b>\$ 1,235</b>
Imperial Beach	3.1%	\$ 1,003
National City	2.8%	\$ 880

\* Average Rent for 2 bedroom units

Source: San Diego Apartment Association (2008)

Countywide, the rental apartment market experienced slight drops in both vacancies and monthly rental rates in 2008. The average rent for all unit types countywide was \$1,403, a slight increase year over year of 1.7 percent. The countywide vacancy rate on all unit types was 3.6 percent, a slight increase of 0.2 percent year over year (San Diego Apartment Association 2008). Generally, a rental vacancy rate of about five percent is indicative of a moderately tight rental market.

Median housing prices peaked at \$517,500 for the County in October 2005, but the declining cost of residential real estate during the last three years has not prompted a significant shift of renters into homeownership. It is now much more difficult to qualify for a home mortgage and the tightening of credit has prevented many renters from taking advantage of lower prices on foreclosure homes. In addition, the ability of landlords and renters to connect online at web sites such as Craigslist has created a shadow rental market. The internet has made it easier for people to rent condominiums, investment homes and spare rooms, creating more competition for apartment complexes.

In addition, the declining economy has pushed more people to take in roommates who, otherwise, in better economic times, might not do so, and the County no longer has a strong influx of new residents competing for rentals.

## **4.9 ECONOMIC CHARACTER AND FISCAL SETTING**

This section describes the San Diego regional economy in general, as well as the San Diego business community and tax base. It is helpful to establish an overall perspective of regional trends in the economy when evaluating the impacts of transportation projects and local-area development.

### **4.9.1 Regional Economy**

The San Diego region today includes more than three million residents and 1.8 million jobs (including non-covered employment). Its Gross Metropolitan Product (GMP) estimated in 2008 was \$171.2 billion and was forecast to increase 3.5 percent in 2009 to \$177.2 billion (San Diego Institute of Public Policy 2009). Based on its current GMP, the San Diego region ranks among the 50 largest economies in the world. San Diego's regional economic significance is even greater when the economy in neighboring northern Baja California, Mexico is taken into consideration (HR & A 2006).

The region suffered a serious recession between 1990 and 1994 that stemmed from national defense restructuring that devastated the economy's defense-related sectors. Between 1994 and 2008, the San Diego region maintained a steady economic recovery, aside from two brief slowdowns due to the "dot.com" bust in 2000 and the consequences of the September 11, 2001 terrorist attacks (HR & A 2006). The region's economic recovery during this time was guided by diversification into the high technology, foreign trade, tourism, and entertainment sectors. The region sustained significant economic benefits in the foreign sector following the enactment of North American Free Trade Agreement (NAFTA), as well as from the stability in the Mexican economy in the past decade. The high technology sector in the region is predominantly supported by the presence of large institutions such as universities and research institutes, which have resulted in a strong, concentrated cluster of new firms that specialize in advanced development and testing (HR & A 2006). The region's standard of living did not keep pace with the national average during this economic recovery period. The imbalance was created by two

trends: first, more jobs were added at the low end of the pay scale than jobs at the high end. Second, a widening gap developed between wages received at the high and low ends of the pay scale (REPS 2007).

Over the period of 2000 to 2008, the region's Gross Metropolitan Product (GMP) has increased about 59 percent (without adjustment for inflation, Table 4.9-1). In real terms (with adjustment for inflation), the economy expanded 27 percent. This represented a real compound annual growth rate of about 3.1 percent. This robust real rate of growth in the regional economy is not expected to continue in the 2008 through 2010 period, due to higher unemployment, tight credit markets, flat retail sales, and slow construction activity.

Year	Unemployment Rate	Gross Metropolitan Product		
		Amount (in Billions)	Nominal Change	Real Change*
2000	3.9%	\$108.0	9.0%	7.0%
2001	4.2%	\$112.4	4.0%	2.1%
2002	5.1%	\$120.2	6.9%	4.3%
2003	5.2%	\$126.8	5.5%	3.5%
2004	4.7%	\$138.2	9.0%	6.1%
2005	4.3%	\$146.3	5.9%	3.3%
2006	4.0%	\$155.4	6.2%	3.6%
2007	4.6%	\$164.7	6.0%	2.0%
2008e	6.1%	\$171.2	3.9%	-0.4%
2009f	8.5%	\$177.2	3.5%	-0.3%
Compound Annual Growth (2000-2008)			5.9%	3.1%

\*Inflation adjusted real growth rate. "f" = forecast. "e" = estimate

Sources: California Economic Dev. Dept. (2009) and the San Diego Institute for Public Policy (2009).

The compound annual population growth rate for the San Diego region was 1.6 percent for the period of 2000 to 2008, compared to the 3.1 percent annual real (inflation-adjusted) growth rate for the local economy. The annual rate of economic growth (as measured by the change in the inflation-adjusted GMP) has ranged from as high as 7.0 percent per year in 2000 to a low of -0.4 percent in 2008 and (see Tables 4.9-1 and 4.9-2).

Year	Population		Per Capita Income	
	Count	Percent Change	Average	Percent Change
2000	2,813,883	0.3%	\$ 21,612	8.2%
2001	2,891,115	2.7%	\$ 23,384	3.4%
2002	2,948,968	2.0%	\$ 24,179	2.3%
2003	2,994,454	1.5%	\$ 24,519	1.4%
2004	3,038,579	1.5%	\$ 25,696	4.8%
2005	3,064,113	0.8%	\$ 28,329	10.2%
2006	3,098,269	1.1%	\$ 28,763	1.5%
2007	3,129,714	1.0%	\$ 29,685	3.2%
2008e	3,193,562	2.0%	\$ 30,249	1.9%
2009f	3,240,178	1.5%	\$ 30,854	2.0%
Compound Annual Growth (2000-2008)		1.6%	N.A.	4.3%

"f" = forecast; "e" = estimate; "N.A." = not applicable

Sources: U.S. Dept. of Commerce, Bureau of the Census.  
CIC Research/IMPlan/Pro (2009)

Per capita income in San Diego County recorded solid growth beginning in the early 1990s through 2008 (see Table 4.9-2). The compound per capita income growth since 2000 has averaged about 4.3 percent per year. This increase in per capita income above the rate of inflation was important, not just as an indicator of changes in wealth in relation to population growth, but because past concerns regarding declining per capita income in the region were dissipated.

The San Diego economy recorded a decline that started in early 2008, about six to nine months ahead of the national economy. This was the first year of negative real growth for the local economy since the early 1990s. The economic problems for the San Diego region started in the housing market in 2007, when a significant slowdown in housing sales and median home prices was experienced. Construction employment declined in response to a drop in housing starts and then additional factors such as high gasoline prices in the spring of 2008 and the financial collapse in the fall of 2008 compounded the weakness in the region. In the recent economic downturn, home prices in San Diego have declined more than 34 percent from their peak, and unsold housing inventories are high, correlating with declining consumer spending, falling wealth, rising unemployment, and tight credit (Cox 2009). Economists indicate that, although some recovery in the local economy has begun, employment is unlikely to demonstrate strong growth until 2011.

#### **4.9.2 Local Industrial Business Community**

Current industrial market conditions are weak throughout San Diego County and the nation. The industrial market has been substantially impacted by the current economic recession. The lingering, high national unemployment rate is one measure of the slow U.S. economic recovery. A return to economic growth for the nation and for the local region's economy is a necessary

condition for improved market demand for both industrial land and industrial space within the Otay Mesa submarket.

As of the third quarter of 2010, industrial space within the Otay Mesa submarket was reporting the highest vacancy rate in the County at 22 percent (net of available sublease space) and was nearly double the countywide average of about 12 percent (Table 4.9-3). If available industrial space for sublease were included the effective vacancy rate for the Otay Mesa industrial submarket may be more than 40 percent. The third quarter of 2010 recorded a small increase in buyer and tenant activity as reported by the real estate market research group within Cassidy Turley/BRE Commercial (2010). Still, net absorption of industrial space for the third quarter was negative for both Otay Mesa and the County. On a year-to-date basis there was a modest increase in net absorbed industrial space for Otay Mesa and the County. One other measure of the decline in the current demand for industrial market space is evident in a recent Otay Mesa industrial building sale at about \$79 per square foot. This sale represented a 22 percent decrease from the last comparable sale.

**Table 4.9-3  
SAN DIEGO SOUTH COUNTY INDUSTRIAL MARKET THIRD QUARTER 2010**

<b>South County Industrial Market 3Q-2010</b>	<b>Total S.F.<sup>(1)</sup></b>	<b>Total Vacant %</b>	<b>Net Absorption Current S.F.</b>	<b>Net Absorption YTD S.F.</b>	<b>Under Construction<sup>(2)</sup> S.F.</b>	<b>Asking Rent<sup>(3)</sup></b>
Chula Vista	5,499,807	11.5%	126,297	39,286	0	\$0.69
Downtown	6,228,880	6.3%	26,477	(51,556)	0	\$0.79
National City	2,272,760	7.0%	5,568	(47,669)	0	\$0.58
<b>Otay Mesa</b>	<b>14,450,298</b>	<b>22.1%</b>	<b>(44,555)</b>	<b>94,050</b>	<b>0</b>	<b>\$0.53</b>
San Ysidro	1,347,355	20.3%	(83,937)	(94,648)	0	<b>\$0.60</b>
South City	1,264,685	0.5%	1,182	2,685	0	\$0.87
Sports Arena	1,760,863	6.6%	0	4,650	0	\$0.84
<b>South County Total</b>	<b>32,770,648</b>	<b>14.6%</b>	<b>31,032</b>	<b>(53,202)</b>	<b>0</b>	<b>\$0.58</b>
<b>San Diego County Total</b>	<b>173,037,920</b>	<b>12.2%</b>	<b>(30,519)</b>	<b>427,686</b>	<b>179,000</b>	<b>\$0.81</b>

<sup>(1)</sup> Inventory - Industrial inventory includes multi-tenant, single tenant and owner occupied buildings over 10,000 s.f.

<sup>(2)</sup> Under Construction - Buildings where actual ground breaking has occurred and construction is ongoing, but for which a certificate of occupancy has not yet been issued.

<sup>(3)</sup> Asking rent – The dollar amount asked by landlords for available space expressed in dollars per s.f. per month. Industrial rents expressed as the triple net (NNN) where all costs including, but not limited to, real estate taxes, insurance and common area maintenance are borne by the tenant on a pro rata basis. The asking rent for each building in the market is weighted by the amount of available space in the building.

S.F. = square feet

Source: Cassidy Turley/BRE Commercial (2010).

Average asking lease rates for Otay Mesa industrial space held at the previous quarter's rate of \$0.53 per square foot per month, and represent a decline of \$0.03 per square foot per month from one year ago. While the Otay Mesa submarket posted a third quarter 2010 negative absorption of 44,555 square feet, the year-to-date net absorption was still positive at 94,050 square feet. Otay Mesa industrial vacancy rates are not expected to decline, and industrial space absorption is not expected to increase significantly for the next three to five years

(Cassidy Turley/BRE Commercial 2010; see Table 4.9-3). Long term population and employment projections for the County and the southern portion of the County specifically (2010 – 2030) support the absorption and strong market demand for the available industrial land in Otay Mesa. The County has a limited supply of vacant industrial-zoned land that would accommodate large-scale warehousing and manufacturing facilities. The development of the proposed Otay Mesa East port of entry would enhance demand for the available large industrial parcels in Otay Mesa.

#### 4.9.3 Local Retail Business Community/South Bay Retail Market

As previously noted, the land use study area is primarily undeveloped or industrial in nature. Two small commercial zones developed primarily with hotel/motel/restaurant uses, are located on the southwestern edge of the project area.

Looking at the larger socioeconomic study area, there were about 16.2 million square feet of retail space in the South County market area as of the second quarter of 2009, of which 5.6 percent was vacant (909,493 square feet). The vacancy rate for retail space has been rising throughout the County. The vacancy rate in the second half of 2008 for the South County was 2.8 percent and rose to 5.6 percent in the first half of 2009.

With the closure of Mervyn's, Linens 'N' Things, Shoe Pavilion, Circuit City and others, there was a lot of vacant retail space in the South County and the San Diego region. Community and neighborhood center retail types have suffered the most, with vacancy rising to 7.2 percent and 10.3 percent, respectively. The increase in vacancy rates is creating pressure to reduce lease rates and to offer more lease concessions and incentives by landlords. Vacancy rates are expected to continue to rise for the foreseeable future as unemployment continues to increase and consumer confidence, as well as available income, fall even further.

The San Ysidro/Imperial Beach area recorded a 2.4 percent vacancy rate, which was the lowest in the South County Region. Nearby Chula Vista/Bonita recorded a 2.8 percent vacancy rate, which was the second lowest. Average monthly asking lease rates were between a low of \$1.28 per square foot in the Uptown/Hillcrest area, to a high of \$2.88 in the College area. Except for Chula Vista/Bonita, all areas in the South County region showed negative absorption rates totaling over 260,000 square foot.

<b>South County Submarket Areas</b>	<b>Total Square Feet</b>	<b>Vacancy Rate</b>	<b>Under Construction<sup>1</sup></b>	<b>Avg. Asking Lease Rate<sup>2</sup></b>	<b>Net Absorption YTD<sup>3</sup></b>
Chula Vista/Bonita	6,876,323	2.8%	--	\$2.37	72,803
College	1,282,993	5.2%	--	\$2.88	(29,420)
Downtown	2,850,698	8.3%	87,902	\$2.82	(21,734)
El Cajon Blvd./Mid City	2,105,931	2.8%	0	\$1.29	(4,158)
National City	1,451,568	5.2%	--	\$1.65	(7,437)

<b>South County Submarket Areas</b>	<b>Total Square Feet</b>	<b>Vacancy Rate</b>	<b>Under Construction<sup>1</sup></b>	<b>Avg. Asking Lease Rate<sup>2</sup></b>	<b>Net Absorption YTD<sup>3</sup></b>
Pt. Loma/ Sports Arena	1,529,099	12.0%	--	\$2.20	(145,542)
San Ysidro/ Imperial Beach	995,427	2.4%	--	\$1.92	(17,449)
S.E. San Diego	763,879	9.8%	--	\$1.29	(56,134)
Uptown/Hillcrest	493,616	11.9%	5,521	\$1.28	(55,951)
<b>South County Subtotal</b>	<b>16,243,603</b>	<b>5.6%</b>	<b>93,423</b>	<b>\$2.37</b>	<b>(260,864)</b>
<b>San Diego Total</b>	<b>60,518,952</b>	<b>5.6%</b>	<b>93,423</b>	<b>\$2.21</b>	<b>(974,386)</b>

<sup>(1)</sup> Under Construction. Space under construction includes speculative and build-to-suit for lease projects.

<sup>(2)</sup> Asking rates are per square foot per month full service. Rates for each building are weighted by the amount of available space in the building.

<sup>(3)</sup> Net Absorption. The net change in physically occupied space over a period of time.

Source: Grubb & Ellis/BRE Commercial (2009c)

#### **4.9.4 Taxable Retail Sales**

Total reported retail sales within San Diego County were about \$47.5 billion in 2007, including about \$20.1 billion in the City of San Diego. In 2008, retail sales were estimated to have decreased by 3.9 percent for the County and 1.7 percent for the City. As a result, the nominal level of retail sales was about equal to the level achieved in 2005. With adjustment for inflation, retail sales decreased about 8 percent for the City and about 11 percent countywide over the period 2006 through 2008. This is a substantial decrease and a strong indicator of the weak local economy (see Table 4.9-5).

<b>Year</b>	<b>All Taxable Retail Sales</b>			
	<b>City of San Diego</b>		<b>San Diego County</b>	
	<b>Sales (\$000s)</b>	<b>Percent Change</b>	<b>Sales (\$000s)</b>	<b>Percent Change</b>
2000	\$ 16,099,193	11.1%	\$ 36,245,418	10.7%
2001	\$ 16,371,512	1.7%	\$ 37,699,333	4.0%
2002	\$ 16,625,855	1.6%	\$ 38,595,547	2.4%
2003	\$ 17,465,362	5.0%	\$ 40,863,978	5.9%
2004	\$ 18,538,443	6.1%	\$ 44,470,338	8.8%
2005	\$ 19,491,746	5.1%	\$ 46,679,471	5.0%
2006	\$ 20,059,267	2.9%	\$ 47,835,514	2.5%
2007	\$ 20,056,106	0.0%	\$ 47,485,988	-0.7%
2008p	\$ 19,712,289	-1.7%	\$ 45,645,523	-3.9%
<b>Percent Change (2000-2008)</b>		<b>22.4%</b>		<b>25.9%</b>

\*p=Projection

Source: California State Board of Equalization (2009)

Since 2000, nominal (i.e., without adjustment for inflation) retail sales within the City increased about 22 percent and retail sales for the County increased about 26 percent. Regional retail sales growth slowed in 2001 and 2002, along with the national economy. Retail sales recorded strong increases for 2003 through 2005, but slowed substantially in 2006. Retail sales within the region were essentially flat for 2007 and then decreased about two to four percent for the City and County during 2008. Nominally, retail sales performance for 2008 was about equal to 2005. With adjustment for inflation, the 2008 retail sales were about eight percent below the 2005 level.

When the retail sales data become available, it is expected that taxable sales in San Diego County will decline for 2009 and 2010, reflecting substantial weakness in the local economy. A return to growth in retail sales is not expected for San Diego County until 2011.

#### 4.10 GROWTH DYNAMICS

As illustrated in Table 4.10-1, population, housing units, and employment within the CT 100.15 and for the San Diego region are forecast by SANDAG to the year 2030, based on the year 2000. The socioeconomic study area is expected to experience rapid growth during the forecast period relative to San Diego County and the U.S. The socioeconomic study area has a large stock of vacant land, and can absorb more housing units and residents. The total number of residents in the project area has been forecast by SANDAG to grow almost 20 fold from 1,062 people in 2000 to 21,691 people in 2030. This is substantially higher than the expected growth for the County (42 percent) and the U.S. (33 percent).

The total number of housing units in CT 100.15 has been forecast by SANDAG to grow 1,992 percent from 248 units in 2000 to 5,189 units in 2030. Housing units within the local area are expected to grow at a rate that is very similar to the rate of growth in population. As the other cities in the more central region of San Diego County fill up under their current land use plans, a larger share of the growth will be directed into the North County and South Bay areas. The total employment in the socioeconomic study area was forecast by SANDAG to significantly increase from 341 employees in 2000 to 28,109 employees in 2030. The high growth rate for the local area is due to the amount of vacant land that is planned for employment use and is expected to develop during the forecast period.

<b>Geographic Area/ Economic Forecast Category</b>	<b>2000</b>	<b>2010</b>	<b>2030</b>
<b>CT 100.15</b>			
Total Population	1,062	2,147	21,691
Total Housing Units	248	533	13,686
Total Employment	341	13,686	28,109
<b>San Diego County</b>			
Total Population	2,813,833	3,245,279	3,984,753
Total Housing Units	1,040,149	1,174,180	1,383,803
Total Employment	1,232,739	1,573,742	1,913,682
<b>United States</b>			
Total Population	281,421,906	310,233,000	373,504,000
Total Housing Units	115,904,641	127,771,000	155,312,000
Total Employment	129,721,512	143,002,000	169,935,000

Sources: SANDAG (2006a)

U.S. Department of Commerce, Bureau of the Census (2004)

## 4.11 ENVIRONMENTAL JUSTICE

All projects involving a federal action (funding, permit, or land) must comply with EO 12898, *Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations*, signed by President Clinton on February 11, 1994. This EO directs federal agencies to take the appropriate and necessary steps to identify and address disproportionately high and adverse effects of federal projects on the health or environment of minority and low-income populations to the greatest extent practicable and permitted by law. It should be noted that, according to the CEQ: “under NEPA, the identification of a disproportionately high and adverse human health or environmental effect on a low-income population, minority population, or Indian tribe does not preclude a proposed agency action from going forward, nor does it necessarily compel a conclusion that a proposed project is environmentally unsatisfactory. Rather, the identification of such an effect should heighten agency attention to alternatives (including alternative sites), mitigation strategies, monitoring needs, and preferences expressed by the affected community or population.” Low income is defined based on the Department of Health and Human Services poverty guidelines. For 2009, as previously noted, this was \$22,050 for a family of four.

As discussed above in the demographic characteristics section, CT 100.15 has a very high (96 percent) minority population. According to the 2000 Census, the residents in the census tract were 94 percent Hispanic (compared to 27 percent Hispanic in San Diego County overall) and 2 percent other minorities, with 4 percent White Non-Hispanic residents (compared to 55 percent countywide). The 2000 Census data and estimated household income data for 2008 were used to identify low-income populations. Residents in CT 100.15 have a lower median household income than residents countywide. In the 2000 Census, the population of the socioeconomic study area had a median household income of \$29,723, which was 37 percent lower than the countywide median household income of \$47,067. The 2008 SANDAG estimated median household income for CT 100.15 was \$39,745, which was 42 percent lower than the countywide estimated median household income of \$68,470. Based on economic analysis, approximately 27 percent of families with children in CT 100.15 reported incomes below the 2008 federal poverty guideline of \$22,050 for a family of four, more than twice the countywide level of approximately 11 percent. Therefore, a low-income population is present within the census tract at a much higher level than the percentage identified throughout the county.

In terms of identifying persons who live in geographic proximity, existing residential communities are more than 1.5 miles from the proposed project. Only a few residences have been identified in the immediate vicinity of the project. These are primarily in a cluster on Otay Mesa Road, approximately 1,000 feet north of SR-11, in the census tract north of CT 100.15 and another house located just beyond the land use study area, approximately 2,200 feet west of the terminus of the project modifications to SR-905 at Britannia Boulevard. In addition, a few other isolated single-family residences are located one or more miles from the proposed project in areas to the north and west (beyond the limits of the land use study area). The minority or low-income status of the residents in the three closest homes has not been determined, due to privacy considerations.

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## 5.0 IMPACT ANALYSIS

This section addresses the following anticipated potential impacts of the project build alternatives and the No Build Alternative: land use impacts (including existing and planned land uses; farmland; plan consistency; and parks and recreational facilities); social impacts (including community cohesion and character; residential and business relocations; access; and parking); economic impacts (including parcel acquisitions; property values; employment; fiscal impacts; and construction expenditures); growth-related impacts; and environmental justice.

To assist in this socioeconomic impact analysis, guidance was provided by Caltrans publications, including Community Impact Assessment, Caltrans Environmental Handbook, Volume 4 (1999). This publication provides recommended methodologies and general guidelines for determining the degree of socioeconomic impacts resulting from a transportation-related project. Additional guidance was drawn from FHWA and CEQ publications.<sup>1</sup>

### 5.1 LAND USE IMPACTS

#### 5.1.1 Compatibility with Existing and Future Land Uses

As discussed in Section 4.1.2, land uses surrounding the proposed project are dominated by undeveloped land and industrial uses, along with several vehicle storage lots and the existing CVEF. Existing and proposed development in the land use study area consists primarily of industrial and transborder support uses, many of which were established due to proximity with the existing Otay Mesa POE and planned Otay Mesa East POE.

The project build alternatives and variations would traverse primarily undeveloped land and Caltrans R/W, with a few exceptions (refer to Figure 4.1-6, *Existing Land Uses in the Land Use Study Area*.) A satellite campus of Southwestern College is located adjacent to the site of the proposed project's modifications to SR-905, but the project would not traverse the campus nor require full or partial acquisition of any college parcels. Table 5.1-1 below presents the proposed parcel acquisitions under the various build alternatives and variations. All property acquisitions would be undertaken in a manner consistent with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR, Part 24, to ensure fair, consistent and equitable treatment in the process of property acquisition.

<sup>1</sup>Environmental Justice Document Checklist and Guidance (FHWA 2001)  
Community Impact Assessment: A Quick Reference for Transportation (FHWA 1996)  
Technical Advisory T 6640.8A – Guidance for Preparing and Processing Environmental and Section 4(f) Documents (FHWA 1987)  
Draft Guidance for Environmental Justice (CEQ 1996)  
Questions and Answers about the NEPA Regulations (CEQ 1981).  
State CEQA Guidelines (Sections 15125 and 15126).

**Table 5.1-1  
PARCEL ACQUISITIONS**

Parcel Owner	Parcel Number	Parcel Size (acres)	Two Interchange Alternative (22-foot Median; half interchange at Siempre Viva Road)		One Interchange Alternative (22-foot Median; half interchange at Siempre Viva Road)		No Interchange Alternative (22-foot Median; half interchange at Siempre Viva Road)	
			Parcel Acquisition (acres)	Percent	Parcel Acquisition (acres)	Percent	Parcel Acquisition (acres)	Percent
<b>Acquisition of Privately Owned Land</b>								
Scannell Properties #102 LLC	646-130-61	4.71	1.21	25.7	0.65	13.8	0.68	14.4
Airway Diego, LLC	646-130-60	17.91	0.87	4.9%	1.06	5.9%	1.06	5.9%
Makram A. & Maureen T. Hanna	646-130-27	34.39	3.45	10.0%	1.24	3.6%	1.24	3.6%
South County Commerce Center LLC	646-130-39	19.78	3.47	17.5%	3.43	17.3%	3.30	16.7%
	646-130-40	19.82	3.79	19.1%	3.57	18.0%	3.64	18.4%
	646-130-41	19.85	3.26	16.4%	2.83	14.3%	2.82	14.2%
	646-130-42	19.87	5.62	28.3%	3.63	18.3%	3.52	17.7%
<b>Subtotal: South County Commerce Center LLC</b>		<b>79.32</b>	<b>16.14</b>	<b>20.3%</b>	<b>13.46</b>	<b>17.0%</b>	<b>13.28</b>	<b>16.7%</b>
PG Films, LLC	646-131-03	2.13	0	0%	0	0%	0	0%
	646-131-04	2.15	0.65	30.2%	0.57	26.5%	0.57	26.5%
	646-131-05	2.19	0.72	32.9%	0.63	28.8%	0.63	28.8%
	646-131-06	2.06	0	0%	0	0%	0	0%
<b>Subtotal: PG Films, LLC</b>		<b>8.53</b>	<b>1.37</b>	<b>16.1%</b>	<b>1.2</b>	<b>14.1%</b>	<b>1.2</b>	<b>14.1%</b>
LBA Realty Fund III	646-131-09	4.27	1.36	31.9%	1.19	27.9%	1.19	27.9%
	646-131-10	4.14	0	0%	0	0%	0	0%
	646-131-11	3.53	0	0%	0	0%	0	0%
	646-131-12	6.14	0	0%	0	0%	0	0%
<b>Subtotal: LBA Realty Fund III</b>		<b>18.08</b>	<b>1.36</b>	<b>7.5%</b>	<b>1.19</b>	<b>6.6%</b>	<b>1.19</b>	<b>6.6%</b>
Sanyo E & E Corp.	646-131-14	18.87	0.81	4.3%	0.47	2.5%	0.47	2.5%
	646-131-17	18.86	0	0%	0	0%	0	0%
<b>Subtotal: Sanyo E &amp; E Corp.</b>		<b>37.73</b>	<b>0.81</b>	<b>2.1%</b>	<b>0.47</b>	<b>1.2%</b>	<b>0.47</b>	<b>1.2%</b>
Kearny PCCP Otay 311 LLC	648-070-03	158.79	27.76	17.5%	27.77	17.5%	24.27	15.3%
	648-080-27	151.63	103.02	67.9%	103.03	68.1%	103.02	67.9%
<b>Subtotal: Kearny PCCP Otay 311 LLC</b>		<b>310.42</b>	<b>130.79</b>	<b>42.1%</b>	<b>130.79</b>	<b>42.1%</b>	<b>127.29</b>	<b>41.0%</b>
TPO LLC	648-070-09	81.30	21.97	27.0%	10.52	12.9%	10.70	13.2%
Kouladjian Family Revocable TR.	648-070-13	38.19	5.61	14.7%	13.62	35.7%	4.81	10.4%
Michael J. McKany	648-070-14	39.09	5.16	13.2%	12.17	31.1%	3.99	10.2%
Otay Business Park LLC	648-070-21	159.36	42.22	26.5%	40.48	25.4%	40.43	25.4%
Rancho Vista Del Mar	648-080-18	40.00	13.89	34.7%	13.89	34.7%	13.89	34.7%
<b>Subtotal: All Private Land</b>		<b>869.03</b>	<b>244.84</b>	<b>28.2%</b>	<b>240.75</b>	<b>27.7%</b>	<b>220.23</b>	<b>25.3%</b>
<b>Land Acquisition From Public Agencies</b>								
Otay Water District	648-070-18	3.64	0.31	8.5%	0.96	26.4%	0.26	7.1%
<b>Total: All Private and Public Land</b>		<b>872.67</b>	<b>245.15</b>	<b>28.1%</b>	<b>241.71</b>	<b>27.7%</b>	<b>220.49</b>	<b>25.3%</b>

Source: HELIX Environmental Planning, Inc. and AECOM, January 2010.

## Two Interchange Alternative

All project-related activities west of Sanyo Avenue would take place within R/W parcels owned by Caltrans and/or other transportation agencies (refer to Figures 5.1-1a and 5.1-1b, *Major Project Features West of SR-905/SR-125/SR-11 Interchange [All Alternatives]* and Figure 2-15, *SR-905/SR-125/SR-11 Interchange [All Alternatives]*). No land acquisition would be required and no non-transportation land uses would be converted to transportation uses in this area.

Figures 5.1-2a through 5.1-2d, *Two Interchange Alternative Major Project Features Sheets*, depict the proposed project east of the SR-905/SR-125/SR-11 Interchange under the Two Interchange Alternative. In this area, the project would traverse a number of developed parcels.

The parcel at the southwest corner of Otay Mesa Road and Alta Road is currently used as a vehicle auction yard; the Two Interchange Alternative would traverse approximately the southern 15 percent of this parcel.

This alternative would also pass through the central portion of a graded parcel immediately west of the vehicle auction yard, which is currently in use for truck storage. The Two Interchange Alternative would bisect this parcel, occupying approximately one quarter of it as part of the Enrico Fermi Drive Interchange.

The Two Interchange Alternative would also traverse the northern edge (approximately five percent) of the parcel just west of Michael Faraday Drive along the SR-11 alignment, which has recently been developed with a new industrial building (visible only as grading on the aerial maps). Approximately 26 percent of a smaller parcel located east of and adjacent to this parcel also would be acquired.

Four smaller industrial parcels just east of Sanyo Avenue that support three existing industrial buildings adjacent to proposed SR-11 would also be traversed. Two of these parcels are a part of the PG films, LLC (PG Films) four-parcel property located on the north side of proposed SR-11. Another of the traversed parcels located to the north of SR-11 is a part of the LBA Realty Fund III-Company ILLC (LBA Realty) four-parcel property. The property on the southern side of SR-11 consists of two parcels owned by the Sanyo E and E Corporation (Sanyo). The Two Interchange Alternative would require acquisition of approximately 16.1 percent of the PG Films property; approximately 7.5 percent of the LBA Realty property; and approximately 2.1 percent of the Sanyo property.

West of Enrico Fermi Drive, SR-11 would lie primarily within the disturbance limits of the Enrico Fermi Drive off-ramp from the SR-905/SR-125 Interchange, previously approved as part of the SR-905 project. Under the SR-11 project, however, proposed property acquisitions in this area would be greater than those approved for the SR-905 off-ramp, and more traffic would be expected. Additional design information is also available for the SR-11 project in this area that was not available at the time of the SR-905 environmental review. Therefore, any land use compatibility impacts of the project alternatives would be considered attributable to the proposed project, rather than previously approved impacts of the SR-905 project.

As shown in Figure 4.1-6 and Figures 5.1-2a through 5.1-2d, the Two Interchange Alternative would permanently convert to transportation-related uses 226.5 acres of undeveloped land designated for industrial uses, 2.9 acres of industrial land, 22.0 acres of graded land currently used for truck storage, 5.6 acres of land currently used as a vehicle auction yard under a

temporary major use permit, and 0.3 acre of Otay Water District land. An additional 7.4 acres of undeveloped land (a 150-foot strip) adjoining the international border fence is currently under federal ownership and CBP control; it would continue under CBP control for border protection purposes. It is expected that appropriate arrangements for shared use of this space would be agreed upon by FHWA/Caltrans and CBP, to allow simultaneous operation of the proposed POE and cross border travel, as well as continued border patrol activity along the POE's border frontage. The Two Interchange Alternative would traverse existing local roads (Enrico Fermi Drive, Sanyo Avenue, Harvest Road, La Media Road and Britannia Boulevard), but this would not constitute a change of land use. Similarly, as noted above, the project would traverse existing highway R/W, but this also would not constitute a change of land use. Although implementation of SR-11 and the Otay Mesa East POE would be consistent with the County General Plan, EOMSP, the City General Plan and the OMCP (as explained in more detail in Section 5.2, Consistency with Federal State, Regional, and Local Plans and Programs), the project conversion of existing non-transportation land uses to transportation uses would represent a land use impact.

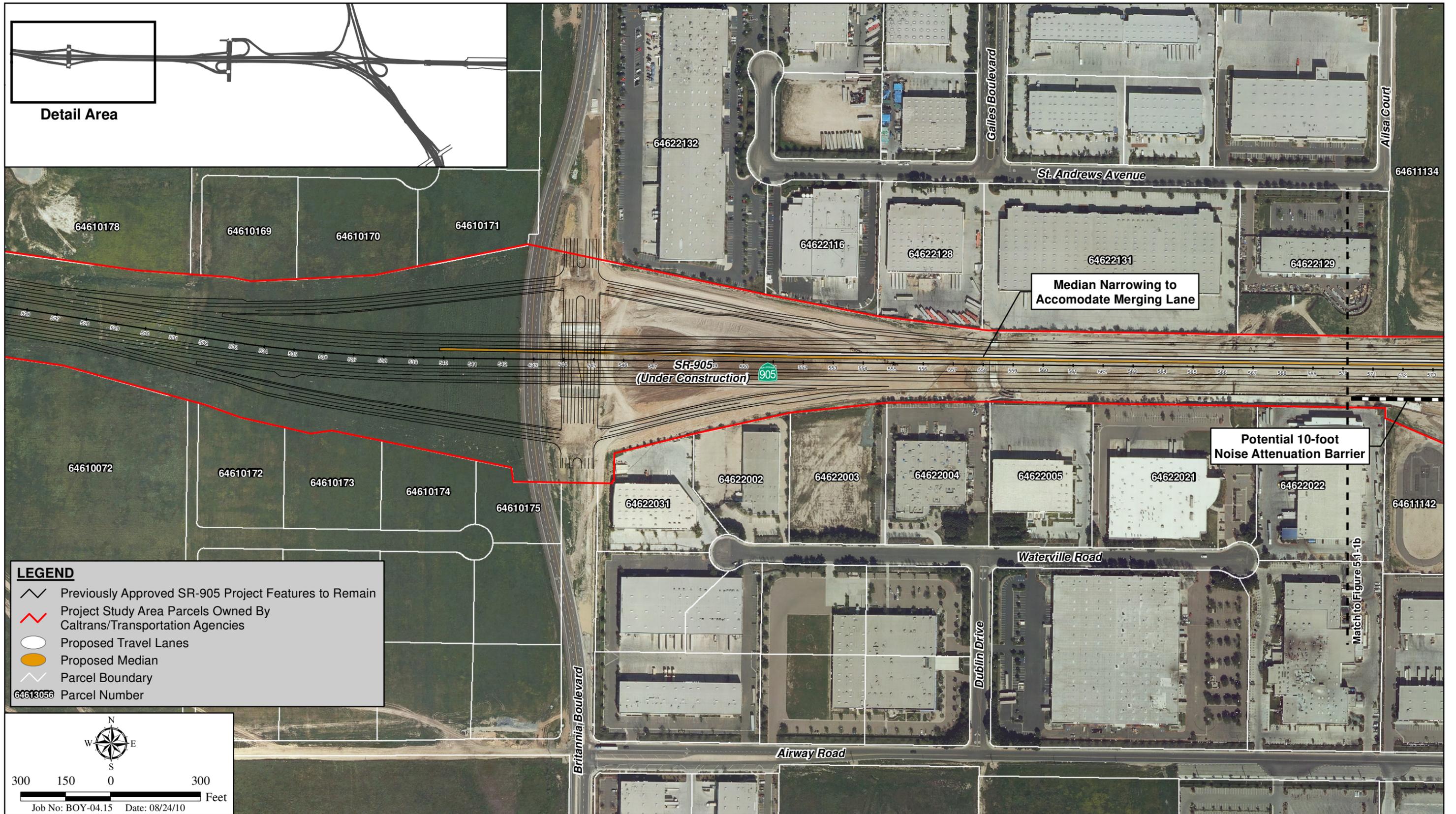
The Two Interchange Alternative would also traverse the following currently proposed private developments: Saeed TM/Airway Business Center, Dillard and Judd Roll County LLC/Enrico Fermi Industrial Park South County Commerce Center, Otay Mesa Travel Plaza, Bradley/Robertson Copart Salvage Auto Auctions, Otay Crossings Commerce Park, and Otay Business Park (Paragon). Specific acquisition acreages for these parcels are presented in Table 5.1-1, *Parcel Acquisitions*, and discussed in Section 5.3.1, *Parcel Acquisitions*. Operational noise levels would likely be below NAC levels for the planned industrial uses, and potential visual impacts would be minimized through measures identified in the project VIA (HELIX 2010a), and included in this CIA as well. Although the project has been identified for many years in the County General Plan, EOMSP, City General Plan and OMCP, the conversion of portions of these proposed developments to SR-11 R/W and the POE site would be considered a substantial land use impact. Much of the planned development in the area is industrial use associated with the maquiladora industry, and would benefit from the proposed project. Property owners/developers have been tracking the proposed project and have been planning/designing their development projects to accommodate SR-11 and the proposed POE, in the location that was selected in the Phase I ROD for the proposed project. Nevertheless, the project would be considered to result in a land use incompatibility impact with planned uses, because the project would convert designated industrial land to highway use.

### **One Interchange Alternative**

As shown in Figures 5.1-3a through 5.1-3d, *One Interchange Alternative Detail Sheets*, this alternative would include a full interchange at Alta Road, instead of the interchanges at Enrico Fermi Drive and Siempre Viva Road that are included in the Two Interchange Alternative, which were contemplated in the Western Alternative selected in the Phase I ROD for the proposed project. The single interchange would provide less direct access between SR-11 and surrounding local roadways, although area businesses would still be accessible via local Circulation Element roads.

Because the auxiliary lanes associated with an interchange at Enrico Fermi Drive would not be necessary under the One Interchange Alternative, this alternative would impact smaller portions of developed properties in the Sanyo Avenue area (approximately 14.1 percent instead of 16.1 percent of the PG Films property, 6.6 percent instead of 7.5 percent of the LBA Realty property, and 1.2 percent instead of 2.1 percent of the property owned by Sanyo).

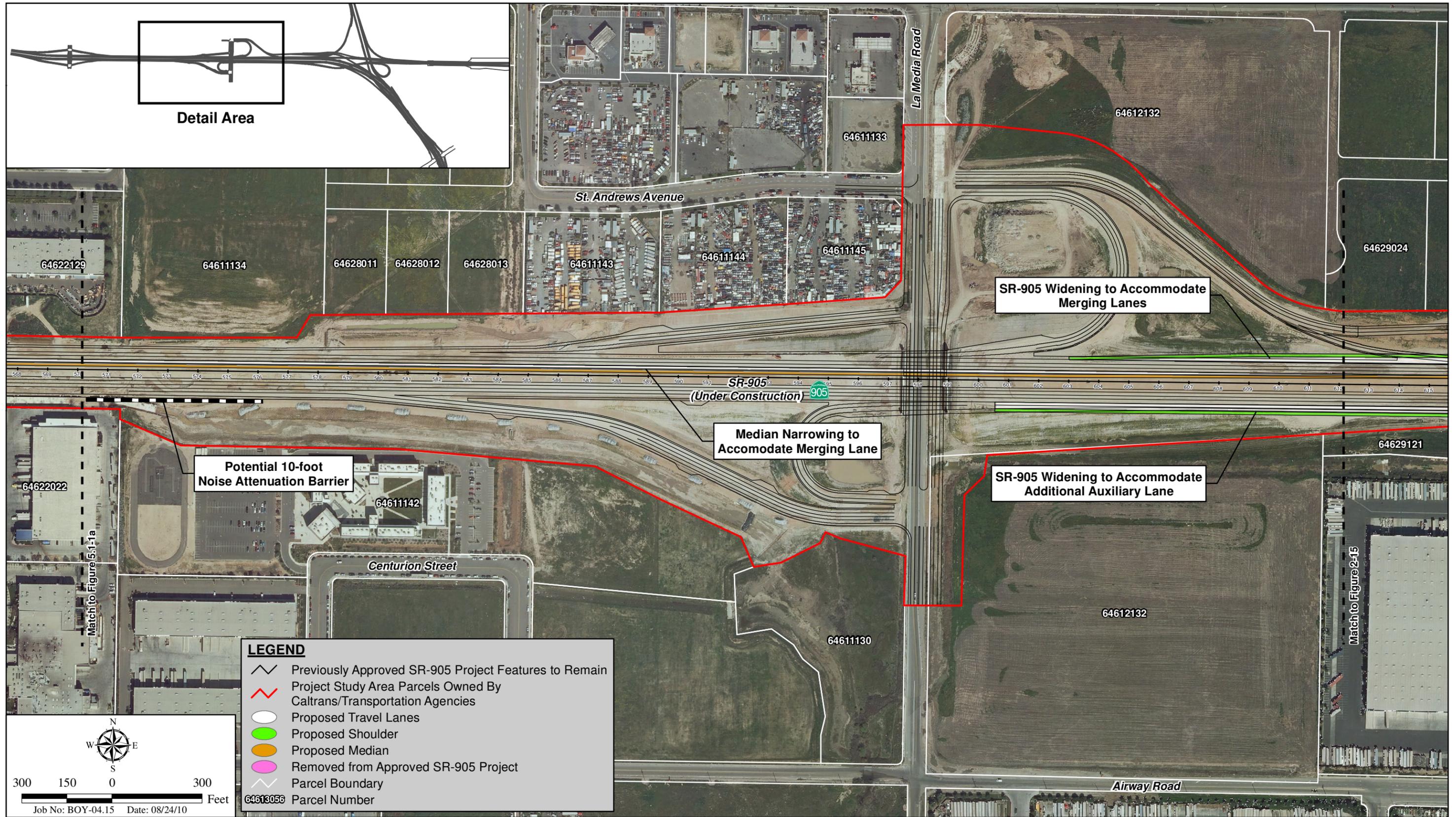
The One Interchange Alternative would also permanently convert to transportation-related uses 227.1 acres of undeveloped land designated for industrial uses, 2.0 acres of industrial land,



### Major Project Features West of SR-905/SR-125/SR-11 Interchange (All Alternatives)

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-1a

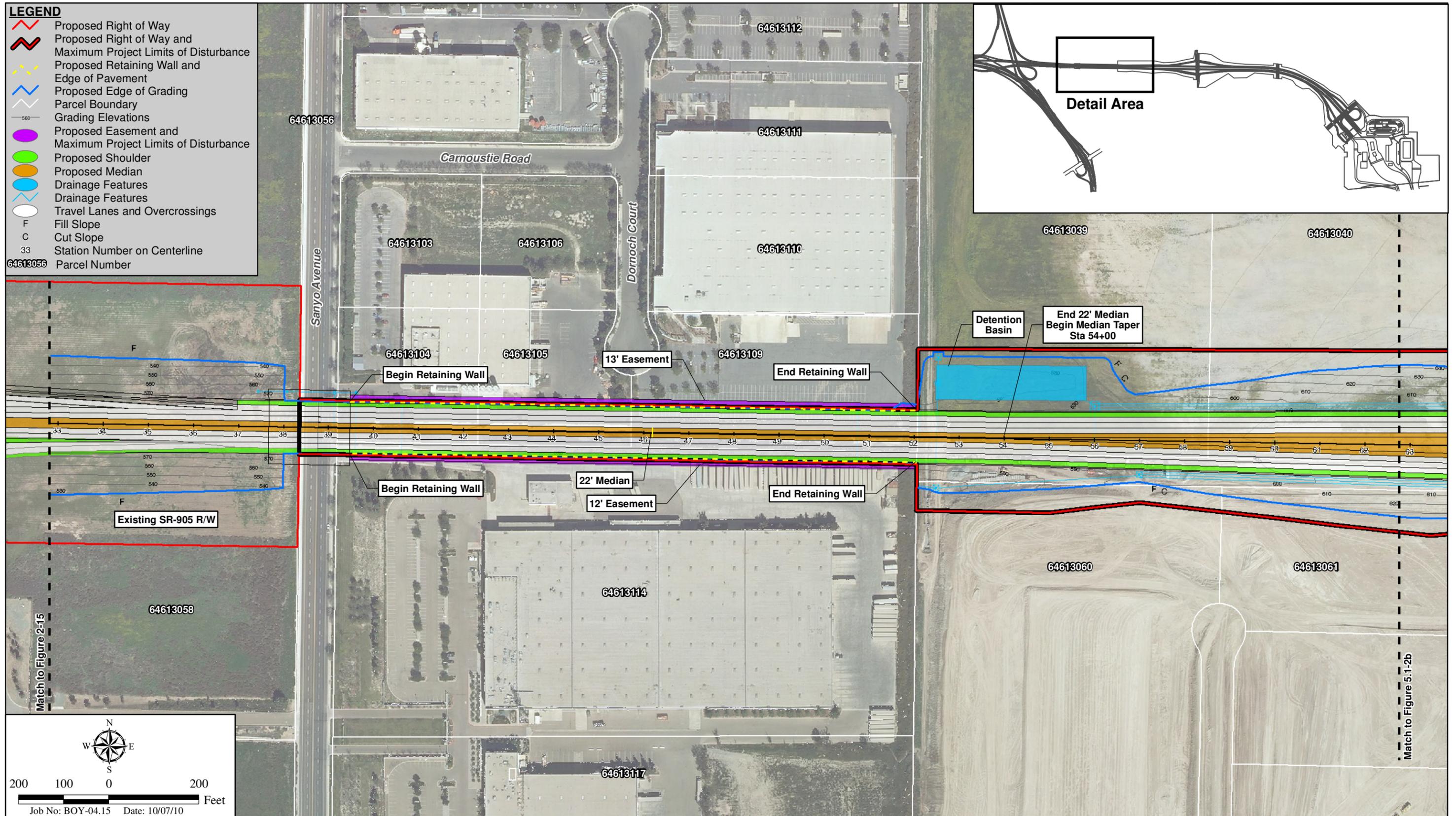


**Major Project Features West of SR-905/SR-125/SR-11 Interchange (All Alternatives)**

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-1b

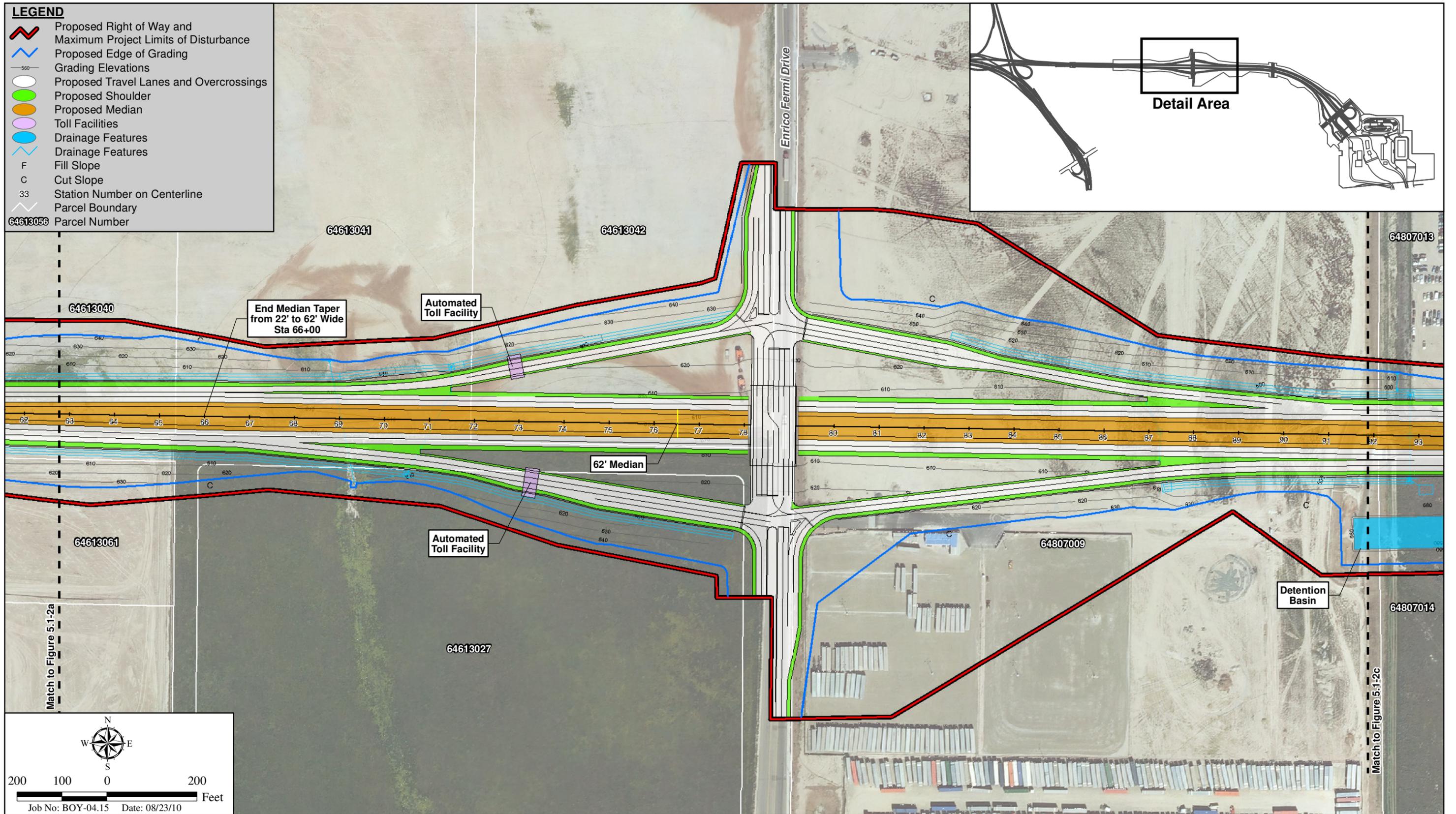
Job No: BOY-04.15 Date: 08/24/10  
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## Two Interchange Alternative - Major Project Features Sheet A

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-2a



## Two Interchange Alternative - Major Project Features Sheet B

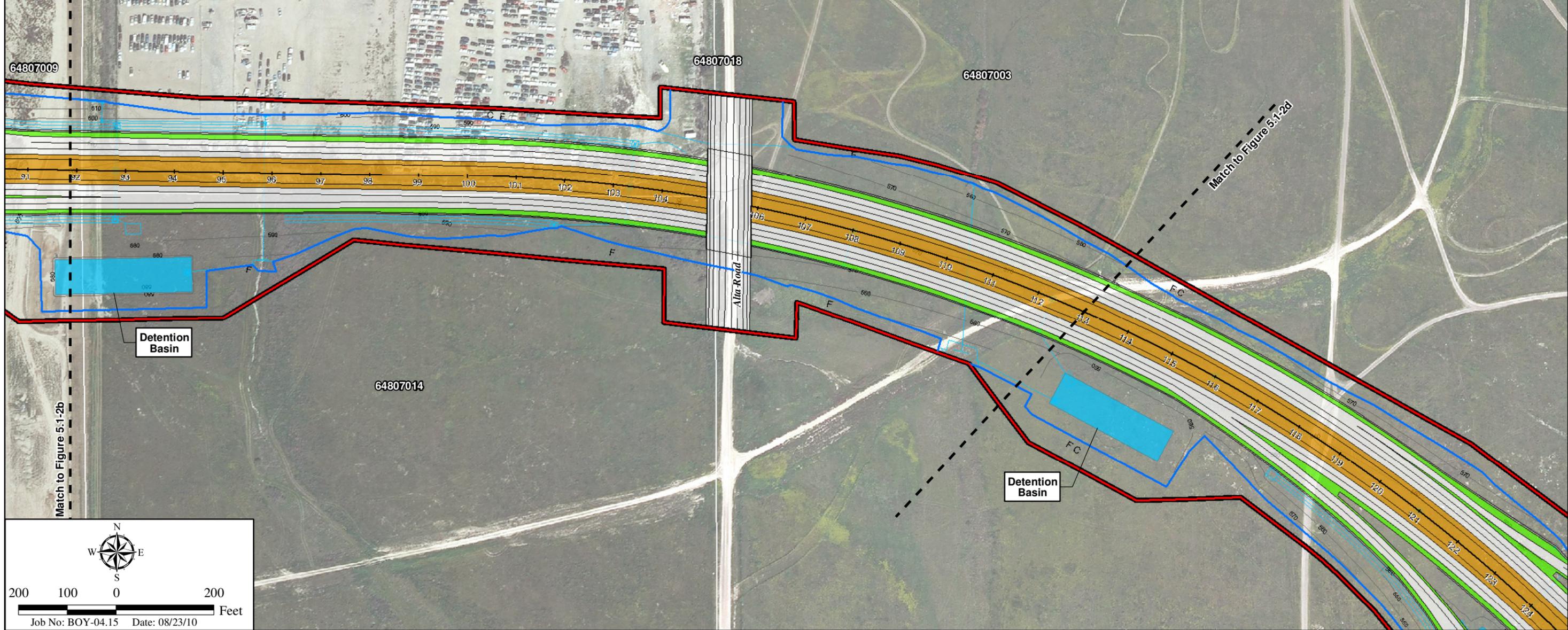
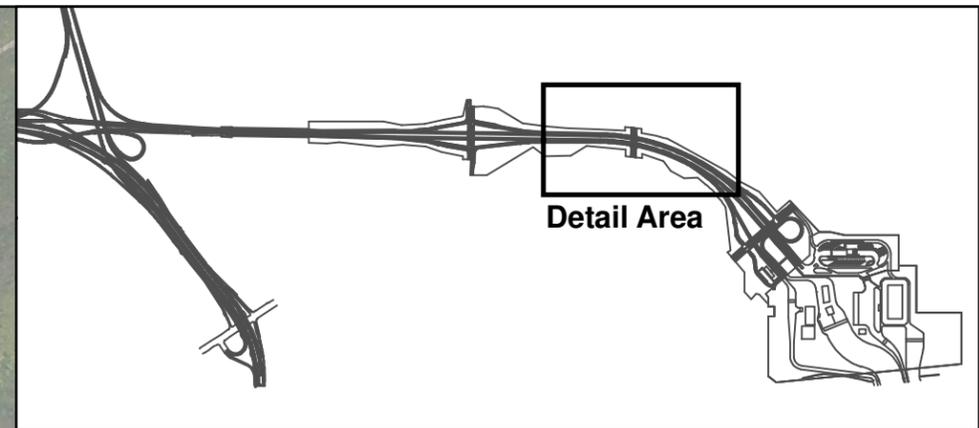
STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-2b

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**LEGEND**

-  Proposed Right of Way and Maximum Project Limits of Disturbance
-  Proposed Edge of Grading
-  Grading Elevations
-  Proposed Travel Lanes and Overcrossings
-  Proposed Shoulder
-  Proposed Median
-  Drainage Features
-  Drainage Features
-  Fill Slope
-  Cut Slope
-  Station Number on Centerline
-  Parcel Boundary
-  Parcel Number



Match to Figure 5.1-2b

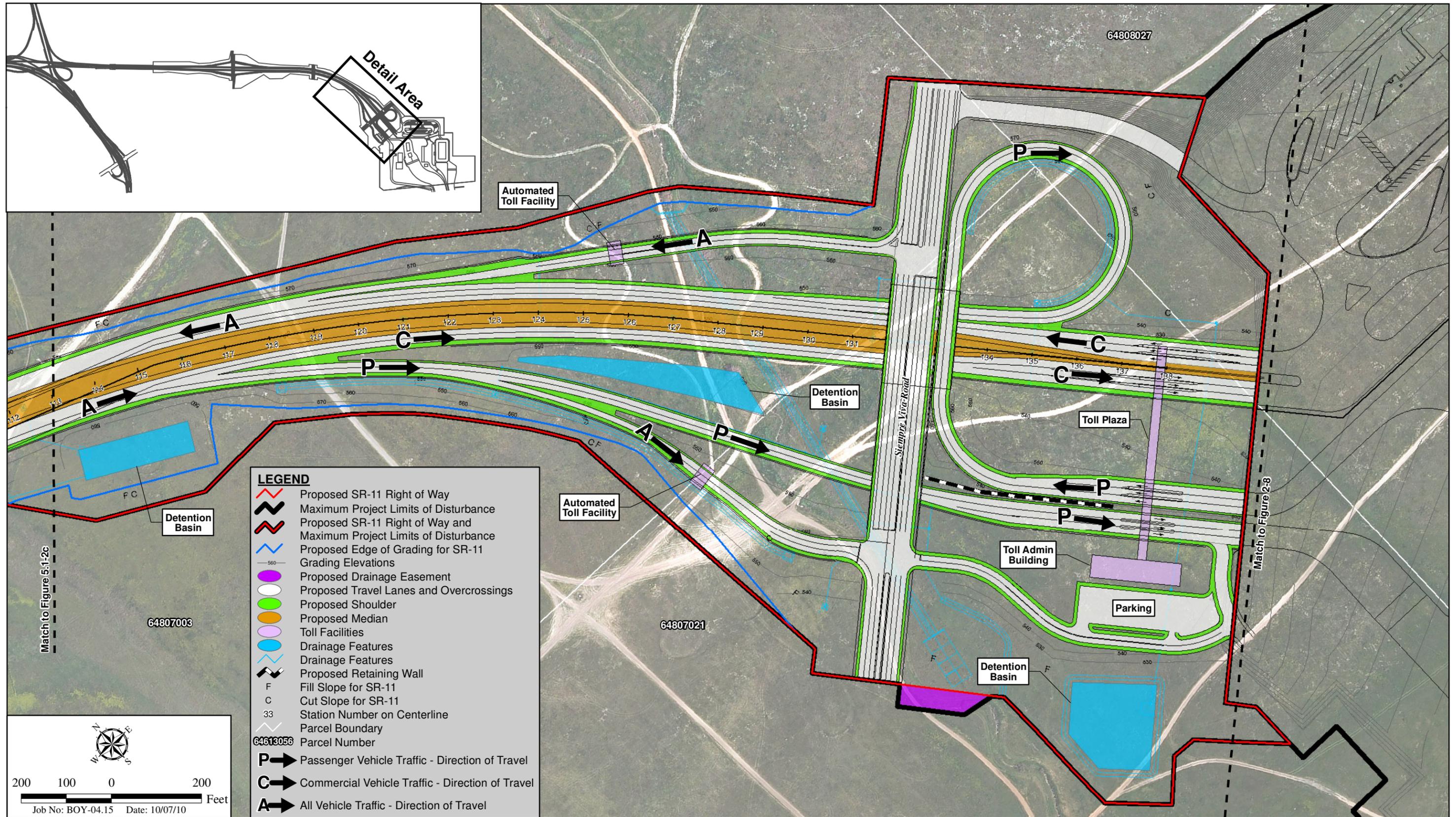
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## Two Interchange Alternative - Major Project Features Sheet C

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-2c



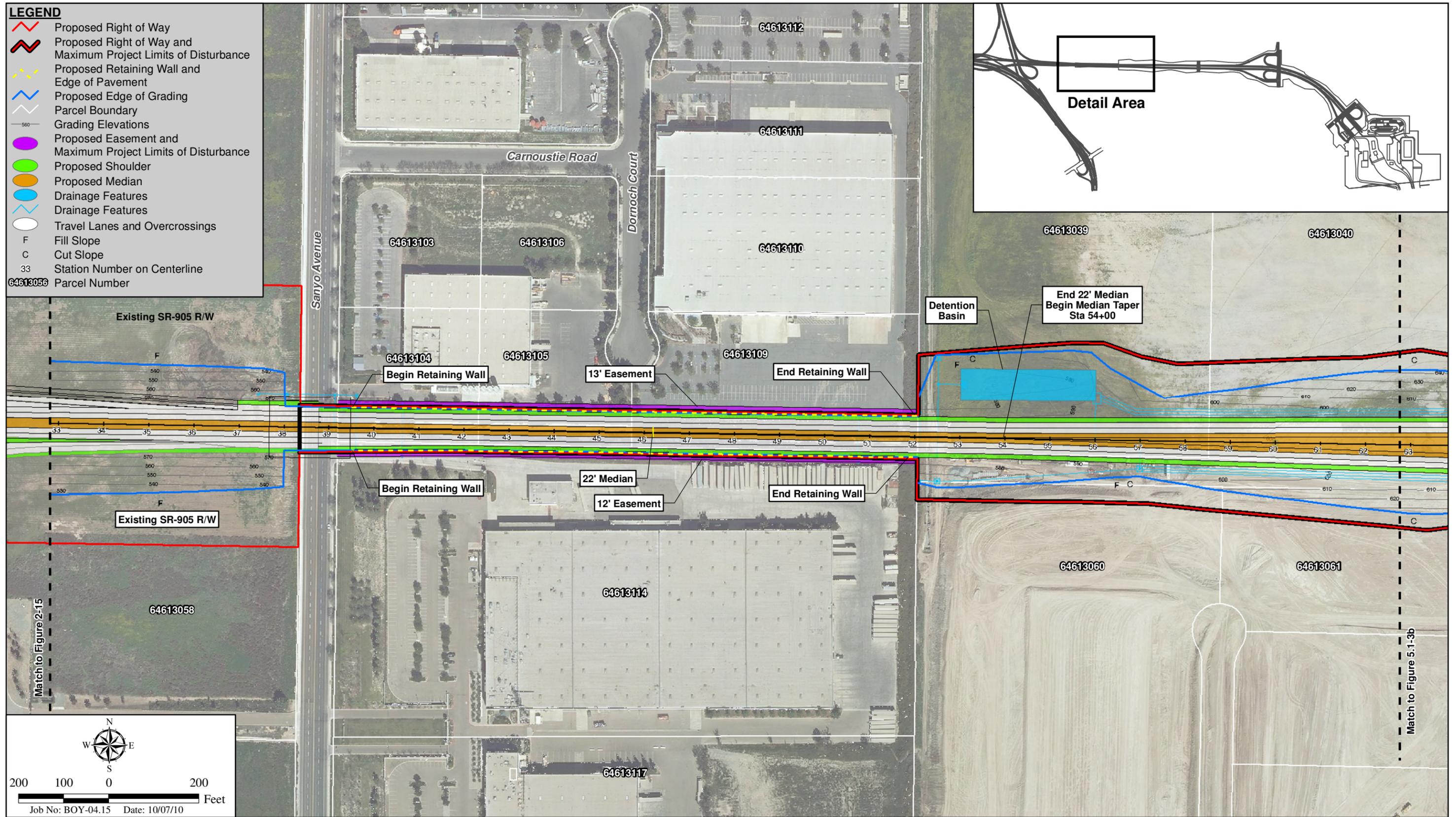
### Two Interchange Alternative - Major Project Features Sheet D

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-2d

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- LEGEND**
-  Proposed Right of Way
  -  Proposed Right of Way and Maximum Project Limits of Disturbance
  -  Proposed Retaining Wall and Edge of Pavement
  -  Proposed Edge of Grading
  -  Parcel Boundary
  -  Grading Elevations
  -  Proposed Easement and Maximum Project Limits of Disturbance
  -  Proposed Shoulder
  -  Proposed Median
  -  Drainage Features
  -  Drainage Features
  -  Travel Lanes and Overcrossings
  - F Fill Slope
  - C Cut Slope
  - 33 Station Number on Centerline
  - 64613056 Parcel Number



Match to Figure 2-15

Match to Figure 5:1-3b

Job No: BOY-04.15 Date: 10/07/10

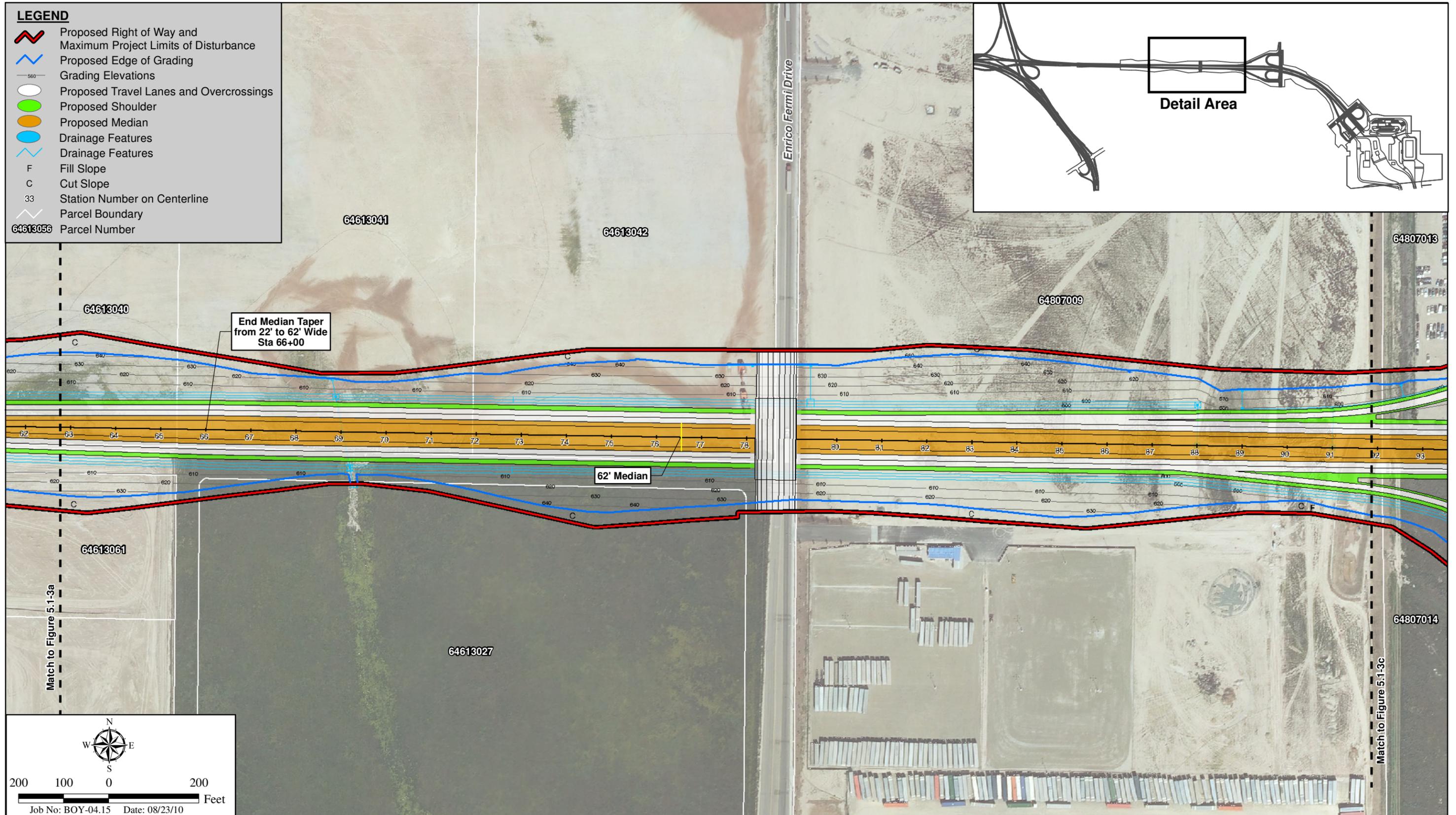
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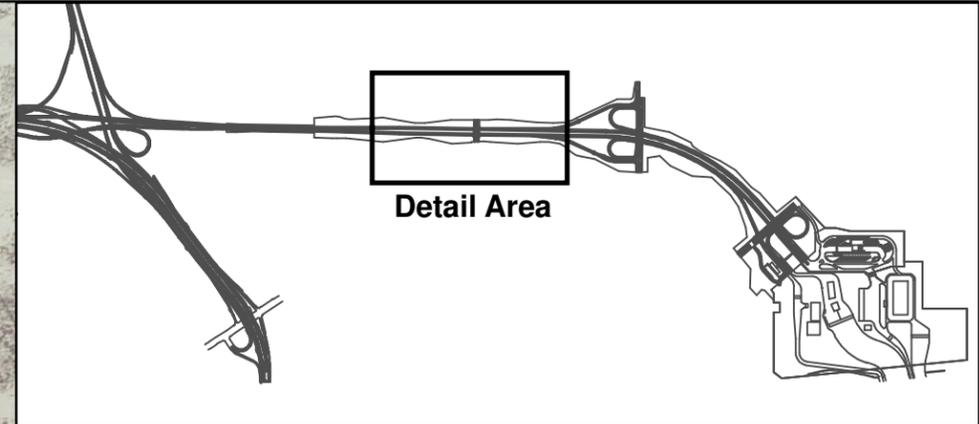
# One Interchange Alternative - Major Project Features Sheet A

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-3a



- LEGEND**
- Proposed Right of Way and Maximum Project Limits of Disturbance
  - Proposed Edge of Grading
  - Grading Elevations
  - Proposed Travel Lanes and Overcrossings
  - Proposed Shoulder
  - Proposed Median
  - Drainage Features
  - Drainage Features
  - Fill Slope
  - Cut Slope
  - Station Number on Centerline
  - Parcel Boundary
  - Parcel Number



Match to Figure 5.1-3a

Match to Figure 5.1-3c

Job No: BOY-04.15 Date: 08/23/10

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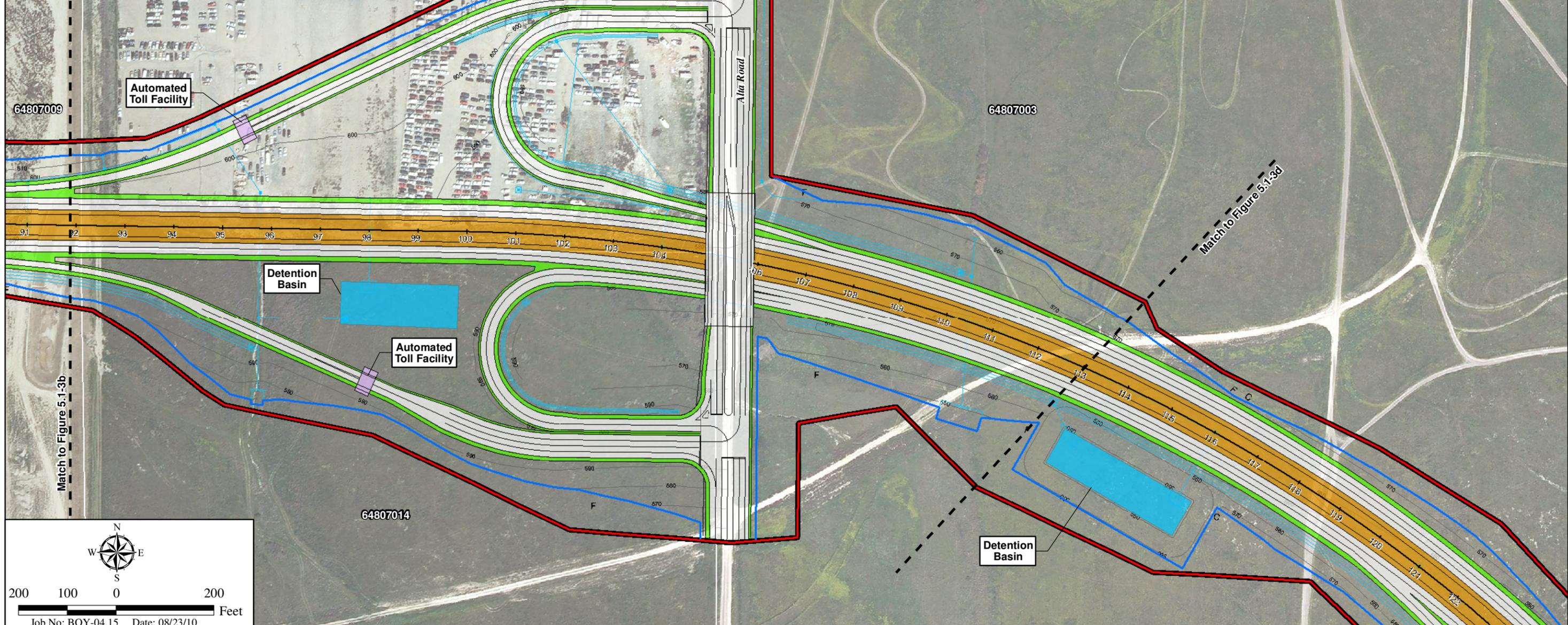
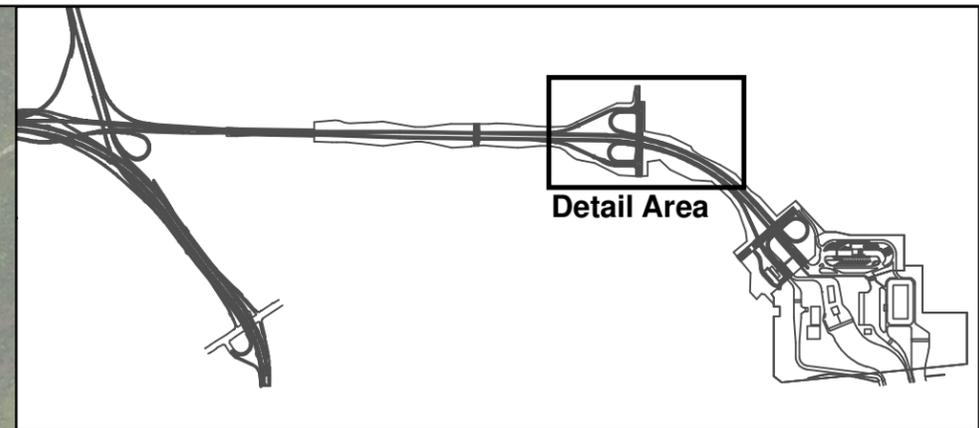
### One Interchange Alternative - Major Project Features Sheet B

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-3b

**LEGEND**

-  Proposed Right of Way and Maximum Project Limits of Disturbance
-  Proposed Edge of Grading
-  Grading Elevations
-  Proposed Travel Lanes and Overcrossings
-  Proposed Shoulder
-  Proposed Median
-  Toll Facilities
-  Drainage Features
-  Drainage Features
-  Fill Slope
-  Cut Slope
-  Station Number on Centerline
-  Parcel Boundary
-  Parcel Number



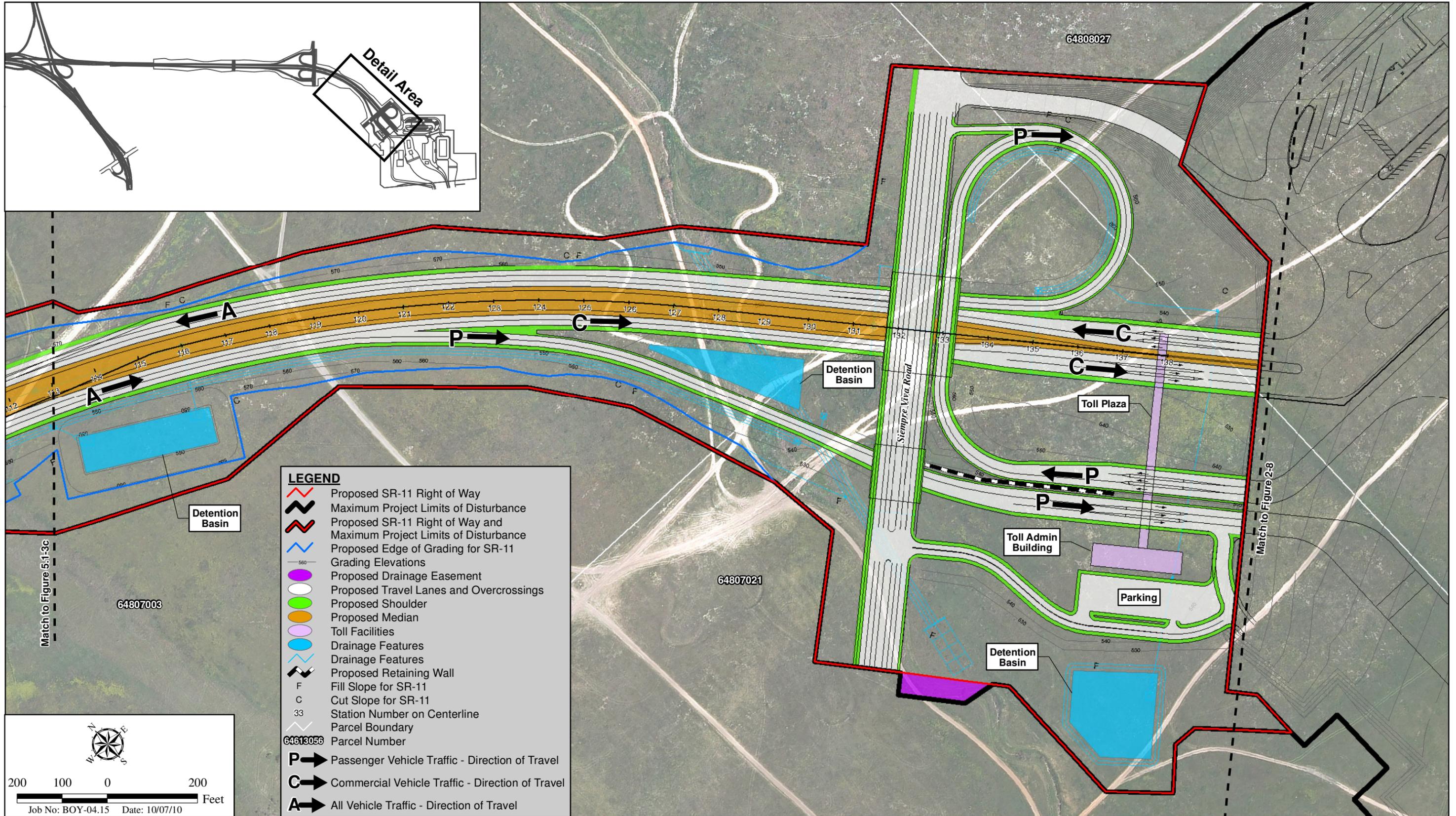
Job No: BOY-04.15 Date: 08/23/10

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## One Interchange Alternative - Major Project Features Sheet C

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-3c



## One Interchange Alternative - Detail Sheet D

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-3d

10.5 acres of graded land currently used for truck storage, 13.6 acres of land currently used as a vehicle auction yard under a temporary major use permit, and 0.3 acre of Otay Water District land. As in the case of the Two Interchange Alternative, an additional 7.4 acres of undeveloped land adjoining the international border fence is currently under federal ownership and CBP control; it would continue under CBP control as part of the proposed POE. The One Interchange Alternative would also traverse existing local roads and highway R/W, but this would not constitute a change of land use. As in the case of the Two Interchange Alternative, the project conversion of existing non-transportation land uses to transportation uses would represent a land use impact.

The One Interchange Alternative would also traverse the same currently proposed private developments described above for the Two Interchange Alternative. The implementation of a single local interchange instead of the two interchanges contemplated in the Phase I ROD for the project would require design adjustments on the part of the property owners of these proposed developments. As noted above, the conversion of portions of proposed developments to SR-11 R/W and the POE site would be considered a substantial land use impact, despite the fact that the project would be consistent with the County General Plan, EOMSP, the City General Plan and the OMCP.

### **No Interchange Alternative**

As shown in Figures 5.1-4a through 5.1-4d, *No Interchange Alternative Detail Sheets*, the No Interchange Alternative would not include interchanges between the POE/CVEF and the SR-905/SR-125/SR-11 Interchange. Vehicles traveling to and from the POE would not have the opportunity to access local roadways to access local businesses. Southbound travelers on SR-125 and eastbound travelers on SR-905 wishing to access local businesses would not be able to use SR-11 for access, but would have to use the Siempre Viva Road exit from SR-905 and local Circulation Element roads. Similarly, northbound travelers coming from Mexico through the POE would be able to access local area businesses via the Siempre Viva Road exit off SR-905 and local Circulation Element roads. Travelers leaving local area businesses and wishing to cross the border into Mexico through the new POE would have to travel west on local roadways as far as La Media Road, then accessing SR-905 eastbound, and eventually gaining access to eastbound SR-11 and the POE via the SR-905/SR-125/SR-11 Interchange. Thus, local area accessibility would be reduced under the No Interchange Alternative compared to the Two and One Interchange Alternatives, but would remain viable.

Because the auxiliary lanes associated with an interchange at Enrico Fermi Drive would not be necessary under the No Interchange Alternative, this alternative would require smaller acquisitions of developed parcels in the Sanyo Avenue area compared to the Two Interchange Alternative (approximately 14.1 percent instead of 16.1 percent of the PG Films property, 6.6 percent instead of 7.5 percent of the LBA Realty property, and approximately 1.2 percent instead of 2.1 percent of the property owned by Sanyo), similar to the One Interchange Alternative.

The No Interchange Alternative also would permanently convert to transportation-related uses 214.5 acres of undeveloped land designated for industrial uses, 2.0 acres of industrial land, 10.7 acres of graded land currently used for truck storage, 4.8 acres of land currently used as a vehicle auction yard under a temporary major use permit, and 0.3 acre of Otay Water District land. As mentioned for the other alternatives, an additional 7.4 acres of undeveloped land adjoining the international border fence is currently under federal ownership and CBP control; it would continue under CBP control as part of the proposed POE. The No Interchange Alternative would traverse existing local roads and highway R/W, but this would not constitute a change of land use. As in the case of the Two and One Interchange Alternatives, the project

conversion of existing non-transportation land uses to transportation uses would represent a land use impact.

The No Interchange Alternative would also traverse the same currently proposed private developments described above for the Two Interchange Alternative. The implementation of SR-11 with no local interchanges instead of the two interchanges contemplated in the Phase I ROD for the project would require design adjustments on the part of the property owners of these proposed developments. As noted above, the conversion of portions of proposed developments to SR-11 R/W and the POE/CVEF site would be considered a substantial land use impact, despite the fact that the project would be consistent with the County General Plan, EOMSP, the City General Plan and the OMCP.

### Variations on the Build Alternatives

#### No Toll Variation

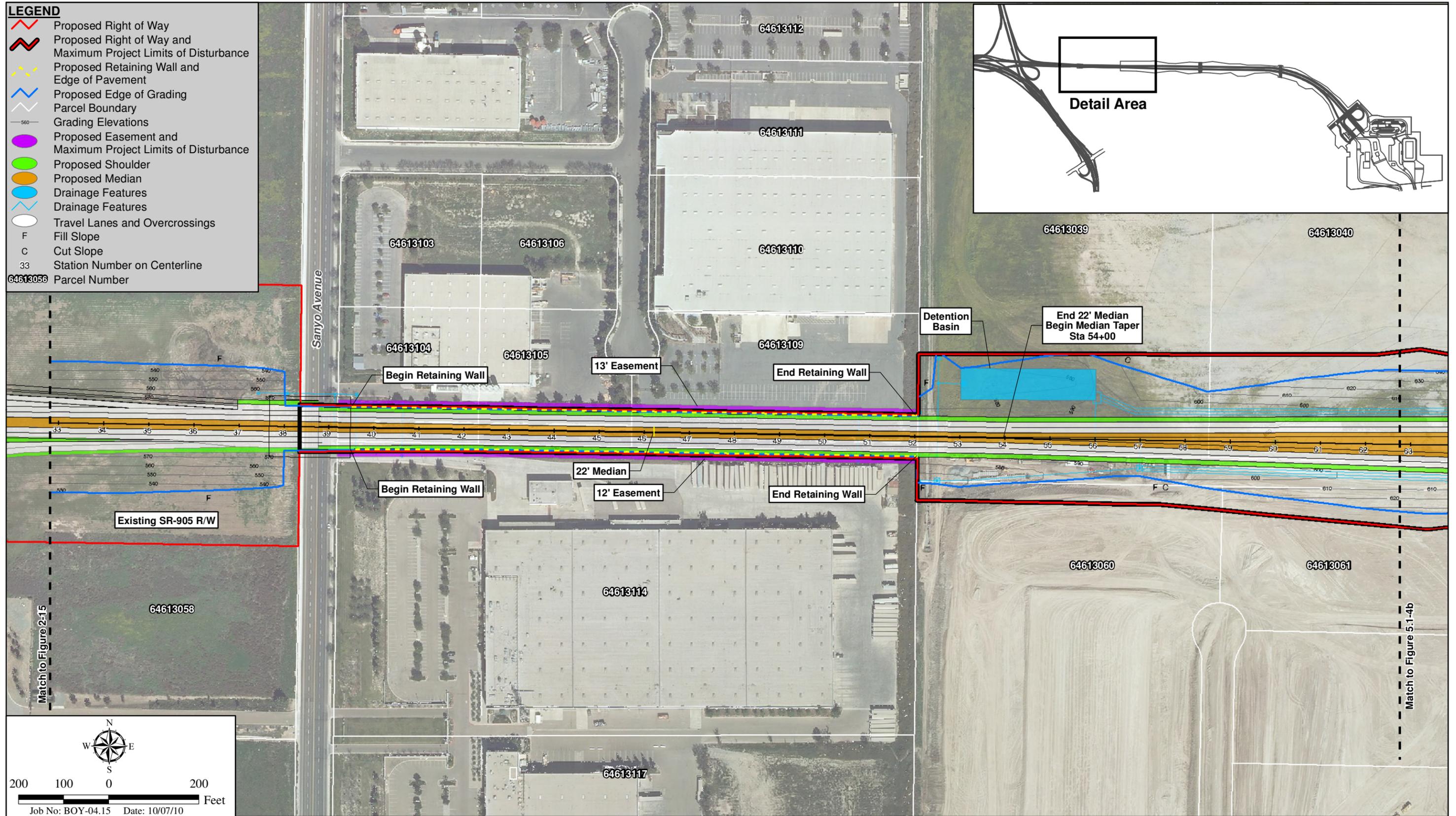
The No Toll Variation of each of the build alternatives would involve conversion of the same land uses to transportation-related uses and the same partial acquisitions as described for the toll versions of these build alternatives. As noted above, this conversion of existing non-transportation land uses would represent a land use impact. The conversion of portions of proposed developments to SR-11 R/W and the POE/CVEF site would also represent a land use impact, despite the fact that implementation of SR-11 and the Otay Mesa East POE would be consistent with the County General Plan, EOMSP, the City General Plan and the OMCP.

#### 46-foot Median Variation

The 46-foot Median Variation would involve slightly greater partial acquisitions in the Sanyo Avenue area, as indicated in Table 5.1-2 below:

<b>Table 5.1-2 PARTIAL PARCEL ACQUISITIONS IN THE SANYO AVENUE AREA</b>						
Parcel Owner	Parcel Number	Parcel Size (acres)	Baseline Alternatives with 22-foot Median		46-foot Median Variation	
			Parcel Acquisition	Percent of Parcel	Parcel Acquisition	Percent of Parcel
<b>Two Interchange Alternative</b>						
PG Films, LLC	646-131-03	2.13	0	0%	0	0%
	646-131-04	2.15	0.65	30.2%	0.74	34.5%
	646-131-05	2.19	0.72	32.8%	0.81	37.1%
	646-131-06	2.06	0	0%	0	0%
	<b>Subtotal</b>	<b>8.53</b>	<b>1.37</b>	<b>16.1%</b>	<b>1.55</b>	<b>18.2%</b>
LBA Realty Fund III- Company ILLC	646-131-09	4.27	1.36	31.9%	1.54	36.1%
	646-131-10	4.14	0	0%	0	0%
	646-131-11	3.53	0	0%	0	0%
	646-131-12	6.14	0	0%	0	0%
	<b>Subtotal</b>	<b>18.08</b>	<b>1.36</b>	<b>7.5%</b>	<b>1.54</b>	<b>8.5%</b>
Sanyo E & E Corp.	646-131-14	18.87	0.81	4.3%	1.16	6.1%
	646-131-17	18.86	0	0%	0	0%
	<b>Subtotal</b>	<b>37.73</b>	<b>0.81</b>	<b>2.1%</b>	<b>1.16</b>	<b>3.1%</b>
<b>Total</b>		<b>64.34</b>	<b>3.54</b>	<b>5.5%</b>	<b>4.25</b>	<b>6.6%</b>

- LEGEND**
-  Proposed Right of Way
  -  Proposed Right of Way and Maximum Project Limits of Disturbance
  -  Proposed Retaining Wall and Edge of Pavement
  -  Proposed Edge of Grading
  -  Parcel Boundary
  -  Grading Elevations
  -  Proposed Easement and Maximum Project Limits of Disturbance
  -  Proposed Shoulder
  -  Proposed Median
  -  Drainage Features
  -  Drainage Features
  -  Travel Lanes and Overcrossings
  -  Fill Slope
  -  Cut Slope
  -  Station Number on Centerline
  -  Parcel Number

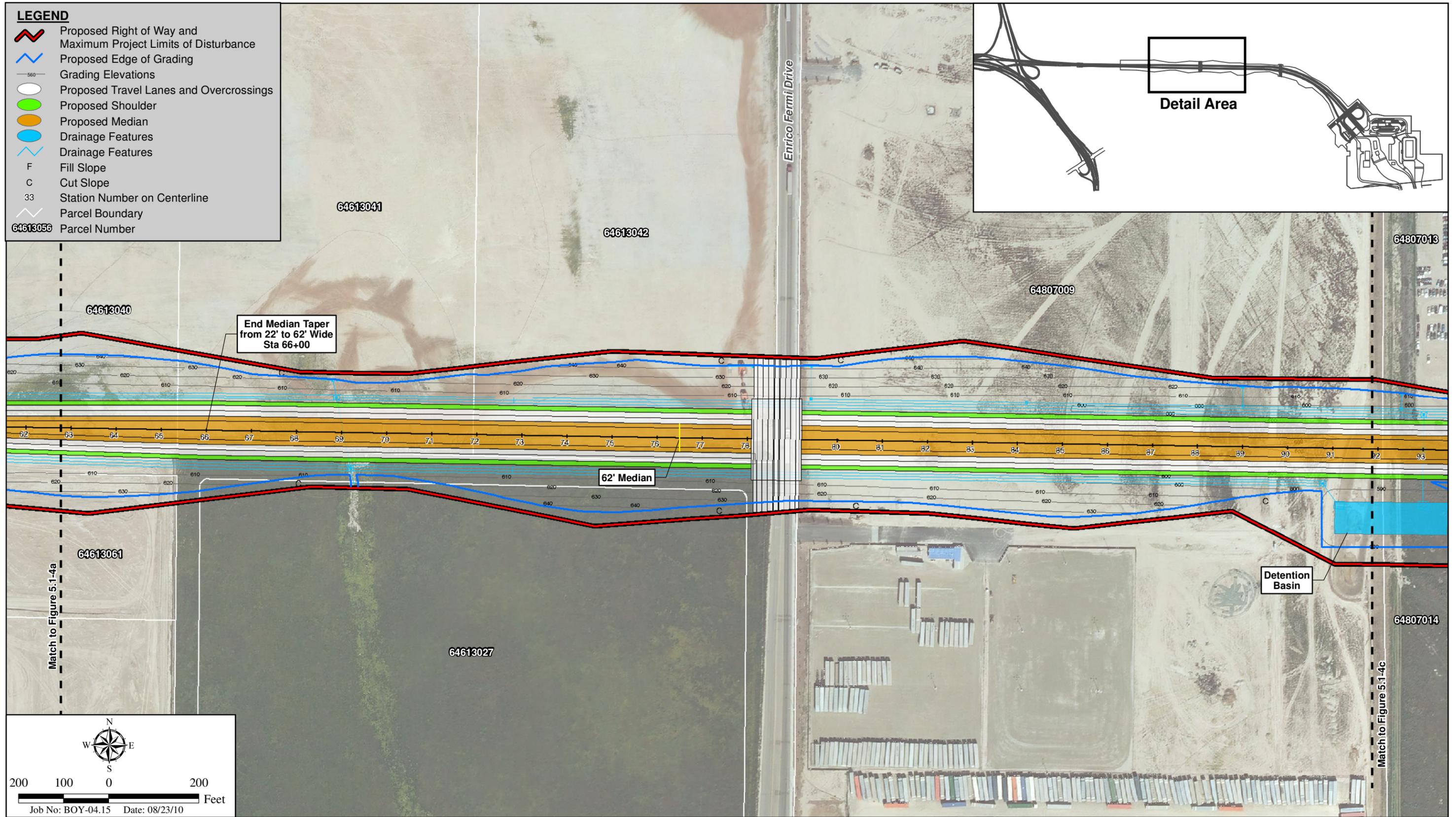


## No Interchange Alternative - Major Project Features Sheet A

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-4a

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## No Interchange Alternative - Major Project Features Sheet B

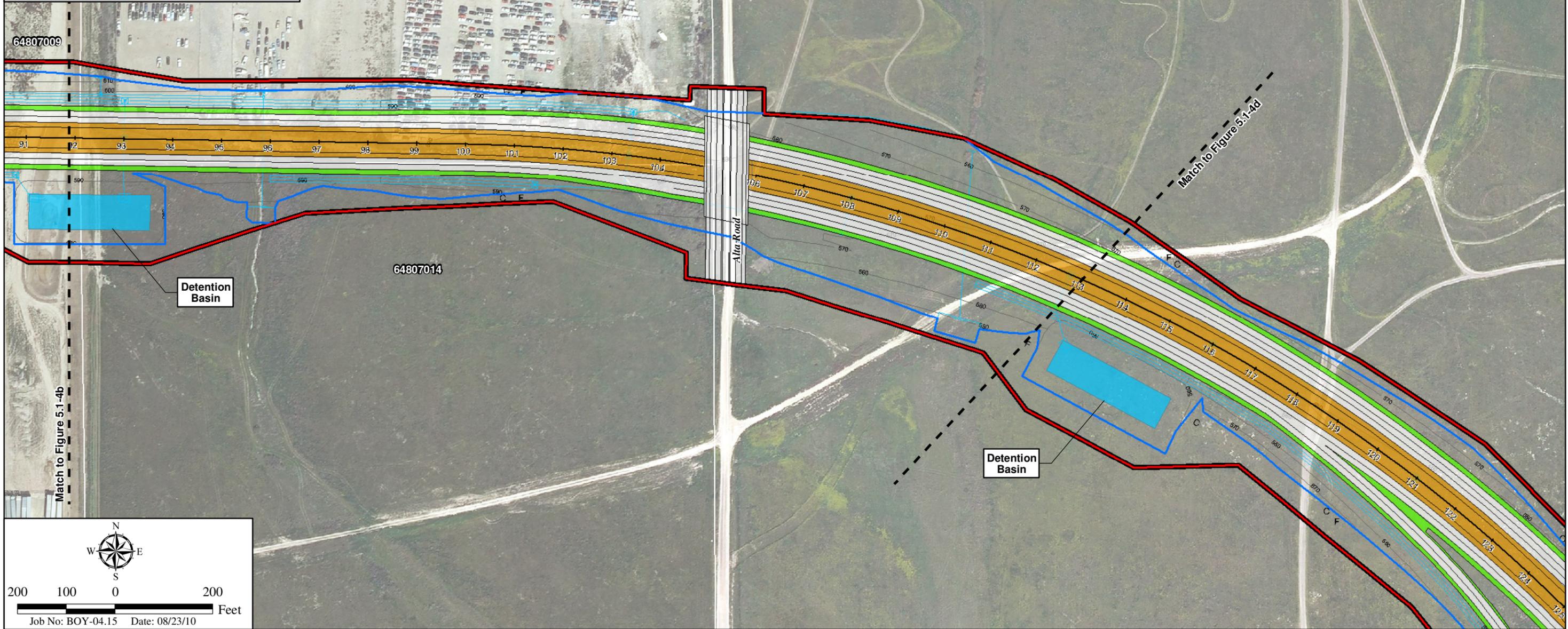
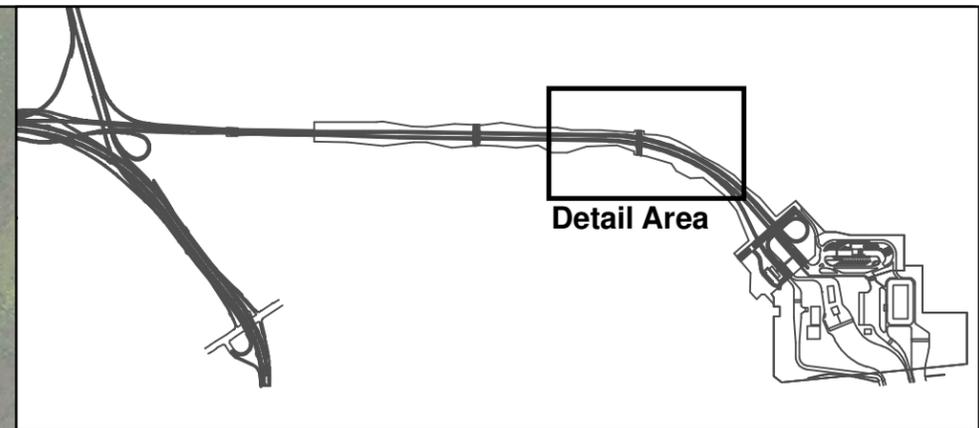
STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-4b

**LEGEND**

-  Proposed Right of Way and Maximum Project Limits of Disturbance
-  Proposed Edge of Grading
-  Grading Elevations
-  Proposed Travel Lanes and Overcrossings
-  Proposed Shoulder
-  Proposed Median
-  Drainage Features
-  Drainage Features
-  Fill Slope
-  Cut Slope
-  Station Number on Centerline
-  Parcel Boundary

64613056 Parcel Number



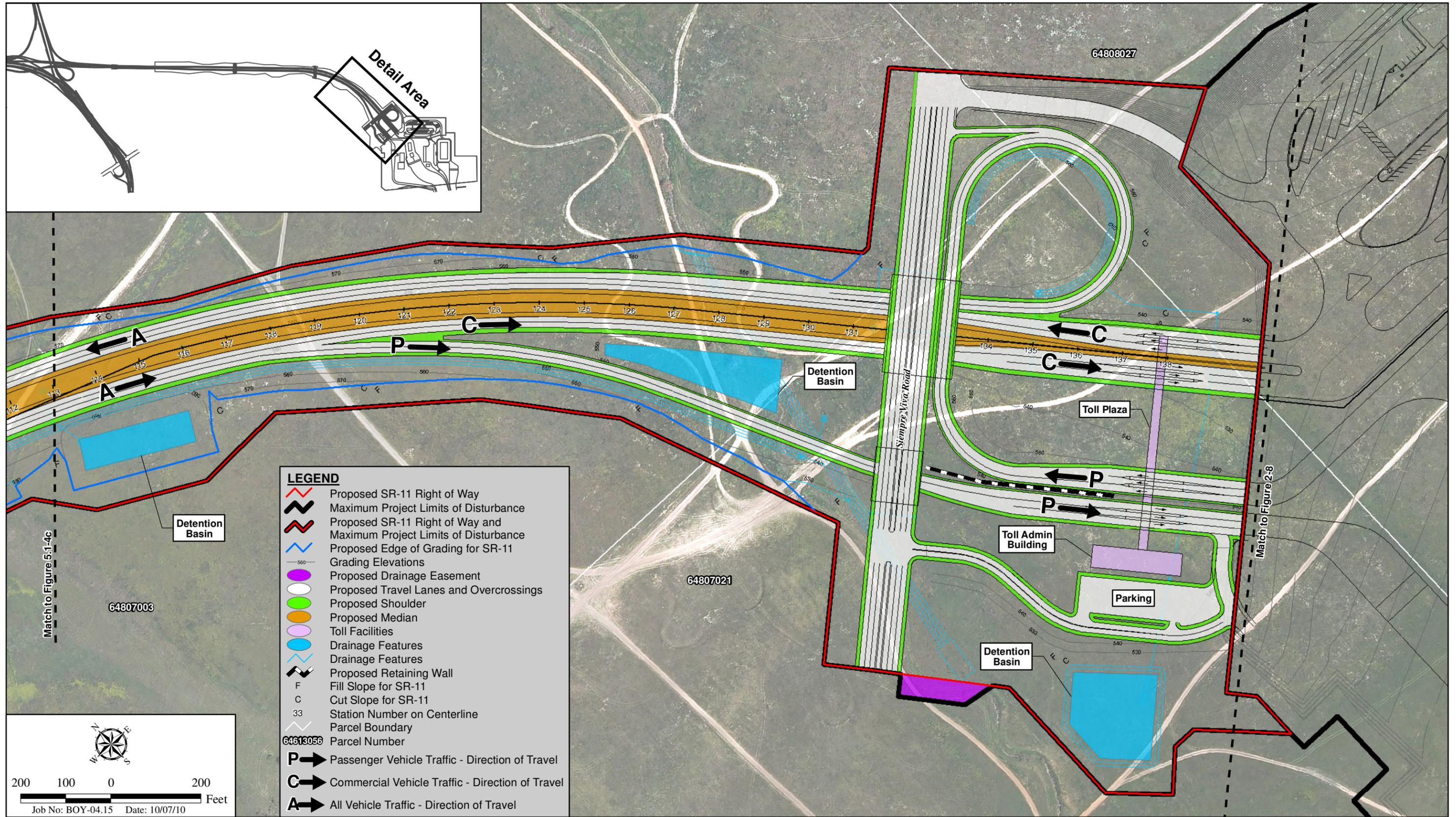
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## No Interchange Alternative - Major Project Features Sheet C

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-4c



## No Interchange Alternative - Major Project Features Sheet D

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-4d

Parcel Owner	Parcel Number	Parcel Size (acres)	Baseline Alternatives with 22-foot Median		46-foot Median Variation	
			Parcel Acquisition	Percent of Parcel	Parcel Acquisition	Percent of Parcel
<b>One and No Interchange Alternatives</b>						
PG Films, LLC	646-131-03	2.13	0	0%	0	0%
	646-131-04	2.15	0.57	26.5%	0.66	30.5%
	646-131-05	2.19	0.63	28.6%	0.72	32.8%
	646-131-06	2.06	0	0%	0	0%
	<b>Subtotal</b>	<b>8.53</b>	<b>1.20</b>	<b>14.1%</b>	<b>1.38</b>	<b>16.2%</b>
LBA Realty Fund III- Company ILLC	646-131-09	4.27	1.19	27.9%	1.37	32.0%
	646-131-10	4.14	0	0%	0	0%
	646-131-11	3.53	0	0%	0	0%
	646-131-12	6.14	0	0%	0	0%
	<b>Subtotal</b>	<b>18.08</b>	<b>1.19</b>	<b>6.6%</b>	<b>1.37</b>	<b>7.6%</b>
Sanyo E & E Corp.	646-131-14	18.87	0.47	2.5%	0.82	4.3%
	646-131-17	18.86	0	0%	0	0%
	<b>Subtotal</b>	<b>37.73</b>	<b>0.47</b>	<b>1.2%</b>	<b>0.82</b>	<b>2.2%</b>
<b>Total</b>		<b>64.34</b>	<b>2.86</b>	<b>4.4%</b>	<b>3.57</b>	<b>5.5%</b>

Source: HELIX Environmental Planning, Inc. and AECOM, January 2010.

Compared to the project build alternatives with the 22-foot median, the 46-foot Median Variation of each of the build alternatives would convert slightly (approximately one to two percent) more developed land to transportation uses in each case. For all project build alternatives, the 46-foot Median Variation would result in an additional 0.7 acre of land converted from industrial developed land to transportation uses. As noted above, this conversion of existing land would represent a land use impact.

#### SR-125 Connector Variation

The construction of the elevated connector from southbound SR-125 to eastbound SR-11 would take place entirely within existing Caltrans R/W among other planned connector ramps associated with a large interchange, so there would be no additional land use conversion or compatibility impacts to existing or planned developments, when combined with any of the previously described build alternatives. The additional connector would increase accessibility to project area industrial properties from the north, which is a land use benefit to these properties. The traffic study predicts that only 3,700 to 4,000 average trips in 2015 and 6,700 to 8,600 average trips in 2035 would use this connector each day (depending on the project alternative; VRPA 2009). This benefit would be particularly important under the No Interchange Alternative, since access to and from local businesses would be more limited under this alternative.

#### SR-905/SR-125/SR-11 Full Interchange Variation

The construction of the additional connectors proposed under the SR-905/SR-125/SR-11 Full Interchange Variation would take place entirely within existing Caltrans R/W among other planned connector ramps associated with a large interchange, so there would be no additional land use conversion or compatibility impacts to planned developments, when combined with any

of the previously described build alternatives. This variation would provide more complete accessibility to and from East Otay Mesa, which would represent a land use benefit and would be compatible with the industrial properties on the mesa; however, the traffic study indicates only the following low average daily trips (ADT) for each connector, with traffic volumes projected to be the same in each direction:

<b>Year/Alternative</b>	<b>ADT</b>
2015	
Two Interchange Alternative	1,000
One Interchange Alternative	1,000
No Interchange Alternative	1,400
2035	
Two Interchange Alternative	2,000
One Interchange Alternative	2,200
No Interchange Alternative	6,500

This benefit would be particularly important under the No Interchange Alternative, since access to and from local businesses, and from local businesses to the proposed POE, would be more limited under this alternative.

#### Siempre Viva Road Full Interchange Variation

The Siempre Viva Road Full Interchange Variation would involve slightly greater partial acquisitions of three parcels in the area of Siempre Viva Road, as indicated in Table 5.1-3 below:

<b>Parcel Owner</b>	<b>Parcel Number</b>	<b>Parcel Size (acres)</b>	<b>Two Interchange Alternative with Half Interchange at Siempre Viva Road</b>		<b>Two Interchange Alternative with Siempre Viva Road Full Interchange Variation</b>	
			<b>Acres for R/W Acquisition</b>	<b>Percent of Parcel</b>	<b>Acres for R/W Acquisition</b>	<b>Percent of Parcel</b>
Kearny PCCP Otay 311 LLC	648-070-03	158.79	27.76	17.5%	43.37	27.3%
	648-080-27	151.63	103.02	67.9%	103.44	68.2%
<b>Subtotal:</b>		310.42	130.79	42.1%	146.81	47.3%
Otay Business Park LLC	648-070-21	159.36	42.22	26.5%	46.41	29.1%
<b>Total</b>		469.78	173.00	36.8%	193.22	41.1%

Compared to the Two Interchange Alternative with the half interchange at Siempre Viva Road, the Siempre Road Viva Full Interchange Variation of the Two Interchange Alternative would acquire slightly more land for transportation uses of the affected three parcels (approximately four percent more of the affected parcels). The Siempre Viva Road Full Interchange Variation would result in an additional 20.2 acres of undeveloped land designated for industrial use permanently converted to transportation uses. As noted above, this conversion of existing land would represent a land use impact.

## No Build Alternative

Implementation of the No Build Alternative would not convert existing land uses to transportation uses, or introduce incompatible land uses to the area, and there would be no short-term impact to land use. However, the No Build Alternative would deviate from the planned development in the area by not providing SR-11 or POE, and could adversely affect the existing land uses that were developed in anticipation of the proposed project, as well as other planned industrial development in the area, by perpetuating the current excessive border wait times and the associated business inefficiencies.

It is expected that development would proceed in this area, with or without the proposed project. With a decision not to implement SR-11 and Otay Mesa East POE project at this time, the County could choose to amend the EOMSP to remove SR-11 and the new POE from the Circulation Plan, and process active tentative maps, no longer reserving R/W for these facilities.

As noted in Chapter 4.0, *Existing Conditions*, under Mexican law, the land currently reserved for a new POE by the Mexican government would have to be released for other uses by 2011, if it is not purchased for use as a POE by that time. This land, previously reserved by the Mexican government for development with the Otay II POE, could, therefore, become developed with other uses under the No Build Alternative and no longer be available for future implementation of a POE.

It is possible that the No Build Alternative would only delay implementation of the Otay Mesa East POE. If development were to proceed on the U.S. and/or Mexico sides of the border in the East Otay Mesa area, a situation could develop wherein acquisition of developed property would be necessary to implement SR-11 and the Otay Mesa East POE in the future. If development leaves only the most environmentally constrained land available for these facilities and the facilities must be constructed in close proximity to more existing development, associated visual- and noise-related land use compatibility impacts may eventually be greater than they would be under the currently proposed project build alternatives.

### 5.1.2 Farmland Impacts

East Otay Mesa is characterized by developed lands and undeveloped lands previously used for agriculture. No current agricultural operations are present on site. Local agricultural history dates back to the early 1950's, when a majority of the study area was being used for agriculture (row crops). The majority of the land use study area was no longer used for agriculture by the early 1980s. All agricultural use terminated by 1990, with the exception of a small area at the northeast corner of Otay Mesa and Alta roads, which remains in agricultural use (APN 648-040-35); this area is outside the limits of disturbance of the proposed project.

As noted above, NEPA and the FPPA (7 USC 4201-4209; and its regulations, 7 CFR Part 658) require federal agencies, such as FHWA, to coordinate with the NRCS if their activities may irreversibly convert farmland (directly or indirectly) to nonagricultural use. If an adverse effect is found, the agency must consider alternatives to lessen the impacts. Projects where farmland may be affected require the completion of the appropriate Farmland Conversion Impact Rating Form. The NRCS requires completion of the rating form based on the underlying soil profile, regardless of surface development (i.e. even in developed areas). The Impact Rating provides a land evaluation and site assessment of potential farmland concerns within the land use study

area from implementation of the proposed project. Form NRCS-CPA-106 (Form 106) establishes a farmland conversion impact rating score which is used as an indicator from which to consider alternative sites if the potential impacts on the farmland exceed the recommended allowable level (NRCS 2007). Form 106 is specifically applicable to “corridor type projects.”

A Farmland Conversion Impact Rating assessment (Form 106) was submitted to the NRCS on July 30, 2010. A reply was received from the NRCS, dated September 3, 2010; the information received is reflected in Appendix A and the analysis below.

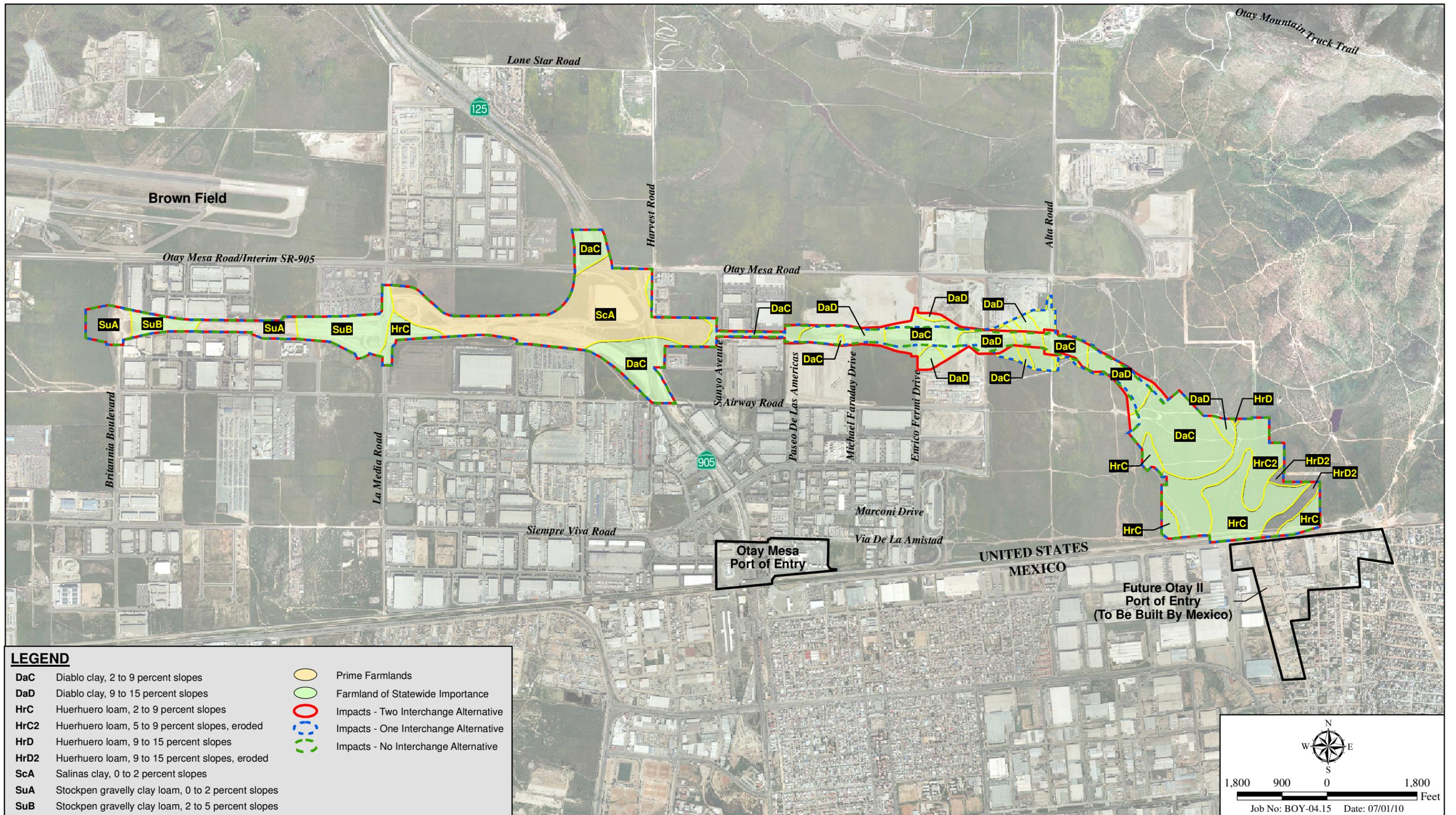
## **Build Alternatives and Variations**

### Farmland Conversion

The NRCS Farmland Conversion Impact Rating determines the FPPA farmland categories that would be impacted according to soil mapping units of a given area. Soil mapping units establish the criteria necessary to categorize land in accordance with the U.S. Department of Agriculture’s Land Inventory and Monitoring (LIM) Project for the San Diego Soil Survey (California Department of Conservation 2006). Figure 5.1-5 shows the NRCS soil-mapping units and corresponding farmland designations in the farmland study area. The farmland study area includes the limits of disturbance of all the build alternatives.

For the purpose of the NRCS assessment, the 46-foot Median Variation and the SR-905/SR-125/SR-11 Full Interchange Variation were included within the limits of each build alternative, as a worst case assumption. These alternatives were determined to convert between approximately 284.5 and 310.5 acres from existing uses (refer to Table 5.1-4). Farmland impact estimates have been calculated for each of the alternatives using Form 106. The project Form 106 provides a number rating based on land evaluation and site assessment criteria with a maximum achievable score of 260 points. Part VII of the project Form 106 (which is completed by the NRCS) indicates the Two Interchange alternative (Corridor A) would have 69.2 total points, the One Interchange alternative (Corridor B) would have 69.4 total points, and the No Interchange alternative (Corridor C) would have a 69.6 points out of a possible 260 points. It should be noted that the No Toll Variation would not affect the conversion of farmland under any of the alternatives, since it is an operational variation only. The SR-905/SR-125/SR-11 Full Interchange Variation was included in the baseline alternatives analyses, as part of a “worst case” scenario, and furthermore, would involve only farmland conversion impacts already approved under the SR-905 or SR-125 projects. A score over 160 out of the possible 260 points is considered a potentially adverse impact. The identified scores of 69.2 to 69.6 for all three alternatives are below the FPPA criteria threshold; therefore, substantial adverse impacts to farmland are not expected from implementing any of the three alternatives with the identified variations. Please refer to Appendix A for the project Form 106 and attachments.

If the Siempre Viva Road Full Interchange Variation (associated only with the Two Interchange Alternative) were implemented, an additional 8.9 acres of Diablo clay – 2 to 9 percent slopes (DaC), 11.3 acres of Diablo clay – 9 to 15 percent slopes (DaD), and 0.03 acre of Huerhuero loam – 2 to 9 percent slopes (HrC). Implementation of this variation would not change the Part VI corridor assessment rating of 27 determined for all of the build alternatives. Increasing the Part IV land evaluation rating to the maximum score of 100 would still yield total a score below the identified FPPA criteria threshold. As such, substantial adverse impacts to farmland are not expected from implementation of the Siempre Viva Road Full Interchange Variation.



## NRCS Soil Mapping Units and Corresponding Farmland

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY - TIER II COMMUNITY IMPACT ASSESSMENT

Figure 5.1-5

## Williamson Act Lands

As described above in Section 4.2.4, *Farmlands*, Williamson Act contracts between local governments and private landowners restrict specific parcels of land to agricultural or related open space use. There are no Williamson Act contract lands or agricultural preserves within any of the alternatives; the closest Williamson Act contract lands are located 9 miles northeast of the land use study area (California Department of Conservation 2006).

**Table 5.1-4  
FPPA FARMLAND CONVERSION BY ALTERNATIVE**

<b>Alternative</b>	<b>Land to be Converted (acres)</b>	<b>Prime &amp; Unique Farmland (acres)</b>	<b>Statewide and Local Important Farmland (acres)</b>	<b>Part V-Land Evaluation Points (out of 100)</b>	<b>Part VI-Corridor Assessment Points Farmland (out of 160)<sup>1</sup></b>	<b>Part VII-Total Points (out of 260)</b>
Two Interchange <sup>2</sup>	345	40	295	42.2	27	69.2
One Interchange <sup>2</sup>	319	40	270	42.4	27	69.4
No Interchange <sup>2</sup>	298	39	247	42.6	27	69.6
No Build	0	0	0	0	0	0

<sup>1</sup> Refer to Form 106 in Appendix A for individual category scores.

<sup>2</sup> Includes the 46-foot Median Variation and the Siempre Viva Full Interchange Variation, i.e. the largest possible impact area for each alternative. Implementation of the No Toll Variation would not affect farmland conversion impacts. The SR-905/ SR-125/SR-11 Full Interchange Variation was included in the baseline alternatives analyses, as part of a "worst case" scenario, and furthermore, would involve only farmland conversion impacts already approved under the SR-905 or SR-125 projects.

As evidenced by the low NRCS Farmland Conversion Impact Ratings identified for the project build alternatives and the lack of Williamson Act lands within the associated limits of disturbance, no substantial farmland-related impacts would result from implementation of the build alternatives or their variations.

### **No Build Alternative**

No farmland would be converted under the No Build Alternative, and therefore no impacts would occur.

### **5.1.3 Consistency with State, Regional, and Local Plans**

The consistency of the project alternatives with state, regional and local plans is discussed below, and summarized in Table 5.1-5, *Consistency of the Project Alternatives and Variations with State, Regional and Local Plans*, at the end of this section.

## **Build Alternatives**

### Consistency with the Border Master Plan

The No Build Alternative would not be consistent with the Border Master Plan's ranking of the Otay Mesa East/Otay II POEs (and associated infrastructure) as the highest priority border project in the California-Baja California region and would prevent full implementation of this plan.

### Consistency with the Transportation and Border Elements of the Regional Comprehensive Plan for the San Diego Region

Implementation of any of the build alternatives would contribute to implementation of the goals presented in the RCP and key policy objectives of its Transportation Element. Vehicles and pedestrians would receive an additional border crossing option, and would be subjected to shorter wait times at the new POE than are currently experienced at the existing POEs. Delays for other vehicles and pedestrians who choose to cross the U.S.-Mexico international border at the San Ysidro or Otay Mesa POEs instead of the new POE also would be reduced with implementation of any of the build alternatives, due to diversion of congestion away from these existing POEs. In this way, the build alternatives would increase the range of convenient, efficient, and safe travel choices available, and improve overall mobility in the region. The build alternatives, which include the accommodation of transit needs, are designed to improve the connectivity of different transportation modes, facilitate equitable and accessible transportation services, and distribute the potential benefits and burdens of the project in an equitable manner. Accordingly, the build alternatives would be consistent with the Transportation Element of the RCP.

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

### Consistency with the Regional Transportation Plan

As previously stated, the 2030 RTP (SANDAG 2007a) includes the proposed project in its Revenue Constrained scenario. Consistent with key policy objectives of the RTP, any of the build alternatives would increase inspection processing capacities, and reduce queues and wait times at the existing POEs, thereby improving the mobility of goods and people, and would positively impact the reliability and safety of the overall regional transportation system. At the same time, the build alternatives would help improve the efficiency of the existing and future transportation system by reducing the border bottleneck at existing POEs, while minimizing effects on the environment. In summary, the implementation of any of the build alternatives would improve the efficiency, reliability, and sustainability of border crossing activities in the region.

As discussed in the project Tier II NES, the build alternatives have been designed to avoid, minimize or mitigate effects on biological resources and the surrounding community. The SR-11 project is included in all three revenue scenarios of SANDAG's November 2007 RTP. In addition, although the proposed project would make some modifications to SR-905, it would

remain a six-lane highway as described in all three revenue scenarios of the RTP. The Otay Mesa East POE and SR-11 are considered a top priority of the RTP Goods Movement Action Plan (SANDAG 2007a). Therefore, the build alternatives would be consistent with the RTP.

#### Consistency with the Regional Transportation Improvement Program

As discussed above in Section 4.2, *Applicable State, Regional and Local Plans and Programs*, SR-11 and the POE are included conceptually in the adopted SANDAG RTIP. Inclusion of the proposed project's components in the RTIP ensures the implementation of the transportation system improvement priorities as outlined in the RTP. Each of the project build alternatives would, however, add one lane of travel to SR-905 between the SR-905/SR-125/SR-11 Interchange and Britannia Boulevard, which is not reflected in the adopted RTIP. Therefore, it would be necessary to add the proposed improvements to SR-905 for the proposed project to the 2010 RTIP, to ensure regional air quality conformity. Caltrans is currently coordinating with SANDAG to process this addition. With the inclusion of these elements in the February 2011 to the 2010 RTIP, any of the project build alternatives would be consistent with the RTIP.

#### Consistency with the MSCP, County BMO and County RPO

As addressed in the project Tier II NES, implementation of any of the build alternatives would impact biological resources protected under the NCCP/MSCP. As noted above in Section 4.2.2, Natural Community Conservation Planning Program/Multiple Species Conservation Program, Caltrans is not an enrolled agency under the MSCP, and implementation of the build alternatives would not require local agency approval, but Caltrans does strive to be consistent with the MSCP and other local plans. Under any of the build alternatives, Caltrans would work with the resource agencies to include acceptable measures to avoid, minimize or mitigate impacts to biological resources protected under the MSCP, County BMO and County RPO.

#### Consistency with the Complete Streets Policies of the U.S., California, Caltrans, and the City

SR-11 would accommodate commercial, personal and transit vehicles. Pedestrians and cyclists would be accommodated at the POE, as well as at the over- and undercrossings with local surface streets. Parking areas would be provided at the POE to allow cyclists or pedestrians to be picked up or dropped off safely. Additionally, proposed improvements include reservation of space for potential development of a future transit center to encourage use of diversified transportation modes. The build alternatives would therefore be in compliance with the objectives of all applicable complete streets policies.

#### Consistency with the County General Plan, Otay Subregional Plan and East Otay Mesa Specific Plan

Facilities included in the build alternatives are contemplated in the County General Plan, OSP and EOMSP. The most recent amendment to the EOMSP shows an SR-11 alignment that closely approximates the build alternatives; as a result, any of the build alternatives would be largely consistent with the County General Plan, OSP and EOMSP. It is noted, however, that changes in the EOMSP Circulation Element would be needed to accommodate the following aspects of the proposed project design under the various project alternatives:

- Because the Circulation Element currently shows SR-11 as including interchanges at Enrico Fermi Drive and Siempre Viva Road, the One and No Interchange Alternatives would require adjustments to the Circulation Element assumptions for SR-11, as well as

the current circulation and land use planning assumptions used for the active tentative maps in the EOMSP.

- As presented in Figures 2-2, 2-9 and 2-12, adjustments to the Circulation Element alignments of future Siempre Viva Road, Airway Road, Lonestar Road and Roque Road would be required to accommodate the proposed project.

The 2002 amendment to the EOMSP, which divided the plan area into two subareas, includes the following text: “If a future third border crossing is established, the East Otay Mesa circulation system would need to be re-evaluated.” It also notes that: “If the appropriate federal government agencies approve the siting of an additional international border crossing in the East Otay Mesa Specific Plan Area, the Specific Plan shall be reviewed by the County to ensure Specific Plan compatibility and consistency with the proposed location. Although the location of this facility was analyzed in detail during preparation of the Specific Plan, it is recognized that a future amendment of the East Otay Mesa Specific Plan may be required to accommodate this facility in light of any changed circumstances. Land uses and planned transportation facilities in the Specific Plan shall be reviewed if the additional border crossing is approved to determine any necessary changes to the Specific Plan.” (County 2002) The 2008 amendment to the EOMSP also notes that the proposed corridor alignment for SR-11 depicted on the Circulation Element is subject to change upon the completion of Caltrans Environmental Studies (County 2008b).

Given the language in the EOMSP recognizing the likely need for Circulation Plan adjustments to accommodate SR-11 and the new POE, the build alternatives would be consistent with the County General Plan, Otay Subregional Plan and EOMSP.

#### Consistency with the Mobility and Economic Prosperity Elements of the City of San Diego General Plan and the Otay Mesa Community Plan

SR-11 is included conceptually in the current City OMCP and, by extension, the City General Plan. The build alternatives would not conflict with the intended industrial development of the area as designated in the OMCP. It would, furthermore, be consistent with the goals and objectives of keeping pace with the rate and demands of development while promoting “commercial and industrial inter-cooperation” with Mexico, as specified in the City OMCP.

The build alternatives would be consistent with applicable policies contained in the Mobility and Economic Prosperity Elements of the General Plan (listed above under Affected Environment). As promoted in the Mobility Element, the proposed implementation of a new POE would help provide adequate capacity and reduce congestion for cross-border transportation; be designed to facilitate safe and accessible multi-modal transportation through provision of a pedestrian crossing, bicycle facilities and a transit center site; and promote the efficient use of the City’s existing transportation network. In particular, the build alternatives are expected to relieve pressure on existing transit, vehicle and pedestrian movement at the existing POEs.

The Economic Prosperity Element contains a number of policies related to improvements in border crossing efficiency, enhanced linkages, improved border appearance, border security, use of border technology, and international cooperation. Any of the build alternatives would be consistent with these policies, since they would provide an alternative to the existing POEs, thus reducing wait times; would be designed to current urban design standards; would implement state-of-the-art border security programs under the control of CBP; and would coordinate with the Mexican authorities for optimum binational cooperation in design and operations.

The build alternatives would therefore be consistent with the Mobility and Economic Prosperity Elements of the City General Plan.

### Summary for the Build Alternatives

In summary, as described in Table 5.1-4, the build alternatives would be consistent with all required plans and policies, and no land use plan consistency impacts would occur.

### **Variations on the Build Alternatives**

#### No Toll Variation

The No Toll Variation would be inconsistent with the RTP and the 2010 RTIP, because SR-11 is currently listed in these plans as a toll highway. Implementation of the No Toll Variation would have to be addressed in the 2010 RTIP to assure consistency, but would not alter the conclusions reached for the project build alternatives regarding consistency with all other plans and policies analyzed.

#### 46-foot Median Variation, SR-905/SR-125/SR-11 Interchange Variations and Siempre Viva Road Full Interchange Variation

Implementation of the 46-foot Median Variation, the SR-905/SR-125/SR-11 Interchange design variations or the Siempre Viva Full Interchange Variation would not affect the conclusions reached for the project build alternatives regarding plan consistency.

### **No Build Alternative**

#### Consistency with the Border Master Plan

Because the Border Master Plan ranks the Otay Mesa East/Otay II POEs (and associated infrastructure) as the highest priority border project in the California-Baja California region, implementation of any of the build alternatives would be consistent with the Border Master Plan and its focus on current and projected POE travel demand, crossborder trade, congestion at POEs and transportation facilities, cost effectiveness, project performance, project readiness, and regional benefit.

#### Consistency with the Transportation and Border Elements of the Regional Comprehensive Plan for the San Diego Region

The No Build Alternative would not contribute to implementation of the goals presented in the RCP and key policy objectives of its Transportation Element. Neither a reduction in cross-border delay times nor increased connectivity would occur. In this way, the No Build Alternative would not improve overall mobility in the region and; accordingly, it would be inconsistent with the Transportation Element of the RCP.

#### Consistency with the Regional Transportation Plan

The No Build Alternative would not implement the goals of the RTP of improving the efficiency, reliability, and sustainability of border crossing activities in the region and would not implement

the Revenue Constrained Scenario of the RTP, which specifies the construction of SR-11. The No Build Alternative would therefore not be consistent with the RTP.

#### Consistency with the Regional Transportation Improvements Program

The No Build Alternative would not implement the goals of the RTP discussed above. Furthermore, this scenario would not be consistent with the 2008 and 2010 RTIPs, which anticipate near-term action to implement this program within the time frame of the current RTIP. Therefore, the No Build Alternative would not be consistent with the RTIP.

#### Consistency with the MSCP, County BMO and County RPO

As no activity or land use changes would occur on the site, implementation of the No Build Alternative would not impact sensitive biological resources that are protected under the MSCP, County BMO and County RPO. Thus, the No Build Alternative would not conflict with the MSCP, County BMO or County RPO.

#### Consistency with the Complete Streets Policies of the U.S., Caltrans and the City

As no action would occur on the site, implementation of the No Build Alternative would not result in the construction of transportation facilities subject to Complete Streets policies. Thus, the No Build Alternative would not conflict with federal, state or local Complete Streets policies.

#### Consistency with the County General Plan, Otay Subregional Plan and East Otay Mesa Specific Plan

The No Build Alternative would not implement the facilities assumed in the County General Plan, OSP and EOMSP. As a result, the No Build Alternative would not be consistent with these plans.

#### Consistency with the Mobility and Economic Prosperity Elements of the City of San Diego General Plan and the Otay Mesa Community Plan

The No Build Alternative would not advance the goals of the Mobility and Economic Prosperity Elements of the City General Plan. The No Build Alternative would not aid in reducing border congestion, promote the City's transportation network, promote cross-border connectivity, nor facilitate cooperation with Mexican authorities for optimum bi-national cooperation of cross-border operations. The No Build Alternative would therefore be inconsistent with the Mobility and Economic Prosperity Elements of the City General Plan.

#### Summary for the No Build Alternative

In summary, the No Build Alternative would be inconsistent with the RCP, RTP, RTIP, County General Plan, OSP, EOMSP, City General Plan, and the OMCP, resulting in a land use plan consistency impact.

#### **Summary of Plan Consistency for All Project Alternatives**

The consistency of the proposed project alternatives with state, regional and local plans is summarized in Table 5.1-5, below.

<b>Table 5.1-5 CONSISTENCY OF PROJECT ALTERNATIVES AND VARIATIONS WITH STATE, REGIONAL AND LOCAL PLANS</b>					
<b>Planning Document</b>	<b>Description</b>	<b>Alternative/Variation</b>			
		<b>Build</b>	<b>No Toll</b>	<b>Other Variations</b>	<b>No Build</b>
Border Master Plan	A binational comprehensive approach to coordinate planning and delivery of projects at land POEs and transportation infrastructure serving those POEs in the California-Baja California region.	C	C	C	I
Regional Comprehensive Plan	The strategic planning framework for the San Diego region. Addresses the major elements of planning for the region, including urban form, transportation, housing, healthy environment, economic prosperity, public facilities, and border issues.	C	C	C	I
Regional Transportation Plan	The adopted long-range transportation planning document for the San Diego region. Addresses new and improved connections to more efficiently move people and goods throughout the region by providing more convenient, fast and safe travel choices for public transit, ridesharing, walking, biking, private vehicles, and freight.	C	I	C	I
Regional Transportation Improvement Program	A five-year capital improvement program for transportation projects that is updated by SANDAG every two years and reflects the region's priorities for short-range transportation system improvements.	C*	I	C	I
Complete Streets	A series of federal, state and local policies emphasizing the integration of diverse transportation modes to ensure safe access to transportation for users of all ages and abilities.	C	C	C	C
Multiple Species Conservation Program	A comprehensive, long-term habitat conservation plan that addresses the needs of multiple species by identifying key areas for preservation as open space in order to link core biological areas into a regional wildlife preserve.	C	C	C	C
County Biological Mitigation Ordinance	The mechanism by which the County implements the MSCP at the project level. Contains design criteria and mitigation standards that, when applied to projects requiring discretionary permits, protect habitats and species and ensure that a project does not preclude the viability of the MSCP Preserve System.	C	C	C	C
County Resource Protection Ordinance	Provides development controls for unique resources within the County deemed to be fragile, irreplaceable and vital to the general welfare of the County's residents. Resources protected by the County include: steep slopes, sensitive habitat lands, wetlands, wetland buffers, floodways, floodplain fringes, and certain prehistoric and historic sites.	C	C	C	C

Planning Document	Description	Alternative/Variation			
		Build	No Toll	Other Variations	No Build
County General Plan	Designates planned land uses that are considered appropriate for each portion of the County. Applicable elements include the Open Space, Regional Land Use, Circulation, Seismic Safety, Conservation, Public Facility, Public Safety, Scenic Highway and Noise elements.	C	C	C	I
Otay Subregional Plan	Designates planned land uses in the Otay subregional area.	C	C	C	I
East Otay Mesa Specific Plan	Establishes standards for development, environmental conservation, and public facilities to implement objectives of the County Diego General Plan and Otay Mesa Subregional Plan.	C	C	C	I
City General Plan	Represents the comprehensive long-term plan for the City's physical development. Applicable elements include the Mobility Element, intended to attain a balanced, multi-modal transportation network that will accommodate forecast capacity needs and foster economic growth, and the Economic Prosperity Element, intended to support a diverse, innovative, competitive, entrepreneurial, and sustainable local economy.	C	C	C	I
Otay Mesa Community Plan	Designates land uses and includes goals for future development, including industrial and commercial activity and international cooperation.	C	C	C	I

C = Consistent; I = Inconsistent

\* Based on inclusion of project improvements to SR-905 in the February 2011 amendment to the 2010 RTIP, which is currently in process, prior to project approval.

## 5.2 SOCIAL IMPACTS

### 5.2.1 Community Cohesion and Character

#### Community Cohesion

Impacts to community cohesion, under federal guidelines, are expected to occur when any of the following result:

- A disruption or division of the physical arrangement of an established community
- A conflict with established recreational, educational, religious, or scientific uses of the area

Impacts are based on the project's effect on local residents' sense of belonging in relation to their neighborhood or the community at large, as well as anticipated changes in the physical

character of the community. The project would represent impacts to a community if it were to present either a physical or psychological barrier to activity or recreational areas of the community (Caltrans 1997).

Methods for identifying and measuring the cohesiveness of a community may include looking at the location of major activity centers used by residents (e.g., if they are clustered nearby or located out of the area), length of home ownership, percentage of residents who are elderly, and percentage of single-family ownership. A large elderly population, a high percentage of single-family ownership, long residential tenure, and the availability and centrality of nearby activity centers are all generally indicative of a high degree of community cohesion.

### Build Alternatives

Implementation of the build alternatives would take place in a partially developed industrial area that is not close to an existing residential community, or any recreational, educational, religious or scientific uses. The project would be consistent with surrounding commercial and industrial land uses, so its introduction into the business community would not disrupt the established community or conflict with existing community-serving uses. The project would not divide any existing business complexes or disrupt existing pedestrian or vehicle circulation patterns in the land use study area. Vehicle and pedestrian access between the north and south of SR-11, and the portions of SR-905 that are affected by the project, would be available at Britannia Boulevard, La Media Road, Sanyo Avenue, Enrico Fermi Drive, Alta Road and Siempre Viva Road. The business community and the general public would benefit from the reduced border wait times at existing POEs and the related regional transportation efficiencies associated with the proposed project. During construction, access to the adjacent businesses would continue to be available via the existing roadways that currently access these businesses, although occasional detours and interruption of through access at cross-streets may occur. The build alternatives would have no permanent or temporary adverse impacts to community cohesion.

### Variations on the Build Alternatives

Implementation of the No Toll Variation, the 46-foot Median Variation, the SR-125 Connector Variation, the SR-905/SR-125/SR-11 Full Interchange Variation, or the Siempre Viva Road Full Interchange Variation would not alter the conclusions reached for the project build alternatives.

### No Build Alternative

The No Build Alternative would have no permanent or temporary impacts to community cohesion. The business community and the general public would not benefit from the proposed project, the reduced border wait times at existing POEs and the associated regional transportation efficiencies. The resulting inefficiencies in cross-border travel would have a cumulative negative social and economic effect that could adversely affect the socioeconomic health and cohesion of the East Otay Mesa business community. No adverse effect to existing residential community cohesion or social serving uses would occur due to the absence of such uses in the land use study area.

## Community Character

### Build Alternatives

As previously noted, no residential community exists in the land use study area; it is industrial in character, or undeveloped but designated for future industrial development. A highway and POE/CVEF would be generally compatible with this community character, although the potential exists for incompatibilities with respect to noise levels, operational issues, and visual character/quality. As described below, the use of the required land for SR-11, its connectors to SR-905, associated SR-905 modifications, and border crossing facilities under the build alternatives would be compatible with the existing character of the area, in terms of localized noise and operational issues:

### Noise

- Project-generated operational noise in the undeveloped areas of the project site would not result in adverse impacts because no affected noise receptors are located in this area. In addition, project-generated noise is consistent with the future industrial character of the community at build-out, as designated in the EOMSP.
- Project-generated operational noise at adjacent industrial uses in the Sanyo Avenue area and the vehicle auction/truck storage yards would not exceed 72 dBA, which is the noise abatement criterion (NAC) for industrial uses of this type (Activity Category C), according to federal noise regulations under 23 CFR 772 (HELIX 2010c).
- Improvements along SR-905 between SR-125 and Britannia Boulevard to accommodate SR-11 would be entirely within existing R/W for the SR-905 project that is approved and under construction. Project-generated operational noise at many of the receiver locations adjacent to SR-905 would exceed the applicable activity category Noise Abatement Criteria (NAC), but would not register a substantial increase over noise levels once SR-905 is operational. Only at the Southwestern College campus are there outdoor areas of frequent human use that would benefit from a reduced noise level. The Noise Abatement Decision Report (NADR) prepared for the project indicates that construction of an effective noise attenuation barrier at this location would be feasible from a technical standpoint, but not economically reasonable. Although an unmitigable noise impact would occur at the college, it would not constitute a community character impact, because the community in this area already includes SR-905 and its associated noise. The addition of the proposed auxiliary and travel lanes to SR-905 would not substantially increase noise levels at this location above levels anticipated under the approved SR-905 design, and would not substantially alter the character of the approved six-lane facility. Additional noise attributable to the SR-11 project would be minimal, and would be compatible with the character of the community adjacent to SR-905.
- Project-generated construction noise would be temporary, and therefore would not result in a community character compatibility impact.

### Operations

- Approximately one acre of the partial acquisition area proposed on the PG Films property and a similar one-acre area on the LB Realty property are currently comprised

of a City drainage easement including steep slopes. The remaining areas of parcel acquisition in this area are currently used for landscaping (in the case of PG Films) and parking (in the case of LB Realty). On the Sanyo E&E property, the proposed acquisition area is mainly landscaping, although a small area (0.10 acre under the Two Interchange Alternative and 0.05 acre under the One and No Interchange Alternatives) is used as a driveway. Thus, where partial acquisitions would occur, businesses adjacent to the proposed project would likely require some changes in operations, including relocation of parking. Nevertheless, it is expected that all nearby existing businesses would be able to continue to operate, including those with partial acquisitions by the project.

One community character compatibility issue related to visual impacts has been identified, however, as follows:

- In the Sanyo Avenue area, vertical retaining walls as high as approximately 26 feet would be placed at the edge of the R/W as close as approximately 26 feet from existing industrial buildings under the Two Interchange Alternative. At one parcel, the wall would be directly across from the building entrance. Although few viewers would be present, this moderately high level of change to the visual environment, caused by the encroachment of the new, large-scale, visually dominant walls into the area, would result in a community character compatibility impact. Mitigation/minimization measures described in the project VIA (HELIX 2010a) and in this CIA, would be implemented to minimize this visual/ community character compatibility impact.

Based on the preceding analysis, one community character compatibility impact would occur under the Two Interchange Alternative. This impact would be slightly less under the One and No Interchange Alternatives, because the walls would be located several feet further from the existing industrial buildings. This community character compatibility impact would occur, however, under all the build alternatives, and would be mitigable through measures identified in the VIA for the project and repeated in this CIA.

### Variations on the Build Alternatives

#### *No Toll Variation*

Under this variation, the proposed facilities would be expected to accommodate a higher volume of traffic/border crossers, as detailed in the Traffic Technical Report (VRPA 2009). The greater volumes of traffic and border crossers would not be expected to result in community character compatibility impacts for the same reasons as discussed for the tolled alternatives above.

#### *46-foot Median Variation*

As previously noted for all of the build alternatives, partial acquisitions of the properties owned by PG Films and LBA Realty would be approximately four percent higher under the 46-foot Median Variation than under the baseline build alternatives that would include a 22-foot median for SR-11 in the Sanyo Avenue area. The partial acquisition of the Sanyo Avenue property would be approximately two percent higher under the 46-foot Median Variation. This would mean that more of these businesses' facilities would need to be removed or relocated (including specialized storage facilities on the PG Films properties), with consequent required operational changes. Interviews with the property owners involved have indicated that these businesses

would still be able to operate, but they would be more severely affected under the 46-foot Median Variation. No community character compatibility impact would occur with respect to operational issues.

The project Noise Study Report (HELIX 2010c) indicates that project-generated noise would not exceed the 72 dBA NAC in the Sanyo Avenue area under the 46-foot Median Variation, so no community character compatibility impact would occur with respect to noise. The project VIA (HELIX 2010a), however, does indicate a high (with the Two Interchange Alternative) to moderately high (with the One or No Interchange Alternatives) visual impact under this variation. The VIA notes that a “moderately high” visual impact may require extraordinary mitigation practices, and landscape treatment required would generally take longer than five years to mitigate. The VIA also notes that in the case of a “high” visual impact, architectural design and landscape treatment may not mitigate the impacts, and an alternative project design may be required to avoid highly adverse impacts. This would indicate that the 46-foot Median Variation would result in a community character incompatibility impact due to issues of visual character and quality.

#### Siempre Viva Road Full Interchange Variation

As previously noted, the Siempre Viva Road Full Interchange Variation of the Two Interchange Alternative would result in an additional 20.2 acres of partial parcel acquisition in the vicinity of the proposed interchange at Siempre Viva Road. While the dedication of industrially-designated land for transportation uses would constitute a land use impact, it would be compatible with the existing character of the area for the same reasons as discussed for the Two Interchange Alternative without this variation. No community character compatibility impact would occur with respect to operational issues.

#### No Build Alternative

As previously noted, it is possible that the No Build Alternative would only delay implementation of the project, allowing development in the area to proceed, and eventually requiring the acquisition of developed or environmentally constrained land to implement SR-11 and the Otay Mesa East POE in the future. This could result in greater noise-, operational- and visual-related compatibility impacts to community character than would occur under the currently proposed project build alternatives.

### **5.2.2 Residential or Business Relocation**

#### **Build Alternatives**

No residential or business relocations would occur as a result of any of the three build alternatives. Although some developed industrial property east of Sanyo Avenue would be impacted by the proposed SR-11 R/W, requiring relocation of some business activities to unaffected portions of these parcels, no full business relocations would occur and no employees would be displaced as a result of any of the build alternatives. Any relocation cost directly associated with project implementation would be subject to reimbursement under the Caltrans' Relocation Assistance Program. No substantial impacts from relocation of residents of the community or businesses would result.

## Variations on the Build Alternatives

Implementation of the No Toll Variation, the 46-foot Median Variation, the SR-125 Connector Variation, the SR-905/SR-125/SR-11 Full Interchange Variation, or the Siempre Viva Road Full Interchange Variation would not alter the conclusions reached for the project build alternatives.

### No Build Alternative

No residential or business relocations would occur as a result of the No Build Alternative. No impacts from relocation of residents of the community or businesses would result and no mitigation measures would be required for the No Build Alternative.

### 5.2.3 Community Access

#### Build Alternatives

The build alternatives would increase accessibility between the U.S. and Mexico by providing an additional border crossing location, and reducing congestion and wait times at the existing POEs. Proposed SR-11 would serve as a primary access to the new POE and all of East Otay Mesa, improving community access to this developing industrial area. Access between the north and south sides of SR-11, and the associated modified segments of SR-905, would be facilitated by crossings provided at Britannia Boulevard, La Media Road, Enrico Fermi Drive, Siempre Viva Road, Sanyo Avenue and Alta Road. No adverse community access impacts would result.

#### Variations on the Build Alternatives

##### No Toll Variation and the 46-foot Median Variation

Implementation of the No Toll Variation or the 46-foot Median Variation would not alter the conclusions reached for the project build alternatives in terms of community access.

##### SR-125 Connector Variation

The construction of the elevated connector from southbound SR-125 to eastbound SR-11 would increase accessibility to project area industrial properties from the north, which would be a community access benefit to these properties. The traffic study predicts the average daily trips along this connector to be 3,700 to 4,000 in 2015 and 6,700 to 8,600 in 2035, depending on the project alternative (VRPA 2009). This benefit would be particularly important under the No Interchange Alternative, since access to and from local businesses would be more limited under this alternative.

This interchange connector variation would also do more to keep traffic off local roadways, by increasing highway connectivity, which would be experienced as a benefit to the local community.

##### SR-905/SR-125/SR-11 Full Interchange Variation

The construction of the additional connectors proposed under the SR-905/SR-125/SR-11 Full Interchange Variation would provide more complete accessibility to and from East Otay Mesa,

which would represent a community access benefit; however, as previously noted, the traffic study indicates the following average daily traffic volumes for each connector:

<b>Year/Alternative</b>	<b>ADT</b>
2015	
Two Interchange Alternative	1,000
One Interchange Alternative	1,000
No Interchange Alternative	1,400
2035	
Two Interchange Alternative	2,000
One Interchange Alternative	2,200
No Interchange Alternative	6,500

This benefit would be particularly important under the No Interchange Alternative, since access to and from local businesses, and from local businesses to the proposed POE, would be more limited under this alternative.

This interchange connector variation would also do more to keep traffic off local roadways, by increasing highway connectivity, which would be experienced as a benefit to the local community.

#### Siempre Viva Road Full Interchange Variation

While any of the build alternatives would increase accessibility to East Otay Mesa and to Mexico, the Two Interchange Alternative with the Siempre Viva Road Full Interchange Variation would provide the greatest accessibility between SR-11 and local businesses in the East Otay Mesa area. This additional access would represent a community access benefit through enhanced connectivity between the POE and local East Otay Mesa businesses. The traffic queuing analysis performed as part of the project traffic study (2010) indicates, however, that the Siempre Viva Road Full Interchange Variation would have the potential for queue storage and weaving problems in several parts of the interchange.

#### **No Build Alternative**

Under the No Build Alternative, the proposed POE and SR-11 project would not be built and the associated community access benefits would not occur.

#### **5.2.4 Parking Impacts**

##### **Build Alternatives**

The project build alternatives would include construction of surface parking lots that would accommodate anticipated parking needs for employees and visitors to the new POE and CVEF. All project activities west of Sanyo Avenue would take place within existing highway R/W owned by Caltrans or other transportation agencies; therefore, the project build alternatives would not impact the public or private parking supply in this area. Existing on-street parking spaces along Sanyo Avenue and Enrico Fermi Drive, in the vicinity of the proposed crossings/interchanges of these roadways with SR-11, would be lost as a result of project implementation; however, ample

parking is provided along the portions of these roadways that would not be impacted by project implementation. Parking along Sanyo Avenue is currently underutilized due to the provision of private parking by adjacent businesses and the exclusion of parking for trucks, trailers, or semi-trailers with gross vehicle weight in excess of five tons. The resulting impact to the existing and planned public parking supply in the land use study area would not be substantial.

Some private parking, circulation and container storage space would be removed within existing industrial properties impacted by the proposed SR-11 R/W to the east of Sanyo Avenue. This would include removal of portions of the driveway to the loading docks and the northeast corner of the container storage space at the Sanyo property, south of proposed SR-11. There is sufficient space available to relocate the driveway and the loss of storage space would not be substantial. An estimated 67 parking spaces would be lost from the LBA Realty property north of Sanyo Avenue and east of Dornoch Court. Substantial alternate parking is available on the north side of this building; based on a field visit this parking does not appear to be heavily used at this time. On-street parking is also available along Dornoch Court that is not being used. No parking would be lost from the PG Films building to the north of Sanyo Avenue and west of Dornoch Court. Impacts to private parking would be slightly greater for the Two Interchange Alternative than for the One and No Interchange alternatives, because of the additional auxiliary lanes associated with the Two Interchange Alternative, but the loss of parking spaces and the conclusions regarding the loss of parking would be the same for all of the build alternatives. The impacts to private parking would not be substantial.

### **Variations on the Build Alternatives**

#### No Toll Variation, SR-905/SR-125/SR-11 Interchange Variations, and Siempre Viva Road Full Interchange Variation

Implementation of the No Toll Variation, the SR-125 Connector Variation, the SR-905/SR-125/SR-11 Full Interchange Variation, or the Siempre Viva Road Full Interchange Alternative would not affect the conclusions reached for the project build alternatives in terms of parking.

#### 46-foot Median Variation

Impacts to parking and circulation under this variation would be greater for all of the build alternatives with the 46-foot median. Under the Two Interchange Alternative, the entire northern driveway of the Sanyo building would be removed and approximately the northern 2 feet of the container storage space along the northern property boundary would be removed, in addition to the loss of space in the northeast corner of the property. A portion of the PG Films driveway would be removed, along with vehicle access area along the south property boundary. Approximately 11 feet of paved area along the southern boundary of this property on the east side, that appears to be used for storage, would be lost as well. An estimated 50 additional parking spaces would be lost at the LBA Realty property, for a total loss of 117 parking spaces. A detailed parking analysis would be needed to determine whether these spaces would need to be replaced through restriping of the northern parking lot or other means.

The impact to the Sanyo and PG Films properties would be slightly smaller under the One or No Interchange alternatives with the 46-foot median, but the impact conclusions would be the same. For the LBA Realty property, it would be feasible to replace the 50 additional parking spaces that would be lost under the Two Interchange Alternative, so that just 67 spaces would be lost (the same as under the Two Interchange Alternative with the 22-foot median).

## No Build Alternative

Under the No Build Alternative, the Otay Mesa East POE and CVEF and their associated surface parking lots that would have served employees and visitors to these facilities would not be built. No impact to the existing parking demand or supply in the land use study area would result and no mitigation measures would be required.

## 5.3 ECONOMIC IMPACTS

This section assesses the effects of the proposed project on the economic activity in the local community (i.e., the socioeconomic study area) and the San Diego County region. These economic impacts are measured in terms of construction impacts, potential business displacements, direct and indirect changes in regional economic output and employment, fiscal impacts (sales and property taxes) to local taxing agencies, and property value changes associated with the different alternatives.

### 5.3.1 Parcel Acquisitions

#### Build Alternatives

A total of 19 parcels encompassing approximately 836 acres as listed on the San Diego County Assessor's database, would be affected by the R/W acquisition requirements of the build alternatives (refer to Figures 5.1-2a through 5.1-2d, 5.1-3a through 5.1-3d, and 5.1-4a through 5.1-4d). The affected parcels include 18 privately owned parcels, which consist of 4 industrial lots with improved buildings, 2 vacant industrial parcels with temporary vehicles and storage uses, 11 vacant industrial parcels and 1 vacant parcel designated for industrial and residential development. The OWD owns the one public parcel (APN 648-070-18; refer to Figures 5.1-2c, 5.1-3c and 5.1-4c).

As shown in Table 5.1-1, *Parcel Acquisitions*, under the Two Interchange Alternative, the part-acquisition area for the 18 private parcels would be 244.8 acres plus 0.3 acre of the one public agency parcel. The combined total acquisition area would be 245.2 acres, representing about 29 percent of the total 836 acres of the 19 affected parcels. Under the One Interchange Alternative, the part-acquisition area for the 18 private parcels would be 240.8 acres plus 1.0 acre of the one public agency parcel. The combined total acquisition area would be 241.7 acres, representing about 29 percent of the total 836 acres of the 19 affected parcels. Finally, under the No Interchange Alternative, the part-acquisition area for the 18 private parcels would be 220.2 acres plus 0.3 acre of the one public agency parcel. The combined total acquisition area would be 220.5 acres, representing about 26 percent of the total 836 acres of the 19 affected parcels. In each case, the proposed R/W acquisition area would not represent a substantial proportion of the 5,000 plus acres of vacant industrial land designated for industrial development and/or vacant improved industrial parcels within the greater Otay Mesa area. The proposed project improvements are required for efficient circulation and access to support the planned build-out of the Otay Mesa area and are represented on the EOMSP in the approximate location of the proposed project. The proposed project R/W part-acquisitions would not adversely affect land uses or divide or change the character of the local community in the land use study area or the larger socioeconomic study area.

As noted in Section 5.1.1, *Compatibility with Existing and Future Land Uses*, and Section 5.2.4, *Parking Impacts*, the partial acquisitions required for project implementation would not involve structure acquisitions, but rather acquisition of land currently used for parking, truck loading/unloading, and similar operations. As previously noted, approximately one acre of the partial acquisition area proposed on the PG Films property and a similar one-acre area on the LB Realty property are currently comprised of a City drainage easement including steep slopes. The remaining areas of parcel acquisition in this area are currently used for landscaping (in the case of PG Films) and parking (in the case of LB Realty). On the Sanyo E&E property, the proposed acquisition area is mainly landscaping, although a small area (0.10 acre under the Two Interchange Alternative and 0.05 acre under the One and No Interchange Alternatives) is used as a driveway. Discussions with property owners indicate that these acquisitions would require operational adjustments, but that the businesses would still be able to operate. As previously mentioned, the acquisition and relocation activities required for the build alternatives would follow all guidelines and regulations in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR, Part 24, to ensure fair, consistent and equitable treatment in the process of property acquisition. Although the affected businesses may be eligible for reimbursement costs for the adjustments necessary for their businesses to continue to operate on their remainder parcels, no business relocations would occur and it is not expected that employees would be displaced as a result of any of the build alternatives. No adverse community or regional economic impacts would result.

## **Variations on the Build Alternatives**

### No Toll Variation

Implementation of the No Toll Variation would not involve additional parcel acquisitions, over and above those required for the toll versions of the build alternatives. Therefore, implementation of the No Toll Variation would not alter the conclusions reached for the project build alternatives with regard to parcel acquisition.

### 46-foot Median Variation

For each of the proposed project build alternatives, the baseline design includes a 22-foot median for the portion of SR-11 just east of Sanyo Avenue. As noted above, the total part-acquisition area for the seventeen private parcels and one public parcel would range from approximately 219 acres to approximately 245 acres, depending on the project alternative.

The 46-foot Median Variation would require acquisition of R/W from the same eighteen parcels identified for the proposed project alternatives with the baseline 22-foot median design in the Sanyo Avenue area. The total acquisition area for the eighteen parcels under the 46-foot Median Variation would range from 220 acres to 246 acres, depending on the project alternative (refer to Table 5.3-1). This represents approximately one acre more than the respective acquisition areas by alternative for the baseline design involving a 22-foot median. The acquisition area proportion of the affected parcels would range from 26 percent to 29 percent of the total 849 acres, similar to the baseline build alternatives. As noted for the baseline project alternatives involving the 22-foot median, the proposed R/W acquisition area would not represent a substantial proportion of the 5,000 plus acres of vacant raw land and/or improved vacant parcels designated for industrial development within the greater Otay Mesa area.

In addition to the acquisition of land currently used for parking, truck loading/unloading, and similar operations, however, the 46-foot Median Variation may require land currently housing relatively large storage tanks on the PG Films property. The relocation of these storage tanks, if necessary, would require substantial, but temporary operational adjustments on the part of this business. Discussions with affected property owners indicate that these acquisitions would require greater operational adjustments than under the baseline build alternatives, but that the businesses would still be able to operate. The construction period impacts associated with the 46-foot Median Variation, however, would appear to have a greater adverse effect on normal operations of the businesses in the constrained SR-11 R/W just east of Sanyo Avenue. The acquisition and relocation activities required for the build alternatives would follow all guidelines and regulations in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR, Part 24, to ensure fair, consistent and equitable treatment in the process of property acquisition. No adverse community or regional economic impacts would result. In terms of minimizing potential impacts to the operations of these relatively large businesses, however, the baseline build alternatives would be preferred over the 46-foot Median Variation.

Project Alternative	Number Of Parcels	Parcel Total (acres)	Parcel Acquisition (acres)	Acquisition Percent of Parcel Total Acres
<b>Proposed Project (22-foot Median Design)<sup>2</sup></b>				
Two Interchange Alternative	19	835.8	245.2	29.3%
One Interchange Alternative	19	835.8	241.7	28.9%
No Interchange Alternative	19	835.8	220.5	26.4%
<b>46-foot Median Design Variation<sup>2</sup></b>				
Two Interchange Alternative	19	835.8	245.9	29.4%
One Interchange Alternative	19	835.8	242.4	29.0%
No Interchange Alternative	19	835.8	221.2	26.5%
<b>No Project Alternative</b>	N/A	N/A	N/A	N/A

<sup>1</sup> Only includes parcels to be partially acquired as part of project implementation; excludes adjacent parcels under the same ownership shown in Table 5.1-1.

<sup>2</sup>The R/W acquisition area would not be affected by the No Toll, SR-125 Connector, or the SR-905/SR-125/SR-11 Full Interchange design variations.

Source: HELIX Environmental Planning, Inc. and AECOM, January 2010.

### SR-905/SR-125/SR-11 Interchange Variations

Implementation of the SR-905/SR-125/SR-11 Interchange variations would involve only land already owned by Caltrans and other transportation agencies, and would not require additional private parcel acquisitions, over and above those required for the baseline build alternatives.

Therefore, implementation of these variations would not alter the conclusions reached for the project build alternatives with regard to parcel acquisition.

#### Siempre Viva Road Full Interchange Variation

As noted above, the Two Interchange Alternative without the Siempre Viva Road Full Interchange Variation would require the partial acquisition 18 private parcels and one public parcel, with a total acquisition area of approximately 245 acres.

The Siempre Viva Road Full Interchange Variation of the Two Interchange Alternative would require acquisition of an additional 20.2 acres of R/W from three parcels as identified in Table 5.3-2. The Two Interchange Alternative with this variation would require R/W from the same 19 parcels identified for the proposed Two Interchange Alternative, with the total acquisition area representing 32 percent of the total 836 acres of the 19 affected parcels. As noted above for the Two Interchange Alternative, the proposed R/W acquisition area would not represent a substantial proportion of the 5,000 plus acres of vacant raw land and/or improved vacant parcels designated for industrial development within the greater Otay Mesa area.

Project Alternative/Variation <sup>2</sup>	Number Of Parcels	Parcel Total (acres)	Parcel Acquisition (acres)	Acquisition Percent of Parcel Total Acres
<b>Two Interchange Alternative</b>	19	835.8	245.2	28.3%
<b>Two Interchange Alternative with Siempre Viva Road Full Interchange Variation</b>	19	835.8	265.4	31.8%

<sup>1</sup> Only includes parcels to be partially acquired as part of project implementation; excludes adjacent parcels under the same ownership shown in Table 5.1-1.

<sup>2</sup> The R/W acquisition area would not be affected by the No Toll, SR-125 Connector, or the SR-905/SR-125/SR-11 Full Interchange variations.

Source: HELIX Environmental Planning, Inc. and AECOM, January 2010 and May 2010.

#### **No Build Alternative**

Under the No Build Alternative, no R/W acquisitions would occur, so the associated marginal impacts to local business operations related to parcel acquisition would not occur. No impacts to land uses or the community would result. Pending developments in the EOMSP could proceed, however, and the proposed SR-11 R/W and sites for the Otay Mesa East POE and CVEF could develop with other uses, or local agencies could require developers to reserve land for future long-term implementation of the project; such reserved land area may or may not prove to be adequate at that time.

### 5.3.2 Construction Expenditure Impacts

The proposed project is assumed to be built in one phase over a two- to three-year construction period (2012-2015). Table 5.3-3 provides estimated construction cost estimates for the project. Preliminary estimates in current dollars indicate that the Otay Mesa East POE would cost \$183.1 million to build, exclusive of furniture, fixtures, and R/W acquisition cost. The construction of SR-11 (including the CVEF and toll facilities) under the Two Interchange Alternative is estimated to cost \$197.7 million, exclusive of project specified design variations and regardless of the median width in the Sanyo Avenue area (i.e., 22 feet or 46 feet wide). The cost estimate for SR-11 alone (including the CVEF and toll facilities) under the One Interchange Alternative is \$192.2 million and the cost for the highway under the No Interchange Alternative is \$186.2 million. The No Toll Variation would not require the construction of toll facilities, which would reduce the total construction cost of any of the build alternatives by approximately \$6.0 million. The additional construction cost for the SR-125 Connector Variation is estimated at \$21.1 million. The additional construction cost for the SR-905/SR-125/SR-11 Full Interchange Variation is estimated at \$41.6 million. It should be noted that R/W costs (which are distinct from construction costs) would also vary by alternative and/or variation.

<b>Table 5.3-3 ESTIMATED SR-11/OTAY MESA EAST POE DIRECT CONSTRUCTION COSTS</b>	
Project Alternative	Estimated Cost (millions of dollars)
<b>Two Interchange Alternative</b>	
POE	\$ 200.0
SR-11*	\$ 165.8
<b>Total</b>	<b>\$ 365.8</b>
<b>One Interchange Alternative</b>	
POE	\$ 200.0
SR-11*	\$ 162.7
<b>Total</b>	<b>\$ 362.7</b>
<b>No Interchange Alternative</b>	
POE	\$ 200.0
SR-11*	\$ 158.0
<b>Total</b>	<b>\$ 358.0</b>
<b>Variations**</b>	
No Toll Variation (cost reduction)	<\$ 6.0>
SR-125 Connector Variation (cost increase)	\$ 19.6
SR-905/SR-125/SR-11 Full Interchange Variation (cost increase)	\$ 36.3
Siempre Viva Road Full Interchange Variation (cost increase)	\$ 6.6
<b>No Build Alternative</b>	<b>\$ 0</b>

\*Includes SR-11, connectors with SR-905 and associated SR-905 modifications, and the CVEF

\*\*The construction cost estimates were similar for the proposed project alternatives with the 22-foot median in the Sanyo Avenue area and the 46-foot Median Variation.

Source: AECOM/Caltrans, "Preliminary Project Construction Cost Estimate," August 2010.

The total estimated project cost would range from a low of \$352.0 million for the No Interchange Alternative under the baseline scenario with the No Toll Variation to a high of \$408.7 million for the Two Interchange Alternative with the SR-905/SR-125/SR-11 Full Interchange Variation and the Siempre Viva Road Full Interchange Variation.

The total economic impacts to the San Diego regional economy from construction of the proposed project alternatives and specified design variations were estimated using an input-output model of the San Diego economy and the estimated project construction costs listed above. To produce the estimated total economic impacts (direct, indirect, and induced) throughout the regional economy, CIC Research developed a regional input-output (I-O) model for the San Diego County economy. This regional I-O model was based on software and data provided by Impact Analysis for Planning (IMPLAN)/Pro. The value of the IMPLAN/Pro system was to provide a basis for measuring the regional economic impacts of the proposed project alternatives in terms of total output, income, and employment. In addition the I-O model provides measurements of existing economic conditions for the regional economy. The economic impacts (direct, indirect, and induced) were determined for each of the proposed project alternatives and are presented in the following sections on environmental consequences. The economic impact definitions listed below explain the terms that will be used in the following paragraphs and the economic impact tables:

- **Output** is a measure of the sales generated by industry within the regional economy (i.e., the San Diego County economy). The total output (cumulative impact) has three sub-components: direct sales output, indirect sales output, and induced sales output.
- **Direct Output** impacts would occur as construction firm(s) and sub-contractor(s) are retained and build the proposed project.
- **Indirect Output** impacts occur when purchases of materials, supplies, and services are required by the construction firm(s) and sub-contractor(s) to build the proposed project. In turn each of the indirect businesses must also make purchases from their suppliers.
- **Induced Output** impacts are generated by the purchases of employees and owners of the businesses with direct, indirect, and induced sales. The employees and owners spend their incomes from the compensation for labor and ownership that was required to produce the direct output, as well as all indirect and induced output required by the initial direct output (sales).
- **Employment (Jobs)** is a measure of the number of full and part-time annual average employment, including self employed proprietors, within the San Diego regional economy. The employment (jobs) measure listed in the following table is the cumulative total employment (direct, indirect, and, induced) required by the total economic output.
- **Income** is a measure of the wages and salaries of workers in the San Diego regional economy who are paid by employers, as well as the cost of benefits such as health and life insurance, retirement payments, and non-cash compensation. Also included in this category is proprietor income received by self-employed individuals as income from the private businesses they own. The income measure listed in the following table is the cumulative total income (direct, indirect, and, induced) required by the total economic output.

The construction costs for each project alternative net of R/W acquisition costs and the cost of furniture and fixtures were modeled as an exogenous direct change in the local economy. The resulting total economic impacts (direct, indirect, and induced) were measured in terms of total output, employment or labor requirement (jobs), and the total household income (e.g., wages, salaries, proprietors' income, and transfer payments) that would be generated throughout the countywide regional economy. The economic impacts of project construction are nonrecurring, one-time impacts that were assumed to be distributed evenly throughout the two- to three-year construction period.<sup>2</sup> Table 5.3-4 lists the direct, indirect, induced, and cumulative total output impacts, labor requirements, and income for each project alternative and variation that would be generated over the two- to three-year construction period.

About 60 percent of the annual jobs generated would be direct construction industry jobs out of the total annual jobs generated from project construction. The balance of the jobs generated would be indirect or induced jobs generated in all sectors of the San Diego regional economy. The approximately 1,100 to 1,300 direct regional construction industry jobs per year of construction (depending upon project build alternative) would not be substantial compared with the 66,000 annual construction jobs in the County and the more than 27,000 construction workers who are currently seeking work. The local community might be expected to benefit marginally from these employment opportunities that the proposed project would generate.

The expected total economic impacts for the San Diego County economy that would be generated by the construction of each project alternative are summarized in Table 5.3-4 and in the text below. The 46-foot Median Variation was determined to cost approximately the same as the baseline project alternatives involving a 22-foot median in the Sanyo Area. The SR-125 Connector Variation and the SR-905/SR-125/SR-11 Full Interchange Variation would affect the project construction cost and the resulting economic impacts of these variations are listed for each project alternative.

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<sup>2</sup> CIC Research, Inc., "IMPlan Pro: Input/Output Model of the San Diego Region," Oct 2008.

**Table 5.3-4  
PROJECT-RELATED ECONOMIC IMPACTS FROM CONSTRUCTION  
GENERATED OVER THE TWO- TO THREE-YEAR CONSTRUCTION PERIOD\***

Project Alternative	Direct Output	Indirect Output	Induced Output	Total Cumulative Output	Total Job Years	Total Income
<b>Two Interchange Alternative</b>						
Baseline Project	\$365,763,090	\$89,900,000	\$183,000,000	\$638,663,090	5,023	\$277,400,000
No Toll Variation	\$359,763,090	\$88,600,000	\$180,200,000	\$628,563,090	4,948	\$273,200,000
With SR-125 Connector Variation	\$385,322,090	\$93,800,000	\$192,100,000	\$671,222,090	5,268	\$291,200,000
With SR-905/SR-125/SR-11 Full Interchange Variation	\$402,013,090	\$97,200,000	\$199,800,000	\$699,013,090	5,478	\$302,900,000
With Siempre Viva Road Full Interchange Variation	\$372,321,090	\$91,200,000	\$186,000,000	\$649,521,090	5,105	\$282,000,000
<b>One Interchange Alternative</b>						
Baseline Project	\$362,685,090	\$89,200,000	\$181,600,000	\$633,485,090	4,984	\$275,200,000
No Toll Variation	\$356,685,090	\$88,000,000	\$178,800,000	\$623,485,090	4,909	\$271,000,000
With SR-125 Connector Variation	\$382,244,090	\$93,200,000	\$190,600,000	\$666,044,090	5,230	\$289,000,000
With SR-905/SR-125/SR-11 Full Interchange Variation	\$398,935,090	\$96,600,000	\$198,400,000	\$693,935,090	5,439	\$300,800,000
<b>No Interchange Alternative</b>						
Baseline Project	\$358,020,090	\$88,300,000	\$179,400,000	\$625,720,090	4,926	\$271,900,000
No Toll Variation	\$352,020,090	\$87,100,000	\$176,600,000	\$615,720,090	4,851	\$267,700,000
With SR-125 Connector Variation	\$377,579,090	\$92,300,000	\$188,500,000	\$658,379,090	5,171	\$285,700,000
With SR-905/SR-125/SR-11 Full Interchange Variation	\$394,270,090	\$95,700,000	\$196,200,000	\$686,170,090	5,381	\$297,500,000
<b>No Build Alternative</b>						
No Build Alternative	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0	\$ 0

\* A 30-month construction period was used for modeling purposes. The construction cost estimates were the same for the proposed project alternatives with the 22-foot median in the Sanyo Avenue area and the 46-foot Median Variation. The impacts listed in the table are the baseline project alternatives plus the impact of the selected project variation. Therefore, subtraction of the baseline project impact would equal the net marginal impact of each variation.

Sources: AECOM/Caltrans, "Preliminary Project Construction Cost Estimate," August 2010.  
CIC Research, "IMPlan Pro: Input/Output Model of the San Diego Region," Oct 2008.

## **Two Interchange Alternative**

The Two Interchange Alternative is projected to produce an estimated total output impact of \$638.7 million, 5,023 total job years of labor effort, and a total income of \$277.4 million throughout the regional economy over the two- to three-year construction period.

The project construction activity for any of the project build alternatives, with or without variations, would represent about one percent of the annual construction output and employment within the County, and would not represent an adverse economic impact. Indeed, the economic impacts for the construction industry would be beneficial, but not substantial in the overall regional economy. Nevertheless, a relatively large construction project of this type can make a beneficial economic contribution to the local area and the region. The majority of the labor required for the construction activities would be supplied by the local region labor pool. The cumulative total economic impacts (direct, indirect, and induced) would be felt throughout the regional economy and would be marginally beneficial and would not generate an adverse economic impact.

## **One Interchange Alternative**

The One Interchange Alternative is projected to produce an estimated total output impact of \$633.5 million, 4,984 total job years of labor effort, and a total income of \$275.2 million.

## **No Interchange Alternative**

The No Interchange Alternative is projected to produce an estimated total output impact of \$625.7 million, 4,926 total job years of labor effort, and a total income of \$271.9 million.

## **Variations on the Build Alternatives**

Implementation of the 46-foot Median Variation or the No Toll Variation would not alter the construction expenditure conclusions reached for the project build alternatives. The construction of the SR-125 Connector Variation would add an estimated total output impact of \$32.6 million, 245 total job years of labor effort, and an additional total income of \$13.8 million to any of the baseline project build alternatives. The SR-905/SR-125/SR-11 Full Interchange Variation is projected to add an estimated total output impact of \$60.4 million, 455 total job years of labor effort, and an additional total income of \$25.5 million to any of the baseline project build alternatives. The Siempre Viva Road Full Interchange Variation would add an estimated total output impact of \$10.9 million, 82 total job years of labor effort, and additional total income of \$4.6 million to the Two Interchange Alternative.

## **No Build Alternative**

The No Build Alternative would not generate any construction activity. No construction labor or economic output would be generated. No adverse economic impacts would be generated, but the regional economy would also not benefit from the marginal increase in employment and income within the region that would be generated by the project build alternatives.

### **5.3.3 Regional Economic Impacts**

#### **Build Alternatives**

In the operational phase of the project, regardless of the alternative implemented, the Otay Mesa East POE operations and associated CVEF activities of the project would be expected to

provide work for approximately 475 employees. In addition, however, the reduced wait times for commercial border crossings would result in net economic benefits for the San Diego County regional economy and for the U.S. economy as a whole. These annual economic benefits were estimated based on the forecast of commercial crossings for the toll project and the No Toll Variation, as specified in the project Tier II Traffic Technical Report (VRPA 2009). The economic impact estimates are listed as the net change in economic output (the environmental consequence) of the build alternatives compared to the No Build Alternative during the opening year for the project (2015) and the horizon year (2035; see Table 5.3-5). All dollar amounts listed in the table are expressed in 2009 dollars.

Scenario*	Net Total Output Change**		Net Total Labor Change (Jobs)	
	San Diego Region	United States	San Diego Region	United States
<b>2015 Toll Scenario</b>				
Low Estimate	\$177,000,000	\$487,000,000	940	2,929
Medium Estimate	\$390,000,000	\$1,076,000,000	2,106	6,550
High Estimate	\$971,000,000	\$2,678,000,000	5,255	16,326
<b>2015 No Toll Scenario</b>				
Low Estimate	\$78,000,000	\$213,000,000	411	1,279
Medium Estimate	\$170,000,000	\$470,000,000	919	2,860
High Estimate	\$424,000,000	\$1,169,000,000	2,295	7,128
<b>2035 Toll Scenario</b>				
Low Estimate	\$297,000,000	\$817,000,000	1,575	4,908
Medium Estimate	\$653,000,000	\$1,802,000,000	3,530	10,978
High Estimate	\$1,628,000,000	\$4,488,000,000	8,807	27,364
<b>2035 No Toll Scenario</b>				
Low Estimate	\$112,000,000	\$309,000,000	596	1,856
Medium Estimate	\$247,000,000	\$681,000,000	1,335	4,152
High Estimate	\$616,000,000	\$1,697,000,000	3,330	10,348

\*The forecast estimates for border crossing volumes and wait times do not vary by project build alternative or variation, with the exception of the toll versus no toll project variation.

\*\*Dollar amounts are stated in terms of current 2009 dollars.

Sources: Caltrans/SANDAG, "Economic Impacts of Wait Times at the San Diego-Baja California," Final Report January 2006. CIC Research., September, 2009.

The total annual economic output generated in 2015 by the reduced border wait times for commercial border crossings as a result of any of the build alternatives (with toll) would range from a low estimate of \$177 million and 940 jobs for the San Diego regional economy to a high of \$971 million and 5,255 jobs. On a national level, economic output and employment generated would be approximately three times these figures.

By the project horizon year of 2035, the total annual economic output generated by the reduced border wait time for commercial border crossings as a result of any of the build alternatives would range from a low estimate of \$297 million and 1,575 jobs for the San Diego regional

economy to a high of \$1.63 billion and 8,807 jobs. Again, on a national level, economic output and employment generated would be approximately three times these figures.

The level of economic impact would be beneficial to the local community and the regional and national economies, but it would not represent a substantial impact in relation to the current \$177 billion gross metropolitan product of the San Diego County economy or the current \$14 trillion GDP of the U.S. economy.

### **Variations on the Build Alternatives**

#### **No Toll Variation**

The traffic technical report indicates that the border crossing volume for the proposed project would not change by build alternative. As regards the project variations, the border crossing volume would only change for the No Toll Variation. The regional benefits of a reduced wait time and increased jobs would still be realized under the No Toll Variation, but to a lesser degree. Without the toll, there would be a benefit from reduction in wait time for commercial border crossings in 2015 that would range from a low estimate of \$78 million and 411 jobs for the San Diego economy to a high of \$424 million and 2,295 jobs. In 2035, without the toll, there would be a benefit from reduction in wait time for commercial border crossings that would range from a low estimate of \$112 million and 596 jobs for the San Diego economy in 2015 to a high of \$616 million and 3,330 jobs.

#### **46-foot Median Variation, SR-905/SR-125/SR-11 Interchange Variations, and Siempre Viva Road Full Interchange Variation**

Implementation of the 46-foot Median Variation, the SR-905/SR-125/SR-11 Interchange design variations, or the Siempre Viva Road Full Interchange Variation would not affect the regional economic impact conclusions reached for the project build alternatives.

### **No Build Alternative**

Under the No Build Alternative, development of the Otay Mesa East POE and associated facilities would not occur, no decrease in border crossing wait times would result, and the associated regional economic benefits of decreased border crossing wait times would not occur.

## **5.3.4 Property Value Impacts**

### **Build Alternatives**

Property value impacts are not easily quantified without a thorough real estate appraisal for each individual property; they are, therefore, discussed in this CIA in a general manner.

Negative marginal impacts on property values due to construction activities would be temporary and would not be substantial. Potential negative effects could include traffic congestion, dust, noise, traffic detours or visual effects expected to occur during the construction period. These temporary effects would be minimized by implementation of construction best management practices and a traffic management plan (TMP).

The build alternatives would generate positive marginal economic benefits derived from improved regional transportation in conformance with adopted regional land use plans. Improved regional transportation performance, better accessibility, and safer, more efficient border crossing operations would result in increased demand for industrial and commercial properties within the local community and the greater San Diego region.

Economic impacts of the proposed project would be beneficial, but would be relatively small compared to the overall size of the San Diego regional economy. Annual total economic impact would be less than 0.5 percent of the San Diego regional economy today. Employment benefits would range from a low of about 800 annual jobs to a high of about 9,200 (depending upon whether or not a toll would be charged and the actual border crossing delay reduction that is ultimately achieved) new jobs created within the regional economy from the reduced border crossing wait times and from the operations staffing at the POE and associated facilities. The demand for real property within the region would be expected to increase with the projected growth of the local economy. The resulting countywide property values would likely increase at least proportionately with economic growth, and could exceed the marginal economic growth, because of the finite supply of developable land within the region. As in the rest of the County, property values in the socioeconomic study area would be expected to increase at least proportionately with economic growth, but would also benefit from the enhanced circulation and infrastructure investment in the local community.

### **Variations on the Build Alternatives**

Implementation of the 46-foot Median Variation, the SR-125 Connector Variation, the SR-905/SR-125/SR-11 Full Interchange Variation, or the Siempre Viva Road Full Interchange Variation would not affect the conclusions reached for the project build alternatives with regard to property value.

The No Toll Variation could lead to decreased use of the existing Otay Mesa POE in the project vicinity, which could result in less economic activity in this area.

### **No Build Alternative**

For the No Build Alternative, the regional economy would not benefit from the proposed improvements, the reduced border crossing wait times, and improved local and regional circulation, access, and transportation efficiencies. The inefficiencies in local community and regional circulation, as well as cross-border travel delays, would have a cumulative negative effect on property values. These negative economic impacts would be marginally adverse, but not substantial, based on the expected border crossing volume and associated border wait times for the 2015 opening year and the 2030 planning horizon year.

### **5.3.5 Fiscal Impacts**

Potential fiscal impacts resulting from the proposed project primarily would include increases in property tax revenue and sales tax revenue resulting from increased economic activity within the San Diego region. No fiscal tax losses were identified for the proposed project. Although beneficial fiscal revenues would be generated as a result of the project, they would not represent a substantial benefit to local governments relative to total tax revenues. As discussed below, fiscal impacts would not be substantial for any of the project alternatives or design variations.

## Build Alternatives

### Property Tax Impacts

There would be an initial reduction in property tax revenues with implementation of any of the build alternatives as a result of the acquisitions of privately owned property required by the project R/W and the removal of associated acquisition areas from the tax roll as they change from private to public ownership. No property tax is currently paid by the Otay Water District on the one public parcel requiring part-acquisition for R/W. The estimated reduction in property tax revenue would not be substantial compared to the total countywide FY2009 property tax revenue of \$1.8 billion (San Diego County Treasurer-Tax Collector 2009), and would likely be more than offset by the increase in property values generated throughout the local economy as a result of the accrued economic benefits generated from the reduced border crossing wait time.

The total amount of property tax assessed in FY2010 for the 18 privately held impacted parcels was \$1,224,853. The Two Interchange Alternative would reduce this property tax revenue level by approximately \$282,868; i.e. 23.1 percent of the total annual tax revenue from these parcels (see Table 5.3-6). The One Interchange Alternative would reduce this property tax revenue by an estimated \$290,437 (about 23.7 percent), while the No Interchange Alternative would reduce property tax revenue by an estimated \$240,456; i.e. 19.6 percent of the total tax revenue from the affected parcels.

Project Alternative	Number Of Parcels*	Property Tax FY2009	Loss as Percent of Total Tax	Estimated Property Tax Loss
<b>Baseline Build Alternatives, No Toll Variation, and Interchange Variations</b>				
Two Interchange Alternative	18	\$1,224,853	23.1%	\$282,868
One Interchange Alternative	18	\$1,224,853	23.7%	\$290,437
No Interchange Alternative	18	\$1,224,853	19.6%	\$240,456
<b>46-foot Median Design Variation</b>				
Two Interchange Alternative	18	\$1,224,853	23.8%	\$291,043
One Interchange Alternative	18	\$1,224,853	24.4%	\$298,617
No Interchange Alternative	18	\$1,224,853	20.3%	\$248,637
<b>Siempre Viva Road Full Interchange Variation</b>				
Two Interchange Alternative only	18	\$1,224,853	24.6%	\$300,827
Two Interchange Alternative with 46-foot Median Variation	18	\$1,224,853	25.2%	\$309,002
<b>No Build Alternative</b>	18	\$1,224,853	0%	\$ 0

\*No property tax impact would result from partial acquisition of the one tax-exempt public agency owned parcel and that parcel was not included with the parcels in this table.

### Sales Tax Impacts

None of the build alternatives, including the possible combinations of one or more design variations, would impact land use elements that would be directly tied to retail sales or the direct generation of sales tax revenue, although temporary uses such as the vehicle auction yard and truck storage may generate limited sales tax revenue. Nevertheless, the proposed project build alternatives would generate regional economic benefits from the reduced border crossing wait

times, and would indirectly generate an increase in retail sales and sales tax revenues within the County. The amount of increase in retail sales and sales tax revenue for the regional economy would be beneficial, but not substantial in relation to the current annual \$45.6 billion in taxable retail sales for the County.

As noted in Table 5.3-7, *Estimated Annual Sales Tax Revenue Generated by Alternative/Variation, 2015 and 2030*, the estimated annual indirect sales tax revenue generated by the proposed project build alternatives could reach as high as \$4.5 million (on taxable sales of about \$52 million) in the 2015 opening year and \$7.6 million (on taxable sales of about \$87 million) per year by 2030. The resulting sales tax revenues generated by the project build alternatives would be beneficial, but at most would represent about 0.1 percent of the countywide sales tax revenue. No permanent access or sales tax impacts would occur for the retail businesses in the Otay Mesa community as a result of the construction period. No businesses or taxable sales would be displaced as a result of the construction or operation of the proposed project build alternatives. The San Diego region would be expected to benefit marginally from the small, but increased overall level of retail sales activity.

<b>Project Alternative/Year</b>	<b>Sales Tax (in Millions)</b>
<b>Build Alternatives</b>	
By 2015	\$4.5
By 2030	\$7.6
<b>No Toll Variation</b>	
By 2015	\$0.4
By 2030	\$0.5
<b>46-foot Median and All Interchange Variations</b>	
By 2015	\$4.5
By 2030	\$7.6
<b>No Build Alternative</b>	<b>\$ 0</b>

### **Variations on the Build Alternatives**

#### No Toll Variation

Implementation of the No Toll Variation would not alter the conclusions reached for the project build alternatives with regard to property tax revenues. This variation would involve the same acquisitions of privately owned, property tax-generating parcels.

Implementation of the No Toll Variation would result in less sales tax revenue than the proposed project with a toll. This is because the toll itself is not a sales tax, but its removal would mean that border wait times for commercial vehicles would not be reduced to the same degree and consequent regional economic benefits (and associated sales tax revenues) would not be as high as would be expected under the toll alternatives. The estimated annual indirect sales tax revenue generated by the proposed project build alternatives without a toll would be in the range of \$400,000, compared with revenues of up to \$4.5 million with tolls assessed in the 2015 opening year. By 2030, the estimated annual indirect sales tax revenue would be in the range of \$500,000 without the toll, as compared to \$7.6 million with the toll. Nonetheless, because this difference would represent so small a portion of regional sales tax revenue, implementation

of the No Toll Variation would not alter the conclusions reached for the project build alternatives with regard to sales tax revenues.

#### 46-foot Median Variation

For the 46-foot Median Variation, the increase in tax loss over the baseline project build alternatives would be less than \$9,000 in each case. Implementation of the Two Interchange Alternative would result in a tax loss of \$291,043, or 23.8 percent of the total property tax paid on these parcels. For the One Interchange Alternative, the property tax loss would be \$298,617, or 24.4 percent. Implementation of the No Interchange Alternative would result in a decrease in property tax revenue of \$248,637, or about 20.3 percent of the total property taxes paid by the 18 privately held parcels that would be affected.

The resulting decrease in property tax revenues would represent less than 0.1 percent of total property tax revenue and would not be a substantial fiscal impact for the City or the County of San Diego.

Implementation of the 46-foot Median Variation would not alter the conclusions reached for the project build alternatives in regards to sales tax revenues.

#### SR-905/SR-125/SR-11 Interchange Variations

Implementation of the SR-905/SR-125/SR-11 Interchange design variations would not alter the conclusions identified for the project build alternatives with regard to property tax revenues and sales tax revenues. None of these variations would involve acquisitions of privately owned, tax-generating parcels.

#### Siempre Viva Road Full Interchange Variation

The Siempre Viva Road Full Interchange Variation would apply only to the Two Interchange Alternative. The increase in property tax loss compared to the baseline Two Interchange Alternative would be less than \$18,000. Implementation of the Two Interchange Alternative with the Siempre Viva Road Full Interchange Variation would result in a total initial property tax loss of \$300,827, or 24.6 percent of the total property tax paid on the 18 affected privately held parcels. The maximum property tax impact of \$309,002 (25.2 percent) would occur for the Two Interchange Alternative with the Siempre Viva Road Full Interchange Variation combined with the 46-foot Median Variation.

The resulting decrease in property tax revenues would represent less than 0.1 percent of total property tax revenue and would not be a substantial fiscal impact for the City or the County of San Diego.

Implementation of the Siempre Viva Road Full Interchange Variation would not alter the conclusions reached for the Two Interchange Alternative with regard to sales tax revenues.

### **No Build Alternative**

Because there would be no action, there would be no property tax or sales tax loss or benefit under the No Build Alternative.

## 5.4 GROWTH INFLUENCING IMPACTS

Both NEPA and CEQA require analysis of the foreseeable indirect effects of a proposed project. Chief among indirect effects of interest is the issue of growth.

Transportation networks are one of many factors that influence where, when, and what type of development takes place in an area. Other factors include population and economic growth, desirability of certain locations, the costs and availability of developable land, physical and regulatory constraints, and the costs of sewer and water services.

Although transportation can influence growth, growth can also influence transportation. While transportation projects play a role in land use changes by providing infrastructure that can improve mobility or open access to new locations, the converse may also be true: new land development may generate travel to that location which, in turn, generates the need for new transportation facilities. Most capacity-increasing highway projects are proposed in response to traffic congestion that results from current or anticipated growth, rather than attracting new growth to an area that otherwise would remain stable or decline in population. However, transportation projects can affect the type, location, amount or rate of growth in an area, most often indirectly, due to changes in travel time and increased land accessibility in areas that may be ripe for development.

This section assesses the likelihood that the proposed project would result in indirect impacts related to growth. This assessment examines the type of transportation project, type of project location (e.g., urban, suburban or rural), changes in accessibility, and growth pressure, as factors influencing the likelihood of growth influence and consequent growth-related impacts. Impacts are addressed for the defined socioeconomic study area for the project, as well as for the larger southern California region, due to the potentially wider socioeconomic effects associated with implementation of a POE.

### 5.4.1 First-cut Analysis of Growth Effects of the Proposed Project

Caltrans and FHWA guidance indicate the need for a first-cut analysis of the project to determine the likelihood of growth-related impacts. This analysis should use readily available information to examine a variety of interrelated factors to answer the following questions (Caltrans 2007b):

1. To what extent would travel times, travel cost, or accessibility to employment, commercial activities, or other destinations be changed, and would such a change affect the attractiveness of some areas for development, or trip patterns, or travel behavior?
2. To what extent would change in accessibility affect the location, rate, type, or amount of growth or land use change in the area?
3. To what extent would this growth or land use change affect resources of concern?

Key factors to examine in answering these questions are project type, project location, accessibility, and growth pressure.

The guidance indicates that for the first-cut screening, the potential for growth-influencing impacts of the proposed project should be examined within a wide geographic area. Alternative design/operational characteristics of SR-11 and the new POE could affect demand and operations at the existing POEs. In addition, implementation of SR-11 and the Otay Mesa East POE would increase the capacity for transport of people, goods, and services across the border in both directions. The area selected for the analysis of growth-influencing impacts is the socioeconomic study area (i.e. CT 100.15; refer to Figure 3-1), which includes the existing Otay Mesa and San Ysidro POEs as well as the area in the vicinity of the project.

### **Project Type**

Certain transportation project types, such as widening existing lanes or repairing storm damage, are unlikely to cause growth-related impacts. Other types of projects, such as construction of new highways, may have more potential for such impacts. Typically, projects that create a new facility or new access require an analysis of growth-related impacts. The proposed project would provide a new border crossing facility and a new regional transportation facility with various access points to local roads that depend on the alternative selected for implementation. In terms of project type, the proposed project would appear to require a full analysis of growth-related impacts.

The destination for SR-11, however, is predominantly the new POE. Local access points would be limited and would vary with the different alternatives. The Two Interchange Alternative would increase access to the greatest degree (at Enrico Fermi Drive and a proposed extension of Siempre Viva Road as well as the new POE); the One Interchange Alternative would only increase access at Alta Road and the new POE; and the No Interchange Alternative would not provide any local access points in addition to the new POE. These roadways and the development planned or occurring around them are already accessible via other local roads or would be accessible via future County Circulation Element roads to be built by others independently of the proposed project. Furthermore, the toll would likely discourage use of SR-11 for local trips. Therefore, the ability of the proposed project to increase access and thereby influence growth in the East Otay Mesa area beyond what is already planned or in progress is limited.

As discussed in Section 1.3, Need for the Project, demand for crossing the border for personal trips and for goods movement has outstripped the capacities of the existing POEs within the past decade. This situation causes a barrier to trade and job growth in the region, beyond the East Otay Mesa planning area. Therefore it is expected that the addition of POE capacity at the border would result in increased trade and increased jobs in the southern California region (beyond the immediate socioeconomic study area for the project) by removing a current obstacle to this growth. The precise locations or characteristics of such growth are well beyond the scope of this CIA; any predictions would be highly speculative and inappropriate for the NEPA process.

### **Project Location**

Another important screening factor is project location, that is, whether a project is located in an urban, suburban, urban/suburban fringe, or rural area. The proposed project would be located primarily on undeveloped parcels adjacent to an expanding urban/suburban area, where there is generally high land availability and lower land prices. Transportation projects in these types of areas typically have a relatively high potential to cause growth-related impacts, particularly if the

land is suitable, development regulations are favorable, and the area is in the path of an expanding urban/suburban core. Because the proposed facilities are located in a prime growth area, an analysis of growth-related impacts would appear to be required.

As discussed in Section 4.10, however, rapid growth in the Otay Mesa area is anticipated and planned for by local and regional planning agencies, regardless of the proposed project. The socioeconomic study area (CT 100.15) is expected to experience a 19-fold increase in population from 1,062 in 2000 to 21,691 in 2030, compared with an approximately 42 percent increase over the same period for the San Diego region as a whole. Most of this residential growth is anticipated to occur in the western part of the census tract, distant from the proposed project, but would be supported by the industrial and business growth predicted in eastern sections, including the area in the vicinity of the project.

Planned growth in the socioeconomic study area has taken the proposed facilities and their approximate location into consideration for many years, as evidenced by provisions for SR-11 and/or the Otay Mesa East POE in many of the planning documents discussed previously (such as the County and City General Plans, the EOMSP and OMCP, and SANDAG RCP, RTP and RTIP). The County of San Diego has recently updated the EOMSP, which designates virtually the entire area in the vicinity of the project for industrial and technology business uses (with the exception of small areas for commercial and rural residential use). The County and City have numerous active development applications within and adjacent to the land use study area, as listed in Table 4.1-2 and shown on Figure 4.1-9. The EOMSP identifies a conceptual SR-11 corridor and POE site approximating the proposed project. The projects that are developing in the East Otay Mesa area, however, are being justified by their proponents in terms of land availability and appropriate zoning for industrial purposes, not in terms of the future potential for SR-11 and the new POE. Therefore, although the construction and operation of the proposed facilities would take place in an environment poised for rapid growth, this is growth that is anticipated and planned for by local and regional planning agencies. It is also growth that is already in progress independently of the proposed project.

The addition of one lane for the 2.1-mile segment of SR-905 between the SR-905/SR-125/SR-11 Interchange and Britannia Boulevard would not cause unplanned growth because the freeway would remain constrained to six lanes west of Britannia Boulevard, and the capacity of the SR-905 freeway overall would remain unchanged. The purpose of the additional lane is to accommodate merging and weaving associated with the SR-11 connectors and other previously approved merging lanes; it is not proposed for the purpose of increasing the capacity of SR-905.

### **Accessibility**

Accessibility reflects both the attractiveness of potential destinations and ease of reaching them, which, in turn, are related to land use and circulation issues. Currently, the area in the vicinity of SR-11 and the POE has few developed roads and limited accessibility. The implementation of SR-11 and the Otay Mesa East POE could affect ultimate circulation and land use patterns and the resulting accessibility of the socioeconomic study area in terms of travel times, travel behavior and other aspects of accessibility. Traffic forecasts indicate that in the future, more and more vehicles would cross the border at the existing POEs without the proposed new POE, and traffic would be greater on local roads without SR-11. In this regard, the proposed project could change the number of trips experienced at specific locations, travel speeds and travel times, congestion and level of service, and accessibility to, from, and within the socioeconomic study area. Therefore, an analysis of growth-related impacts would appear to be required.

The project traffic study assumes that future overall projected traffic and border crossing demand in the socioeconomic study area would be the same with or without the proposed project. Although there would be a redistribution of traffic from local roads to SR-11, and thus a reduction in congestion on local roads with the project, all local roads are projected to operate at acceptable levels of service with or without the project. Therefore, speeds, travel times, congestion and level of service would not change sufficiently with the project to change the growth that is planned and already in progress. In addition, as discussed above, local development projects planned or in progress are already accessible from roads other than SR-11 or would be accessible from future Circulation Element roads to be built by others independently of the proposed project.

### **Growth Pressure**

The Otay Mesa area contains the largest quantity of remaining undeveloped industrial land within the County. Land values in the Otay Mesa area remain relatively inexpensive, compared with remaining industrial infill parcels in other areas of the County. Furthermore, the land on Otay Mesa has the unique advantage of facilitating access to the existing Otay Mesa POE. In terms of growth pressure, the area in the vicinity of the project is experiencing proposed or ongoing construction activity and encompasses tracts of undeveloped land, indicating a high opportunity for growth. The recent downturn in the San Diego real estate market, which is tied to the overall economic recession at the national level is temporarily reducing this pressure, but over the longer term, a return to growth pressure is expected. Overall, growth pressure in the area indicates that an analysis of growth-related impacts may be required.

Growth in the regional study area is physically constrained, however, by the Otay River Valley to the north, the San Ysidro Mountains to the east, the international border to the south, and existing development to the west of I-805. Although much of the area in the vicinity of the project is undeveloped land at the present time, there are numerous active development proposals that will likely proceed with or without SR-11 and a new POE. In fact, nearly every developable parcel in the land use study area is already the subject of a development proposal, which makes it unlikely that substantial additional growth stimulation would occur as a result of the project.

It is also unlikely that the proposed project would influence the rate and timing of development within the EOMSP area by stimulating such development to occur sooner or more quickly. Most of the developments have already filed their applications with the County and City, so are already in process. The type of development could be affected through the encouragement of more industrial uses related to cross border trade; however, this effect would likely be minor because of the similar influence of the existing Otay Mesa POE. While the pattern of development could be influenced in the immediate vicinity of the proposed facilities, in order to accommodate the preferred SR-11 and new POE, planned growth has taken the proposed facilities and their approximate location into consideration for many years, as discussed above. Furthermore, without a new POE and SR-11, the proposed industrial developments could still support maquiladora and other international trade-related businesses that would use the Otay Mesa and/or Tecate POEs.

The proposed addition of another POE between the U.S. and Mexico has the potential to influence growth throughout the southern California region. The constraint to cross border trade

and job growth within San Diego County that is caused by the current shortage of capacity at the existing POEs in San Diego County is well documented by SANDAG (see Section 1.3). The proposed project, along with other cumulative POE enhancing projects along the U.S./Mexico border, would alleviate the current barrier to such growth, potentially providing one stimulus for growth throughout southern California and particularly in San Diego County. Such growth would be expected to occur slowly, as the recent economic recession recedes and manufacturing levels increase. The recession has also presented an obstacle to economic growth in recent years. Due to the recession, office vacancy rates in San Diego, Orange and Los Angeles counties have increased substantially and were measured at about 50 percent in 2009. Over the short-term following the recession, the available capacity in office and manufacturing space would be expected to be filled prior to substantial demand for new growth occurring. The specific areas in which growth would occur would be speculative to predict.

#### **5.4.2 Preliminary Conclusions Regarding Growth Influence**

As discussed above in the first-cut screening for each issue, unique conditions of the socioeconomic study area determine that the potential for the proposed project to influence growth and growth-related impacts within the defined socioeconomic study area is not substantial because most of the area is either already developed, addressed in current development proposals before the County, or is restricted from development within the local plan due to topography, sensitivity of biological resources and other constraints. Therefore, localized impacts are likely to be less than one might expect for a project consisting of a new highway and POE on undeveloped parcels adjacent to an expanding urban/suburban area with limited existing accessibility and substantial growth pressure. Within the wider southern California region, however, the alleviation of a current “bottleneck” that has been widely acknowledged to restrict growth within the region, could influence growth in the manufacturing sector and indirectly influence the demand for housing as well. This growth would be expected occur gradually as the manufacturing sector recovers from the recent recession. The expected growth-related impacts under each project alternative are presented below.

#### **Build Alternatives**

The build alternatives can be seen as both responding to and facilitating planned growth. Overall, consideration of factors such as type of transportation project, urban/suburban/rural project location, changes in accessibility, and growth pressure lead to the conclusion that there is little potential for growth influence and consequent growth-related impacts within the defined socioeconomic study area, as a result of any of the three build alternatives. Travel times, travel cost, accessibility to employment, commercial activities, destinations, trip patterns, travel behavior, and the attractiveness of specific areas for development would not be likely to change substantially as a result of the proposed project. Development would not occur sooner or at a more rapid pace because most of the area in the vicinity of the project is already the subject of active development applications in progress with the County and City. In addition, the pattern of development would be expected to easily adjust to accommodate the project limits, because these facilities have been indicated conceptually on planning documents for many years, and currently reflect the approximate location of the proposed project. Furthermore, growth that is planned or already in progress in the vicinity of the project would not be expected to result in unanticipated impacts to resources. Any associated development would be in accordance with the EOMSP and OMCP, and would have to conform to CEQA and local, state and federal regulatory requirements for the protection of resources. No substantial impacts related to growth influence would be expected to result from implementation of the build alternatives.

Growth influence within the larger southern California region would be the same for any of the three build alternatives. One of the stated purposes of the project is to accommodate projected increases in international trade and personal cross-border travel. The stated need for the project, as described in Section 1.3, is substantially supported by a documented increase in cross border trade and personal travel across the border that have occurred over the past decade, which have substantially increased wait times at the border. Due to the increased wait times and inadequate capacity at the existing POEs, SANDAG estimated that over 50,000 jobs and \$6 billion in gross output of products and services were being sacrificed in the region in 2005. Although these numbers have likely declined during the recession, wait times have remained excessive and are likely to increase once again as the recent recession continues to abate. The alleviation of the current border “bottleneck” is therefore expected to influence growth in the manufacturing and services throughout the southern California region, with this influence increasing as the economy improves. An additional cumulative growth influence is also anticipated based on implementation of the proposed project in conjunction with the previously approved expansion of the San Ysidro POE and the proposed expansion of the Otay Mesa POE. The specific areas in which growth would occur would be too speculative to predict. Office vacancy rates in San Diego, Orange and Los Angeles counties were all at about 50 percent in 2009.<sup>1</sup> Thus it is expected that growth regionwide would utilize the available space initially, with the full effects of project growth influence more likely to be felt over the long term. To the extent that the project would influence more rapid economic growth within the region, it would be seen as benefiting the local economy by generating much needed jobs and helping to fill vacant office and industrial space. In the near term, environmental effects would be unlikely to exceed the planned impacts of the existing development capacity within the region that would be utilized to support the near term growth. Over the long term, the growth associated with the proposed POE and increased capacity for border crossings could increase pressure for development in southern California. Such development would be subject to environmental review under state and local laws and regulations and would be managed according to the general plans and zoning restrictions for each jurisdiction. On balance, the project level and cumulative growth effects of the proposed POE are considered to be positive.

## **Variations on the Build Alternatives**

### No Toll Variation

The imposition of a toll would likely discourage use of SR-11 for local trips, and may reduce the attractiveness of SR-11 and the Otay Mesa East POE for commercial crossers, since the wait times would likely be similar to those at the Otay Mesa POE. Thus, the No Toll Variation would be expected to result in marginally increased access to the area surrounding the proposed project for non-commercial travelers, but decrease the use of the project by commercial vehicles. The net effect could be a slight reduction in economic growth within the region compared to the build alternatives with a toll. Existing and planned development, as well as Circulation Element roads to be built by others independently of the proposed project, already make the area accessible for development. The marginal ability of the No Toll Variation to increase access and thereby influence growth beyond what is already planned or in progress within the immediate socioeconomic study area is limited. In addition, this variation would not be expected to substantially influence growth on a regionwide basis beyond the effects identified for the baseline project build alternatives. Similar, but slightly less positive impacts

<sup>1</sup> Allen Matkins/UCLA Anderson Forecast California Commercial Real Estate Survey, January 2010.

related to growth influence would be expected to result from implementation of the No Toll Variation.

#### 46-foot Median Variation

The implementation of a wider median width in the Sanyo Avenue area would not be expected to impact any of the factors that might affect growth Influence by the proposed project, such as travel times, travel cost, accessibility to employment, commercial activities, destinations, trip patterns, travel behavior, or the attractiveness of specific areas for development. Similar positive impacts related to growth Influence would be expected to result from implementation of the 46-foot Median Variation.

#### SR-905/SR-125/SR-11 Interchange Variations and Siempre Viva Road Full Interchange Variation

These interchange design variations could result in marginally greater accessibility and decreased travel times to the area surrounding the proposed project, which could make the area marginally more attractive for growth. This difference would not be substantial, however, for the same reasons as described for the build alternatives, and similar positive impacts related to growth Influence would be expected to result from implementation of the SR-905/ SR-125/SR-11 Interchange Variations and Siempre Viva Road Full Interchange Variation.

#### **No Build Alternative**

Under the No Build Alternative, all border crossing traffic in the San Diego metropolitan region would continue to be served by the San Ysidro, Otay Mesa and Tecate POEs. As described in Chapter 1, Purpose and Need, there has been a substantial increase in trade between the U.S. and Mexico, and in the number of truck inspections that are required and the number of border crossings that occur each day. Currently, over 80 percent of merchandise crossing the U.S. - Mexico border is moved by trucks. Because of the increased crossing demand at the border, wait times for personal trips across the border have averaged 45 minutes at the Otay Mesa POE and 75 minutes at the San Ysidro POE during peak periods, while approximately 10 percent of people waited as long as one hour at the Otay Mesa POE and two hours at the San Ysidro POE. The average processing and wait time for commercial freight crossings at the existing Otay Mesa POE has been reported as typically 1.5 to 2 hours (without U.S. secondary inspection), with 10 percent of commercial crossers waiting as much as four hours (SANDAG/Caltrans 2006a and 2006b). As population and trade in the border region grow in the future, wait times are likely to rise, at some point surpassing the maximum time periods that many border crossers would be willing to wait. If the border continues to be a bottleneck, this could result in a curtailment of growth in the maquiladora industry near the border, and cap other types of border crossings for employment, tourism, shopping and other purposes that are vital to the economic health of the region. The result of the unmet demand for border crossings in the San Diego/Tijuana region could cause the demand to be exported to other ports and modes of transport. Indirectly, a continued bottleneck at the land border crossings for vehicles, due to the failure to implement a planned new border crossing, could result in increased demand to transport goods and services via the region's airports, ocean ports and rail terminals and lines, resulting in potential pressure to implement unplanned expansions of these facilities, with associated potential adverse impacts to environmental resources. In addition, the potential project-related economic benefits of near term and long term growth within the region would not be realized with this alternative.

## 5.5 ENVIRONMENTAL JUSTICE IMPACTS

As discussed in Section 4.11, the socioeconomic study area selected for the environmental justice analysis is CT 100.15, which encompasses the area in the vicinity of the project as well as the regional area expected to use and be affected by the proposed transportation and border crossing project. CT 100.15 has a very high percentage minority population. In addition, a low-income population is present within the census tract at a much higher level than the average percentage identified for the County. Therefore, adverse socioeconomic impacts of the proposed project would be considered to fall disproportionately on minority and low-income populations.

The Caltrans Environmental Justice in Transportation Planning and Investments Desk Guide (Desk Guide; ICF 2003) notes that, "The determination of whether a transportation project will have a disproportionately high and adverse impact is at once perhaps the most critical yet least well-defined aspect of environmental justice assessment." The Desk Guide recommends that the impacts of the proposed project on minority and low-income communities should be evaluated in comparison to the impacts to the residential population in general, although the determination of whether an impact is adverse should not turn solely on the size of the affected population. In the case of the proposed project, the general population in the census tract encompassing the socioeconomic study area has been identified as a minority and low-income population. Therefore, project impacts and benefits would accrue to both types of populations of concern for environmental justice.

Based on technical analysis conducted to evaluate potential impacts of the proposed project, adverse impacts related to land use, traffic, aesthetics, air quality, noise and biological resources would occur, although identified measures would avoid, minimize or mitigate these impacts. In some cases (such as noise and aesthetics), these impacts would be localized within the land use study area, which is industrial in nature and has no residential population. However, because less localized potential impacts could fall primarily on a minority and low-income population within the socioeconomic study area, EO 12898 requires that extensive outreach efforts be made to the affected community, to educate the community regarding the project and its potential impacts, and receive public input regarding the development of the project. Community outreach efforts have included the scoping meeting and public meetings for Phase I and the public scoping meeting for Tier II, meeting notices in Spanish, interpreters at public meetings, and meetings with local stakeholders. Public involvement/community outreach efforts conducted for the proposed project that focused on reaching minority and low-income populations include the following:

- In Phase I, the Notice of Public Meeting for the Public Scoping Meeting held on June 6, 2007 was published in the San Diego Union Tribune in English and the *Hispanos Unidos* newspaper in Spanish. The Notice of Public Meeting for the public meeting for the Draft PEIR/PEIS held on February 20, 2008 was published in the *San Diego Union Tribune* in English and Spanish. A Spanish interpreter was available to translate for Spanish-speaking attendees.
- Notices of the Tier II Public Scoping Meeting held on December 4, 2008 from 5:00 p.m. to 7:30 p.m. were mailed to the cooperating/participating agencies, state, federal and local agencies, Mexican agencies with an interest in the program, elected officials, and members of the public. The Notice of Public Meeting was published in the South County Edition of the *Union Tribune* on November 20, 2008 in both English and Spanish

editions. A Spanish interpreter was made available at the Public Meeting to translate for Spanish-speaking attendees.

- Numerous meetings with members of public agencies and stakeholders, as documented in Table 3.3-1 of this report.

Development of the project alternatives reflects input received from the community, consistent with the requirements of EO 12898.

The proposed project would generate many benefits in the region. In general, all build alternatives of the proposed project would provide a regional transportation facility that would draw commercial vehicles away from local streets and route this traffic more efficiently to and from the international border. Most of the project construction would occur on undeveloped, vacant land planned for industrial uses or within existing highway R/W. The improvement in the regional transportation system would enhance existing and future development along local roads by reducing congestion and emissions from commercial vehicles, particularly large trucks. Regional through-trips to and from the international border made on local streets by personal vehicles and buses would be routed to the proposed project, further reducing existing congestion. Specific benefits of the proposed project to the minority, low-income population in the census tract that encompasses the project would include the following:

- Reduced border wait times for pedestrians, personal vehicles, and commercial vehicles at the new POE
- Reduced border wait times at existing POEs due to diversion to the new POE
- Increased border crossing choice for drivers and pedestrians provided by a third POE
- Increased POE options in the event of a disaster or other emergency requiring closure of a POE
- Reduced traffic congestion on many local streets
- Reduced numbers of large trucks on local streets
- Reduced idling of vehicles waiting to cross the border
- Enhancement of the local, regional, and national economy due to reduced border wait times for commercial and personal crossings
- Creation of a more inviting environment for retail, commercial, office, industrial, and other development along local roads
- Direct and indirect creation of jobs, including short-term construction jobs and long-term employment opportunities

For all build alternatives that would involve a toll for vehicles using SR-11, the potential for hardship to the low-income population must be examined. For these alternatives, the toll that would be implemented for vehicles would not deny receipt of benefits or make the project inaccessible to a low-income population for the following reasons:

- There would be no toll associated with crossing the international border at the San Ysidro and Otay Mesa POEs (as under existing conditions), and the existing Otay Mesa POE is only one mile away from the new POE.
- Both existing POEs are projected to experience a reduction in border wait times due to provision of a third POE, which would benefit users of the existing POEs.
- No toll would be charged to pedestrians crossing the international border at the new POE.
- Other road facilities would provide alternative, non-toll access to similar areas in Otay Mesa.
- Economic benefits of the project would be experienced by the entire population, regardless of the toll.
- Economic benefits to the region and the nation are predicted to be greater with a toll facility because of reduced border wait times at the new POE.
- A toll facility means that the users of the facility help to pay for it, reducing the dollar contribution from low-income taxpayers to the facility.

The discussion below evaluates the toll issue associated with each of the different alternatives.

### **Two Interchange Alternative**

For this alternative, toll facilities would be located at the Enrico Fermi Drive Interchange and just west of the new POE. Drivers for whom the toll would be a hardship would travel on existing surface streets and cross the border at the existing POEs, as under existing conditions. Drivers not crossing the border would not access SR-11 if the toll would be a hardship. However, drivers amenable to paying a toll would have the option to use SR-11 to access Enrico Fermi Drive or Siempre Viva Road as well as the new POE. To the extent that such local access would be a benefit, this alternative would be the least accessible to low income populations because of the toll. However, all of the regional project benefits listed above would be experienced by both minority and low-income populations in the socioeconomic study area. Overall, no substantial impacts would be expected to fall disproportionately on the minority and low-income populations in the socioeconomic study area, these populations would experience substantial benefits from the Two Interchange Alternative, and appropriate public involvement/community outreach efforts were conducted for the proposed project.

### **One Interchange Alternative**

For this alternative, toll facilities would be located at the Alta Road Interchange and just west of the new POE. There would be no direct access to other local roadways such as Enrico Fermi Drive or Siempre Viva Road from SR-11. As with the Two Interchange Alternative, drivers for whom the toll would be a hardship would not use SR-11 and would cross the border at the existing POEs instead. Drivers amenable to paying a toll could use SR-11 to access Alta Road. However, this project design would represent less of a local access benefit because there would be only one interchange. As in the case of the Two Interchange Alternative, all of the regional project benefits listed above would be experienced by both minority and low-income populations in the socioeconomic study area under the One Interchange Alternative. Overall, no substantial impacts would be expected to fall disproportionately on the minority and low-income populations

in the socioeconomic study area, these populations would experience substantial benefits from the One Interchange Alternative, and appropriate public involvement/community outreach efforts were conducted for the proposed project.

### **No Interchange Alternative**

For this alternative, toll facilities would be located just west of the new POE. As for the other two alternatives, drivers for whom the toll would be a hardship would cross the border at the existing POEs. Drivers not crossing the international border would not have a reason to access SR-11 because local roads would not be accessible from SR-11. This design would tend to inhibit local users of the new regional transportation system because of its lack of connection to local roads, not because of issues associated with a toll. As in the case of the other two alternatives, all of the regional project benefits listed above would be experienced by both minority and low-income populations in the socioeconomic study area under the No Interchange Alternative. Overall, no substantial impacts would be expected to fall disproportionately on the minority and low-income populations in the socioeconomic study area, these populations would experience substantial benefits from the No Interchange Alternative, and appropriate public involvement/community outreach efforts were conducted for the proposed project.

### **Variations on the Build Alternatives**

#### No Toll Variation

The No Toll Variation, which could apply to any of the three build alternatives, would involve the SR-11 corridor operating as a freeway instead of a toll highway. Drivers would not have to choose surface streets versus SR-11, or the existing POEs versus the new POE because of the toll. This variation of the Two Interchange Alternative would be the most accessible to low income populations (compared to the No Toll Variation of the One or No Interchange Alternatives). However, economic analysis indicates that the No Toll Variation would result in decreased overall economic benefits compared to the toll alternatives, because there would be less reduction in border wait times. Therefore, the regional and national economic benefits would be less for the No Toll Variation. Overall, no substantial impacts would be expected to fall disproportionately on the minority and low-income populations in the socioeconomic study area, these populations would experience substantial benefits from the project under the No Toll Variation, and appropriate public involvement/community outreach efforts were conducted for the proposed project.

#### 46-foot Median Variation, SR-905/SR-125/SR-11 Interchange Variations, and Siempre Viva Road Full Interchange Variation

These design variations would not be expected to affect the environmental justice impact analysis discussed above for the Two, One and No Interchange Alternatives. As noted above, no substantial impacts would be expected to fall disproportionately on the minority and low-income populations in the socioeconomic study area, these populations would experience substantial benefits from the project under these design variations, and appropriate public involvement/community outreach efforts were conducted for the proposed project.

### **No Build Alternative**

Under the No Build Alternative, the project site would remain undeveloped; no new environmental impacts would occur. Under the No Build Alternative, however, drivers would not have an alternative crossing location to the existing congested POEs, and traffic (including large trucks) would not be diverted from local streets to SR-11. The existing population would

continue to experience the impacts associated with border wait times and growing traffic congestion. Because the San Ysidro POE is located in a community of primarily low-income, minority residents, the impacts of excessive congestion would tend to fall primarily on this population; therefore, marginally adverse environmental justice impacts would be expected to result from the No Build Alternative. The beneficial impacts that would be expected to result from the build alternative would not be realized under the No Build Alternative.

## 6.0 AVOIDANCE, MINIMIZATION, AND MITIGATION MEASURES

### 6.1 MEASURES TO AVOID, MINIMIZE AND/OR MITIGATE LAND USE IMPACTS

#### Build Alternatives

The project conversion of existing and planned land uses would represent a land use impact under all of the build alternatives. Extensive efforts have been made to design the project in such a way that impacts to existing industrial uses would be minimized, including the proposal of build alternatives with a 22-foot median in the Sanyo Avenue area to minimize operational impacts to businesses. Project land acquisition in undeveloped areas has also been planned to accommodate future needs through 2035, to avoid a situation in which future acquisition of developed property would be necessary. Where land acquisition is unavoidable, property owners would be compensated in accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (refer to Section 5.3.1 and Appendix B for relocation assistance information).

Aside from land use conversion impacts, the build alternatives would be consistent with planned land uses, would not impact farmlands, would be consistent with relevant land use plans, and would not impact parks or recreational facilities. Therefore, no additional avoidance, minimization, and/or mitigation measures would be required.

#### Variations on the Build Alternatives

##### No Toll Variation, SR-905/SR-125/SR-11 Interchange Variations and Siempre Viva Full Interchange Variation

As no additional adverse land use impacts would result from implementation of the No Toll Variation, the SR-125 Connector Variation, or the Full Interchange Variation, no avoidance, minimization, or mitigation measures would be required.

##### 46-foot Median Variation

Land use conversion impacts in the Sanyo Avenue area would be greater under the 46-foot Median Variation, and efforts to minimize partial acquisitions and operational issues for existing businesses in this area would be less successful than under the baseline build alternatives that would have a 22-foot median. Nevertheless, the existing businesses would be able to continue operations.

#### No Build Alternative

Unlike the project build alternatives, the No Build Alternative would not be consistent with regional and local planning documents. However, because no action would occur under the No Build Alternative, no avoidance, minimization, and/or mitigation measures would be required.

## 6.2 MEASURES TO AVOID, MINIMIZE AND/OR MITIGATE SOCIAL IMPACTS

### Build Alternatives

The following avoidance, minimization and mitigation measures would reduce community character compatibility impacts associated with the visual prominence of high retaining walls in the vicinity of Sanyo Avenue. Further explanation of these measures is contained in the project VIA (HELIX 2010a).

**V-RW-1: Architectural Surface Treatment.** Architectural features, textures and colors would be used to mitigate the appearance of retaining wall surfaces and deter graffiti. Walls would incorporate architectural features such as pilasters and caps to provide shadow lines, provide relief from monolithic appearance, and reduce their apparent scale. The architectural surface treatment would follow a highway-wide theme as identified in the SR-11 Landscape Concept Plan and utilize/adapt architectural features of the adjacent SR-905 project for continuity. This measure would reduce visual effects resulting from architectural features, such as the retaining wall between the POE and the Siempre Viva Road Interchange and the retaining walls in the Sanyo Avenue area under the proposed alternatives (particularly the 46-foot Median Variation)

**V-RW-2: Retaining Wall/Barrier Planting Pocket.** In areas where retaining walls must be placed in close proximity to and above the traveled way, space would be reserved between the wall and the safety barrier to include a six-foot wide planting pocket to reduce the impact of the visible height of the wall. Refer to Figure 3.9-16, *Conceptual Mitigation Measures*, for an example cross-section of a planting pocket between a barrier and retaining wall.

**V-RW-3: Terraced Retaining Walls.** Where site conditions permit, retaining walls over 15 feet in height would be divided into two separate structures sufficiently offset from one another to create a flat landscape planting area between the two. Refer to Figure 3.9-16 for an example cross-section of terraced retaining walls. This measure would reduce visual impacts addressed in the discussion of Key View 3, and those resulting from structures included in the Siempre Viva Road Full Interchange Variation.

**V-RW-4: Mid-Slope Retaining Walls.** Retaining walls would be located at mid-slope wherever possible to provide adequate area for landscape screening between the wall and the highway. See the cross-section in Figure 3.9-17, *Conceptual Mitigation Measures*, for an example of a retaining wall placed mid-slope. This measure would reduce visual impacts addressed in the discussion of Key View 3, and those resulting from structures included in the Siempre Viva Road Full Interchange Variation.

**V-RW-5: Plantable Retaining Walls.** Retaining walls that follow the contours of the topography and maintain a constant elevation at the top of wall would be used where appropriate. This type of wall would be visually compatible with surrounding terrain and provide room at the base for a landscape screening buffer. Figure 3.9-17 depicts an example plan and elevation of a terrain-contoured retaining wall. This measure would reduce visual impacts addressed in the discussion of Key View 3, and those resulting from structures included in the Siempre Viva Road Full Interchange Variation.

**V-RW-6: Plantable Retaining Walls.** Where Caltrans standard design crib walls may be recommended, MSE walls that utilize a stacking tray design, such as Evergreen walls, would be used if possible to provide a landscaped surface that would blend in with the surrounding landscape and reduce the potential visual impact of crib walls.

A TMP has been developed to implement best management practices during project construction to minimize interruptions to traffic patterns, and to promote safety and security. The businesses of the local community could experience some temporary noise and accessibility restrictions during construction, but the proposed project would not adversely impact community cohesion or character in this regard. No avoidance, minimization, and/or mitigation measures would be required.

### **Variations on the Build Alternatives**

As no adverse social impacts would result from implementation of the No Toll Variation, the 46-foot Median Variation, the SR-125 Connector Variation, or the Full Interchange Variation, no avoidance, minimization, or mitigation measures would be required.

### **No Build Alternative**

Adverse community character or cohesion impacts would occur under the No Build Alternative, because cross border traffic would not be diverted from the existing congested POEs. However, because no action would occur, no avoidance, minimization, or mitigation measures would be required. No parking impacts, interrupted access to educational or religious institutions, or impacts due to residential or business relocations would occur, so no avoidance, minimization, and/or mitigation measures would be required.

## **6.3 MEASURES TO AVOID, MINIMIZE AND/OR MITIGATE ECONOMIC IMPACTS**

### **Build Alternatives**

Because implementation of the build alternatives would not result in substantial, adverse economic impacts, no avoidance, minimization, or mitigation measures would be required.

### **Variations on the Build Alternatives**

Because implementation of the build variations would not result in substantial, adverse economic impacts, no avoidance, minimization, or mitigation measures would be required.

### **No Build Alternative**

Under the No Build Alternative, substantial economic benefits would not be realized. However, no avoidance, minimization, or mitigation measures would be required.

## **6.4 MEASURES TO AVOID, MINIMIZE AND/OR MITIGATE GROWTH INFLUENCE IMPACTS**

### **Build Alternatives**

Because no adverse impacts related to growth influence would result from implementation of the build alternatives, no avoidance, minimization, or mitigation measures would be required.

### **Variations on the Build Alternatives**

Because implementation of the No Toll Variation, the 46-foot Median Variation, the SR-125 Connector Variation, the SR-905/SR-125/SR-11 Full Interchange Variation, or the Siempre Viva

Full Interchange Variation would not result in adverse impacts related to growth influence, no avoidance, minimization, or mitigation measures would be required.

### **No Build Alternative**

The No Build Alternative could have implications for growth on a regional scale, if the border continues to be a transportation bottleneck. Curtailment of growth in the maquiladora industry near the border could result, as well as stimulation of growth in other regions that provide other means to transport goods and services, such as airports, ocean ports and rail terminals and lines, with associated potential adverse impacts to environmental resources. Therefore, marginally adverse impacts related to growth influence could result from the No Build Alternative. Nevertheless, because no construction would occur, no avoidance, minimization, or mitigation measures would be required.

## **6.5 MEASURES TO AVOID, MINIMIZE AND/OR MITIGATE ENVIRONMENTAL JUSTICE IMPACTS**

### **Build Alternatives**

Because no adverse environmental justice impacts would result from implementation of the build alternatives, no avoidance, minimization, or mitigation measures would be required.

### **Variations on the Build Alternatives**

Because no adverse environmental justice impacts would result from implementation of the 46-foot Median Variation, the SR-125 Connector Variation, the SR-905/SR-125/SR-11 Full Interchange Variation, or the Siempre Viva Road Full Interchange Variation, no avoidance, minimization, or mitigation measures would be required.

While the regional and national economic benefits would be less under the No Toll Variation, no adverse environmental justice impacts would result from its implementation. Accordingly, no avoidance, minimization, or mitigation measures would be required.

### **No Build Alternative**

Under the No Build Alternative, cross border traffic would not be diverted from the existing congested POEs to the proposed Otay Mesa East POE. Nevertheless, because no action would occur, no avoidance, minimization, or mitigation measures would be required.

**APPENDIX A**

**FARMLAND CONVERSION IMPACT RATING FORM  
AND RELATED CORRESPONDENCE**

**FARMLAND CONVERSION IMPACT RATING  
FOR CORRIDOR TYPE PROJECTS**

<b>PART I (To be completed by Federal Agency)</b>	3. Date of Land Evaluation Request <b>7/30/10</b>	4. Sheet 1 of <u>1</u>
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1. Name of Project <b>SR 11/Otay Mesa East Port of Entry (POE)</b>	5. Federal Agency Involved <b>Federal Highway Administration</b>
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2. Type of Project <b>Highway Improvement Project and POE</b>	6. County and State <b>San Diego, CA</b>
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<b>PART II (To be completed by NRCS)</b>	1. Date Request Received by NRCS <b>7/30/10</b>	2. Person Completing Form <b>C. Calvert</b>
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3. Does the corridor contain prime, unique statewide or local important farmland? (If no, the FPPA does not apply - Do not complete additional parts of this form). YES <input checked="" type="checkbox"/> NO <input type="checkbox"/>	4. Acres Irrigated   Average Farm Size <b>69,537</b>   <b>80</b>
--	---

5. Major Crop(s) <b>Avocados, Flowers, Wine Grapes, Citrus</b>	6. Farmable Land in Government Jurisdiction Acres: <b>112,974</b> % <b>4</b>	7. Amount of Farmland As Defined in FPPA Acres: <b>91,812</b> % <b>3</b>
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8. Name Of Land Evaluation System Used <b>CA - Storie System</b>	9. Name of Local Site Assessment System <b>None</b>	10. Date Land Evaluation Returned by NRCS <b>9/3/10</b>
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<b>PART III (To be completed by Federal Agency)</b>	<b>Alternative Corridor For Segment</b>			
	Corridor A	Corridor B	Corridor C	Corridor D
A. Total Acres To Be Converted Directly	<b>345</b>	<b>319</b>	<b>298</b>	
B. Total Acres To Be Converted Indirectly, Or To Receive Services	<b>0</b>	<b>0</b>	<b>0</b>	
C. Total Acres In Corridor	<b>345</b>	<b>319</b>	<b>298</b>	<b>0</b>

<b>PART IV (To be completed by NRCS) Land Evaluation Information</b>				
A. Total Acres Prime And Unique Farmland	<b>40</b>	<b>40</b>	<b>39</b>	
B. Total Acres Statewide And Local Important Farmland	<b>295</b>	<b>270</b>	<b>247</b>	
C. Percentage Of Farmland in County Or Local Govt. Unit To Be Converted	<b>0.3</b>	<b>0.3</b>	<b>0.3</b>	
D. Percentage Of Farmland in Govt. Jurisdiction With Same Or Higher Relative Value		DATA NOT AVAILABLE		

<b>PART V (To be completed by NRCS) Land Evaluation Information Criterion Relative value of Farmland to Be Serviced or Converted (Scale of 0 - 100 Points)</b>				
	<b>42.2</b>	<b>42.4</b>	<b>42.6</b>	

<b>PART VI (To be completed by Federal Agency) Corridor Assessment Criteria (These criteria are explained in 7 CFR 658.5(c))</b>	Maximum Points				
1. Area in Nonurban Use	15	7	7	7	
2. Perimeter in Nonurban Use	10	10	10	10	
3. Percent Of Corridor Being Farmed	20	0	0	0	
4. Protection Provided By State And Local Government	20	0	0	0	
5. Size of Present Farm Unit Compared To Average	10	0	0	0	
6. Creation Of Nonfarmable Farmland	25	0	0	0	
7. Availability Of Farm Support Services	5	5	5	5	
8. On-Farm Investments	20	0	0	0	
9. Effects Of Conversion On Farm Support Services	25	0	0	0	
10. Compatibility With Existing Agricultural Use	10	5	5	5	
<b>TOTAL CORRIDOR ASSESSMENT POINTS</b>	<b>160</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>0</b>

<b>PART VII (To be completed by Federal Agency)</b>					
Relative Value Of Farmland (From Part V)	<b>100</b>	<b>42.2</b>	<b>42.4</b>	<b>42.6</b>	
Total Corridor Assessment (From Part VI above or a local site assessment)	<b>160</b>	<b>27</b>	<b>27</b>	<b>27</b>	<b>0</b>
<b>TOTAL POINTS (Total of above 2 lines)</b>	<b>260</b>	<b>69.2</b>	<b>69.4</b>	<b>69.6</b>	<b>0</b>

1. Corridor Selected:	2. Total Acres of Farmlands to be Converted by Project:	3. Date Of Selection:	4. Was A Local Site Assessment Used?  YES <input type="checkbox"/> NO <input checked="" type="checkbox"/>
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5. Reason For Selection:

Signature of Person Completing this Part: \_\_\_\_\_ DATE \_\_\_\_\_

**NOTE: Complete a form for each segment with more than one Alternate Corridor**

## CORRIDOR - TYPE SITE ASSESSMENT CRITERIA

The following criteria are to be used for projects that have a linear or corridor - type site configuration connecting two distant points, and crossing several different tracts of land. These include utility lines, highways, railroads, stream improvements, and flood control systems. Federal agencies are to assess the suitability of each corridor - type site or design alternative for protection as farmland along with the land evaluation information.

(1) How much land is in nonurban use within a radius of 1.0 mile from where the project is intended?

More than 90 percent - 15 points  
90 to 20 percent - 14 to 1 point(s)  
Less than 20 percent - 0 points

(2) How much of the perimeter of the site borders on land in nonurban use?

More than 90 percent - 10 points  
90 to 20 percent - 9 to 1 point(s)  
Less than 20 percent - 0 points

(3) How much of the site has been farmed (managed for a scheduled harvest or timber activity) more than five of the last 10 years?

More than 90 percent - 20 points  
90 to 20 percent - 19 to 1 point(s)  
Less than 20 percent - 0 points

(4) Is the site subject to state or unit of local government policies or programs to protect farmland or covered by private programs to protect farmland?

Site is protected - 20 points  
Site is not protected - 0 points

(5) Is the farm unit(s) containing the site (before the project) as large as the average - size farming unit in the County ?

(Average farm sizes in each county are available from the NRCS field offices in each state. Data are from the latest available Census of Agriculture, Acreage or Farm Units in Operation with \$1,000 or more in sales.)  
As large or larger - 10 points  
Below average - deduct 1 point for each 5 percent below the average, down to 0 points if 50 percent or more below average - 9 to 0 points

(6) If the site is chosen for the project, how much of the remaining land on the farm will become non-farmable because of interference with land patterns?

Acreage equal to more than 25 percent of acres directly converted by the project - 25 points  
Acreage equal to between 25 and 5 percent of the acres directly converted by the project - 1 to 24 point(s)  
Acreage equal to less than 5 percent of the acres directly converted by the project - 0 points

(7) Does the site have available adequate supply of farm support services and markets, i.e., farm suppliers, equipment dealers, processing and storage facilities and farmer's markets?

All required services are available - 5 points  
Some required services are available - 4 to 1 point(s)  
No required services are available - 0 points

(8) Does the site have substantial and well-maintained on-farm investments such as barns, other storage building, fruit trees and vines, field terraces, drainage, irrigation, waterways, or other soil and water conservation measures?

High amount of on-farm investment - 20 points  
Moderate amount of on-farm investment - 19 to 1 point(s)  
No on-farm investment - 0 points

(9) Would the project at this site, by converting farmland to nonagricultural use, reduce the demand for farm support services so as to jeopardize the continued existence of these support services and thus, the viability of the farms remaining in the area?

Substantial reduction in demand for support services if the site is converted - 25 points  
Some reduction in demand for support services if the site is converted - 1 to 24 point(s)  
No significant reduction in demand for support services if the site is converted - 0 points

(10) Is the kind and intensity of the proposed use of the site sufficiently incompatible with agriculture that it is likely to contribute to the eventual conversion of surrounding farmland to nonagricultural use?

Proposed project is incompatible to existing agricultural use of surrounding farmland - 10 points  
Proposed project is tolerable to existing agricultural use of surrounding farmland - 9 to 1 point(s)  
Proposed project is fully compatible with existing agricultural use of surrounding farmland - 0 points

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## Two Interchange Alternative Extent of Impacts

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY

Figure 2



# One Interchange Alternative Extent of Impacts

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY

Figure 3



## No Interchange Alternative Extent of Impacts

STATE ROUTE 11 AND OTAY MESA EAST PORT OF ENTRY

Figure 4

**APPENDIX B**

**CALTRANS RELOCATION ASSISTANCE PROGRAM**

## **RELOCATION ASSISTANCE INFORMATION**

### **I IMPORTANT RELOCATION ASSISTANCE INFORMATION**

**The following explanation is general in nature and is not intended to be a complete statement of Federal and State relocation laws and regulations. Any questions concerning relocation should be addressed to Caltrans Right-of-Way.**

Any persons to be displaced will be assigned to a relocation advisor, who will work closely with each displacee in order to see that all payments and benefits are fully utilized and that all regulations are observed, thereby avoiding the possibility of displacees jeopardizing or forfeiting any of their benefits or payments. At the time of the first written offer to purchase, owner-occupants are given a detailed explanation of the State's relocation services. Tenant occupants of properties to be acquired are contacted soon after the first written offer to purchase and also are given a detailed explanation of the Caltrans Relocation Program. To avoid loss of possible benefits, no individual, family, business, farm, or nonprofit organization should commit to purchase or rent a replacement property without first contacting a Caltrans relocation advisor.

### **II RELOCATION ASSISTANCE ADVISORY SERVICES**

In accordance with the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended, Caltrans will provide relocation advisory assistance to any person, business, farm, or nonprofit organization displaced as a result of the acquisition of real property for public use. Caltrans will assist displacees in obtaining comparable replacement housing by providing current and continuing information on the availability and prices of both houses for sale and rental units that are "decent, safe, and sanitary". Nonresidential displacees will receive information on comparable properties for lease or purchase. (For business, farm, and nonprofit organization relocation services, see Section IV.)

Residential replacement dwellings will be in equal or better neighborhoods at rents or prices within the financial ability of the individuals and families displaced and reasonably accessible to their places of employment. Before any displacement occurs, comparable replacement dwellings will be offered to displacees that are open to all persons regardless of race, color, religion, sex, national origin, and consistent with the requirements of Title VIII of the Civil Rights Act of 1968. This assistance will also include the supplying of information concerning Federal- and State-assisted housing programs and any other known services being offered by public and private agencies in the area.

Persons who are eligible for relocation payments and who are legally occupying the property required for the project will not be asked to move without first being given at least 90 days' written notice. Occupants eligible for relocation payment(s) will not be required to move unless at least one comparable "decent, safe, and sanitary" replacement residence, available on the market, is offered to them by Caltrans.

### **III RESIDENTIAL RELOCATION PAYMENTS PROGRAM**

The Relocation Payment Program will help eligible residential occupants by paying certain costs and expenses. These costs are limited to those necessary for or incidental to the purchase or rental of the replacement dwelling and actual reasonable moving expenses to a new location within 50 miles of the displacement property. Any actual moving costs in excess of the 50 miles are the responsibility of the displacee. The Residential Relocation Program can be summarized as follows:

### **Moving Costs**

Any displaced person who lawfully occupied the acquired property, regardless of the length of occupancy in the property acquired, will be eligible for reimbursement of moving costs. Displacees will receive either the actual reasonable costs involved in moving themselves and personal property up to a maximum of 50 miles, or a fixed payment based on a fixed moving-cost schedule.

### **Purchase Supplement**

In addition to moving and related expense payments, fully eligible homeowners may be entitled to payments for increased costs of replacement housing.

Homeowners, who have owned and occupied their property for 180 days or more prior to the date of the first written offer to purchase the property, may qualify to receive a price differential payment and may qualify to receive reimbursement for certain non-recurring costs incidental to the purchase of the replacement property. An interest differential payment is also available if the interest rate for the loan on the replacement dwelling is higher than the loan rate on the displacement dwelling, subject to certain limitations on reimbursement based upon the replacement property interest rate. The maximum combination of these three supplemental payments that the owner-occupant can receive is \$22,500. If the total entitlement (without the moving payments) is in excess of \$22,500, the Last Resort Housing Program will be used. (See the explanation of the Last Resort Housing Program below.)

### **Rental Supplement**

Tenants who have occupied the property to be acquired by Caltrans for 90 days or more and owner-occupants of 90-179 days prior to the date of the first written offer to purchase may qualify to receive a rental differential payment. This payment is made when Caltrans determines that the cost to rent a comparable "decent, safe, and sanitary" replacement dwelling will be more than the present rent of the displacement dwelling. As an alternative, the tenant may qualify for a down payment benefit designed to assist in the purchase of a replacement property and the payment of certain costs incidental to the purchase, subject to certain limitations noted below under the Down Payment section. The maximum amount payable to any tenant of 90 days or more and any owner-occupant of 90-179 days, in addition to moving expenses, is \$5,250. If the total entitlement for rental supplement exceeds \$5,250, the Last Resort Housing Program will be used.

In addition to the occupancy requirements in order to receive any relocation benefits, the displaced person must buy or rent and occupy a "decent, safe, and sanitary" replacement dwelling within one year from the date the department takes legal possession of the property, or from the date the displacee vacates the displacement property, whichever is later.

### **Down Payment**

The down payment option has been designed to aid owner-occupants of 90-179 days and tenants with no less than 90 days of continuous occupancy prior to Caltrans first written offer. The down payment and incidental expenses cannot exceed the maximum payment of \$5,250. The one-year eligibility period in which to purchase and occupy a "decent, safe, and sanitary" replacement dwelling will apply.

### **Last Resort Housing**

Federal regulations (49 CFR 24) contain the policy and procedure for implementing the Last Resort Housing Program on Federal-aid projects. Last Resort Housing benefits are, except for the amounts of payments and the methods in making them, the same as those benefits for standard residential relocation as explained above. Last Resort Housing has been designed primarily to cover situations where a displacee cannot be relocated because of lack of available comparable replacement housing, or when the anticipated replacement housing payments exceed the \$5,250 and \$22,500 limits of the standard relocation procedure, because either the displacee lacks the financial ability or other valid circumstances. In certain exceptional situations, Last Resort Housing may also be used for tenants of less than 90 days.

After the first written offer to acquire the property has been made, Caltrans will, within a reasonable length of time, personally contact the displacees to gather important information, including the following:

- Preferences in area of relocation;
- Number of people to be displaced and the distribution of adults and children according to age and sex;
- Location of school and employment;
- Specific arrangements needed to accommodate any family member(s) special needs; and
- Financial ability to relocate into comparable replacement dwelling that will adequately house all members of the family.

## **IV THE NONRESIDENTIAL RELOCATION ASSISTANCE**

### **PROGRAM**

The Nonresidential Relocation Assistance Program provides assistance to businesses, farms, and nonprofit organizations in locating suitable replacement property and reimbursement for certain costs involved in relocation. The Relocation Advisory Assistance Program will provide current lists of properties offered for sale or rent suitable for the specific relocation needs of a particular business. The types of payments available to eligible businesses, farms, and nonprofit

organizations are moving and searching expenses and, possibly, re-establishment expenses or a fixed in lieu payment instead of any moving, searching, and re-establishment expenses. The payment types can be summarized as follows:

### **Moving Expenses**

Moving expenses may include the following actual reasonable costs:

- The moving of inventory, machinery, equipment, and similar business-related property dismantling, disconnecting, crating, packing, loading, insuring, transporting, unloading, unpacking, and reconnecting of personal property;
- Loss of tangible personal property provides payment for actual, direct loss of personal property that the owner is permitted not to move; and
- Expenses related to searching for a new business site, up to \$1,000 for reasonable expenses actually incurred.

### **Re-establishment Expenses**

Re-establishment expenses related to the operation of the business at the new location, up to \$10,000 for reasonable expenses actually incurred.

### **Fixed In Lieu Payment**

A fixed payment in lieu of moving and searching payments and re-establishment payment may be available to businesses which meet certain eligibility requirements. This payment is an amount equal to the average annual net earnings for the last two taxable years prior to the relocation and may not be less than \$1,000 nor more than \$20,000.

## **V ADDITIONAL INFORMATION**

### **Relocation Payments Not Income**

Reimbursement for moving costs and replacement housing payments are not considered income for the purpose of the Internal Revenue Code of 1954, or resources for the purpose of determining the extent of eligibility of a displacee for assistance under the Social Security Act, local "Section 8" Housing programs, or other Federal assistance programs.

### **Right to Appeal**

Any person, business, farm, or nonprofit organization which has been refused a relocation payment by the Caltrans relocation advisor or believes that the payment(s) offered by the agency are inadequate, may appeal for a special hearing of their complaint. No legal assistance is required. Information about the appeal procedure is available from the relocation advisor.

# **Your Rights and Benefits as a Displaced Business, Farm or Nonprofit Organization Under the Uniform Relocation Assistance Program**

## **Introduction**

In building a modern transportation system, the displacement of a small percentage of the population is often necessary. However, it is the policy of Caltrans that displaced persons shall not suffer unnecessarily as a result of programs designed to benefit the public as a whole.

Displaced businesses, farms, and nonprofit organizations may be eligible for relocation advisory services and payments.

This brochure provides information about available relocation services and payments. If you are required to move as the result of a Caltrans transportation project, a Relocation Agent will contact you. The Relocation Agent will be able to answer your specific questions and provide additional information.

## **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 As Amended "The Uniform Act"**

The purpose of this Act is to provide for uniform and equitable treatment of persons displaced from their business, farm or nonprofit organization, by federal and federally assisted programs and to establish uniform and equitable land acquisition policies for federal and federally assisted programs.

49 Code of Federal Regulations Part 24 implements the "Uniform Act" in accordance with the following relocation assistance objective:

To ensure that persons displaced as a direct result of federal or federally-assisted projects are treated fairly, consistently and equitably so that such persons will not suffer disproportionate injuries as a result of projects designed for the benefit of the public as a whole.

*While every effort has been made to assure the accuracy of this booklet, it should be understood that it does not have the force and effect of law, rule, or regulation governing the payment of benefits. Should any difference or error occur, the law will take precedence.*

## **Relocation Services**

The California Department of Transportation has two programs to aid businesses, farms and nonprofit organizations which must relocate.

These are:

1. The Relocation Advisory Assistance Program, which is to aid you in locating a suitable replacement property, and
2. The Relocation Payments Program, which is to reimburse you for certain costs involved in relocating. These payments are classified as:
  - Moving and Related Expenses (costs to move personal property not acquired).
  - Reestablishment Expenses (expenses related to the replacement property).
  - In-Lieu Payment (a fixed payment in lieu of moving and related expenses, and reestablishment expenses).

**NOTE:** *Payment of loss of goodwill is considered an acquisition cost. California law and the federal regulations mandate that relocation payments cannot duplicate other payments such as goodwill. You will **not** be eligible to receive any relocation payments until the State has actually made the first written offer to purchase the property. You will also receive at least 90 days' written notice before you must move.*

## Some Important Definitions...

Your relocation benefits can be better understood if you become familiar with the following terms:

**Business:** Any lawful activity, with the exception of a farm operation, conducted primarily for the purchase, sale, lease and rental of personal or real property, or for the manufacture, processing, and/or marketing of products, commodities, or any other personal property, or for the sale of services to the public, or solely for the purpose of this Act, and outdoor advertising display or displays, when the display(s) must be moved as a result of the project.

**Displaced Person or Displacee:** Any person who moves from real property or moves personal property from real property as a result of the acquisition of the real property, in whole or in part, or as the result of a written notice from the agency to vacate the real property needed for a transportation project. In the case of a partial acquisition, Caltrans shall determine if a person is displaced as a direct result of the acquisition.

Owners and tenants **not lawfully present** in the United States are not eligible to receive relocation payments and assistance.

**Contributes Materially:** A business or farm operation must have had average annual gross receipts of at least \$5,000 **or** average annual net earnings of at least \$1,000, or their income must have contributed at least 33 1/3 percent of the owner's or operator's average annual gross income from all sources, in order to qualify as a bona-fide operation.

**Farm Operation:** Any activity conducted solely or primarily for the production of one or more agricultural products or commodities, including timber, for sale and home use, and customarily producing such products or commodities in sufficient quantity to be capable of contributing materially to the operator's support.

**Nonprofit Organization:** A public or private entity that has established its nonprofit status under applicable law.

## MOVING EXPENSES

If you qualify as a displaced business, farm or nonprofit organization, you are entitled to reimbursement of your moving costs and certain related expenses incurred in moving. To qualify you must legally occupy the property as the owner or lessee/tenant when Caltrans initiates negotiations for the acquisition of the property **OR** at the time Caltrans acquires title or takes possession of the property. However, to assure your eligibility and prompt payment of moving expenses, you should contact your Relocation Agent before you move.

### You Can Choose Either:

**Actual Reasonable Moving Costs** – You may be paid for your actual reasonable moving costs and related expenses when a commercial mover performs the move. Reimbursement will be limited to a move of 50 miles or less. Related expenses, with limitations, *may* include:

- Transportation.
- Packing and unpacking of personal property.
- Disconnecting and reconnecting personal property related to the operation.
- Temporary storage of personal property.
- Insurance while property is in storage or transit, or the loss and damage of personal property if insurance is not reasonably available.
- Expenses in finding a replacement location.
- Professional services to plan and monitor the move of the personal property to the new location.
- Licenses, permits and fees required at the replacement location.

### OR

**Self-Move Agreement** – You may be paid to move your own personal property based on the lower of two acceptable bids obtained by Caltrans.

Under this option, you will still be eligible for reimbursement of related expenses listed above that were not included in the bids.

## **OR**

**In-Lieu Payment** – You can accept a fixed payment between \$1,000 and \$20,000, based on your annual earnings IN LIEU OF the moving cost, related expenses and reestablishment cost.

## **Actual Reasonable Moving Costs**

You may be paid the actual reasonable and necessary costs of your move when a professional mover performs the move. All of your moving costs must be supported by paid receipts or other evidence of expenses incurred. In addition to the transportation costs of your personal property, certain other expenses may also be reimbursable, such as packing, crating, unpacking and uncrating, and the disconnecting, dismantling, removing, reassembling, and reinstalling relocated machinery, equipment, and other personal property.

Other expenses such as professional services necessary for planning and carrying out the move, temporary storage costs, and the cost of licenses, permits and certifications may also be reimbursable. This is not intended to be an all-inclusive list of moving related expenses. Your Relocation Agent can provide you with a complete explanation of reimbursable expenses.

## **Self-Move Agreement**

If you agree to take full responsibility for all or part of the move of your business, farm, or nonprofit organization, the Department may approve a payment not to exceed the lower of two acceptable bids obtained by the Department from qualified moving firms or a qualified Department staff employee. A low-cost or uncomplicated move may be based on a single bid or estimate at the Department's discretion. The advantage of this moving option is the fact that it relieves the displaced business, farm or nonprofit organization operator from documenting all moving expenses. The Department may make the payment without additional documentation as long as the payment is limited to the amount of the lowest acceptable bid or estimate. Other expenses, such as professional services for planning, storage costs, and the cost of licenses, permits, and certifications may also be reimbursable if determined to be necessary. These latter expenses must be pre approved by the Relocation Agent.

## Requirements:

Before you move, you must provide Caltrans with the:

- Certified inventory of all personal property to be moved.
- Date you intend to vacate the property.
- Address of the replacement property.
- Opportunity to monitor and inspect the move from the acquired property to the replacement property.

## Related Expenses

1. **Searching Expenses for Replacement Property:** Displaced businesses, farms and nonprofit organizations are entitled to reimbursement for actual reasonable expenses incurred in searching for a replacement property, not to exceed \$2,500. Expenses may include transportation, meals, and lodging when away from home; the reasonable value of the time spent during the search; fees paid to the real estate agents, brokers or consultants; and other expenses determined to be reasonable and necessary by the Department.
2. **Direct Loss of Tangible Personal Property:** Displaced businesses, farms, and nonprofit organizations may be eligible for a payment for the actual direct loss of tangible personal property which is incurred as a result of the move or discontinuance of the operation. This payment will be based upon the lesser of:
  - a. The fair market value of the item for continued use at the displacement site minus the proceeds from its sale.

**OR**

  - b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expense4s, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

**EXAMPLE:**

You determine that the "document shredder" cannot be moved to the new location because of its condition, and you will not replace it at the new location.

Fair Market Value of the Document Shredder	
Based on its use at the current location	\$ 1,500
Proceeds: Price received from selling the Document Shredder	-
	<u>\$ 500</u>
Net Value	\$ 1,000

**OR**

Estimated cost to move \$ 1,050

Based on the "lesser of", the amount of the  
"Loss of Tangible Personal Property" = **\$ 1,000**

Note: You are also entitled to all reasonable costs incurred in attempting to sell the document shredder (e.g. advertisement).

3. Purchase of Substitute Personal Property: If an item of personal property, which is used as part of the business, farm, or nonprofit organization, is not moved but is promptly replaced with a substitute item that performs a comparable function at the replacement site, the displacee is entitled to payment of the lesser of:

- a. The cost of the substitute item, including installation costs at the replacement site, minus any proceeds from the sale or trade-in of the replaced item;

**OR**

- b. The estimated cost of moving and reinstalling the replaced item, based on the lowest acceptable bid or estimate obtained by the Department for eligible moving and related expenses, including dismantling and reassembly, but with no allowance for storage, cost of code requirement betterments or upgrades at the replacement site.

**EXAMPLE A:**

You determine that the copying machine cannot be moved to the new location because it is now obsolete and you will replace it.

Cost of a substitute copy machine	
Including installation costs at the replacement site	\$ 3,000
Trade-in Allowance	- \$ 2,500
Net Value	\$ 500

OR

Estimated cost to move	\$ 550
------------------------	--------

Based on the "lesser of", the amount of the "Substitute Personal Property" = \$ 500

**EXAMPLE B:**

You determine that the chairs will not be used at the new location because they no longer match the décor and you will replace them.

Cost of substitute chairs	\$ 1,000
Proceeds from selling the chairs	- \$ 100
Net Value	\$ 900

OR

Estimated cost to move	\$ 200
------------------------	--------

Based on the "lesser of", the amount of the "Substitute Personal Property" = \$ 200

Note: You are also entitled to all reasonable costs incurred in attempting to sell the copy machine and/or chairs.

- 4. Disconnecting and Reinstallation:** You will be reimbursed for your actual and reasonable costs to disconnect, dismantle, remove, reassemble and reinstall any machinery, equipment or other personal property in relation to its move to the new location. This includes connection to utilities available nearby and any modifications to the

personalty that is necessary to adapt it to utilities at the replacement site.

5. **Physical changes at the new location:** You may be reimbursed for certain physical changes to the replacement property if the changes are necessary to permit the reinstallation of machinery or equipment necessary for the continue operation of the business. **Note:** *The changes cannot increase the value of the building for general purposes, nor can they increase the mechanical capability of the buildings beyond its normal requirements.*
6. The cost of installing utilities from the right of way line to the structure(s) or improvements on the replacement site.
7. Marketing studies, feasibility surveys and soil testing.
8. Professional real estate services needed for the purchase or lease of a replacement site.
9. One-time assessments or impact fees for anticipated heavy utility usage.

## Reestablishment Expenses

A small business, farm or nonprofit organization may be eligible for a payment, not to exceed \$10,000, for expenses actually incurred in relocating and reestablishing the enterprise at a replacement site.

Reestablishment expenses may include, but are not limited to, the following:

1. Repairs or improvements to the replacement real property required by Federal, State or local laws, codes or ordinances.
2. Modifications to the replacement real property to make the structure(s) suitable for the business operation.
3. Construction and installation of exterior signing to advertise the business.
4. Redecoration or replacement such as painting, wallpapering, paneling or carpeting when required by the condition of the replacement site or for aesthetic purposes.

5. Advertising the new business location.
6. The estimated increased costs of operation at the replacement site during the first two years, for items such as:
  - a) Lease or rental charges
  - b) Personal or real property taxes
  - c) Insurance premiums, and
  - d) Utility charges (excluding impact fees).
7. Other items that the Department considers essential for the reestablishment of the business or farm.

**Note:** *A nonprofit organization must substantiate that it cannot be relocated without a substantial loss of existing patronage (membership or clientele). The payment is based on the average of two years annual gross revenues less administrative expenses.*

## In-Lieu Payment (Fixed)

Displaced businesses, farms and nonprofit organizations may be eligible for a fixed payment in lieu of (in place of) actual moving expenses, personal property losses, searching expense, and reestablishment expenses. The fixed payment may not be less than \$1,000 or more than \$20,000.

For a business to be eligible for a fixed payment, the Department must determine the following:

1. The business owns or rents personal property that must be moved due to the displacement.
2. The business cannot be relocated without a substantial loss of existing patronage.
3. The business is not part of a commercial enterprise having more than three other businesses engaged in the same or similar activity, which are under the same ownership and are not being displaced by the department.
4. The business contributed materially to the income of the displaced business operator during the two taxable years prior to displacement.

Any business operation that is engaged solely in the rental of space to others is not eligible for a fixed payment. This includes the rental of space for residential or business purposes.

Eligibility requirements for farms and nonprofit organizations are slightly different than business requirements. If you are being displaced from a farm or your represent a nonprofit organization and are interested in a fixed payment, please consult your relocation counselor for additional information.

## The Computation of Your In-Lieu Payment:

The fixed payment for a displaced business or farm is based upon the average annual net earnings of the operation for the two taxable years immediately preceding the taxable year in which it is displaced. Caltrans can use a different two year period if it is determined that the last two taxable years do not accurately reflect the earnings of the operation.

**EXAMPLE:** Caltrans acquires your property and you move in 2005:

2003 Annual Net Earnings	\$ 10,500
2004 Annual Net Earnings	<u>\$ 12,500</u>
TOTAL	\$ 23,000
<b>Average over two years</b>	<b>\$ 11,500</b>

This would be the amount of your in-lieu payment. Remember – this is in-lieu of all other moving benefits, including reestablishment expenses. You must provide the Department with proof of net earnings to support your claim.

Proof of net earnings can be documented by income tax returns, certified financial statements, or other reasonable evidence of net earnings acceptable to the Department.

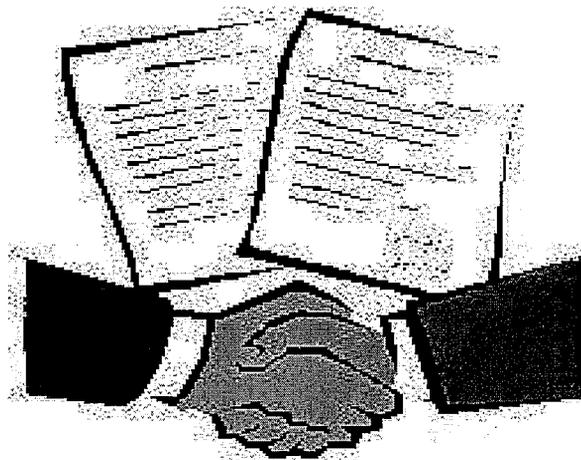
*Note: The computation for nonprofit organizations differs in that the payment is computed on the basis of average annual gross revenues less administrative expenses for the two year period specified above.*

## Before You Move:

- A. Request a determination of entitlement for in-lieu payment from your Relocation Agent.
- B. Include a written statement of the reasons the business cannot be relocated without a substantial loss in net earnings.

- C. Provide certified copies of tax returns for the two tax years immediately preceding the tax year in which you move. (If you move anytime in the year 2005, regardless of when negotiations began or the State took title to the property, the taxable years would be 2003 and 2004).
- D. You will be notified of the amount you are entitled to after the application is received and approved.
- E. You cannot receive the payment until after you vacate the property, AND submit a claim for the payment within 18 months of the date of your move.

## **Relocation Advisory Assistance**



Any business, farm or nonprofit organization displaced by Caltrans shall be offered relocation advisory assistance for the purpose of locating a replacement property. Relocation services are provided by qualified personnel employed by Caltrans. It is their goal and desire to be of service to you and assist in any way possible to help you successfully relocate.

A Relocation Agent from Caltrans will contact you personally. Relocation services and payments will be explained to you in accordance with your eligibility. During the initial interview with you, your needs and desires will be determined as well as your need for assistance.

You can expect to receive the following services, advice and assistance from your Relocation Agent who will:

- Determine your needs and preferences.
- Explain the relocation benefits and eligibility requirements.
- Provide information on replacement properties for your consideration.
- Provide information on counseling you can obtain to help minimize hardships in adjusting to your new location.
- Assist you in completing loan documents, rental applications or Relocation Claims Forms.

AND provide information on:

- Security deposits
- Interest rates and terms
- Typical down payments
- Permits, fees and local planning
- SBA loan requirements
- Real property taxes.
- Consumer education literature

If you desire, your Relocation Agent will give you current listings of other available replacement property. Transportation will be provided to inspect available property, especially if you are elderly or handicapped. Though you may use the services of a real estate broker, Caltrans cannot provide a referral.

Your Relocation Agent is familiar with the services provided by others in your community and will provide information on other federal, state, and local programs offering assistance to displaced persons. If you have special needs, your Relocation Agent will make every effort to secure the services of those agencies with trained personnel who have the expertise to help you.

If the highway project will require a considerable number of people to be relocated, Caltrans will establish a temporary Relocation Field Office on or near the project. Project relocation offices will be open during convenient hours and evening hours if necessary.

In addition to these services, Caltrans is required to coordinate its relocation activities with other agencies causing displacements to ensure that all persons displaced receive fair and consistent relocation benefits.

Remember - YOUR RELOCATION AGENT is there to offer advice and assistance. Do not hesitate to ask questions. And be sure you fully understand all of your rights and available benefits.



## YOUR RIGHTS AS A DISPLACEE

It is important to remember that your relocation benefits will not have an adverse affect on your:

- Social Security Eligibility
- Welfare Eligibility
- Income Taxes

In addition, the Title VIII of the Civil Rights Act of 1968 and later acts and amendments make discriminatory practices in the purchase and rental of most residential units illegal if based on race, color, religion, sex, or national origin.

Caltrans' Non-Discrimination Policy ensures that all services and/or benefits will be administered to the general public without regard to race, color, national origin, or sex in compliance with Title VI of the 1964 Civil Rights Act (42 USC 2000d. et seq.).

And you always have the Right to Appeal any decision by Caltrans regarding your relocation benefits and eligibility.

Your Right of Appeal is guaranteed in the "Uniform Act" which states that any person may file an appeal with the head of the responsible agency if that

person believes that the agency has failed to properly determine the person's eligibility or the amount of a payment authorized by the Act.

If you indicate your dissatisfaction, either verbally or in writing, Caltrans will assist you in filing an appeal and explain the procedures to be followed. You will be given a prompt and full opportunity to be heard. You have the right to be represented by legal counsel or other representative in connection with the appeal (but solely at your own expense).

Caltrans will consider all pertinent justifications and materials submitted by you and other available information needed to ensure a fair review. Caltrans will provide you with a written determination resulting from the appeal with an explanation of the basis for the decision. If you are still dissatisfied with the relief granted, Caltrans will advise you that you may seek judicial review.



**APPENDIX C**  
**CIA CHECKLIST**

<b>Table C-1 CIA CHECKLIST FOR THE PROPOSED SR-11 AND OTAY MESA EAST POE PROJECT</b>						
<b>Socioeconomic Impacts</b>		<b>Potential Impact</b>		<b>Substantial Impact</b>		
		<b>Yes</b>	<b>No</b>	<b>Yes</b>	<b>No</b>	<b>Maybe</b>
<b>Planning Impacts</b>						
1	State Urban Strategy violated?		X		X	
2	Regional and/or local plans violated?		X		X	
3	Conflict among State, Regional and Local Plans exposed		X		X	
<b>Social Impacts</b>						
4	People displaced?		X		X	
5	Affordable housing loss?		X		X	
6	Community divided?		X		X	
7	Community profile changed		X		X	
8	Population(s) of people of color impacted?		X		X	
9	Certain groups injured more than benefited?		X		X	
10	Community aesthetic character changed?		X		X	
11	Health, safety, law and order impaired?		X		X	
12	Parking space and access decreased?		X		X	
13	Public service delivery curtailed?		X		X	
<b>Economic Impacts</b>						
14	Businesses removed?		X		X	
15	Business access curtailed?		X		X	
16	Jobs loss or job opportunity curtailed?		X		X	
17	Agricultural and/or farmland loss?		X		X	
18	Taxbase loss?		X		X	
19	Local economy impacted by construction and/or operating project?		X		X	
<b>Growth Impacts</b>						
20	Population increase?		X		X	
21	Housing supply increase?		X		X	
22	Employment and business activity increased?	X			X	
23	Recreation or resources decreased?		X		X	
24	Through traffic increased?		X		X	
25	Development opportunities enhanced?	X			X	
26	Areas of potential growth changed?		X		X	
27	Public services overtaxed?		X		X	
28	Growth caused by related projects?		X		X	

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**APPENDIX D**

**BIBLIOGRAPHY/LIST OF CONTACTS/LIST OF PREPARERS**

## BIBLIOGRAPHY/LIST OF CONTACTS/LIST OF PREPARERS

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**APPENDIX E**  
**SELECTED PROJECT SITE PHOTOS**



Looking South at the Mexican Border from Alta Road



Looking Southeast from Alta Road



Looking East from Alta Road



Looking Northeast from Project Site



Looking North-Northeast at an Industrial Site from Alta Road



Looking North from Alta Road



Looking Northwest from Alta Road



Looking West from Alta Road



Looking Southwest from Alta Road



Looking Southwest from Alta Road



For Lease sign at Vacant Industrial Site



Industrial Plant near Project Site on Calzada de la Fuente and Alta Road



Entrance to Sanyo Industrial Plant on the Right



Looking West to Sanyo Avenue. A Ditch on the Right

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