

# SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS PROJECT

SAN YSIDRO, SAN DIEGO COUNTY, CALIFORNIA

Draft Supplemental Environmental Impact Statement



Prepared by the  
United States General Services Administration

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**DRAFT SUPPLEMENTAL ENVIRONMENTAL IMPACT STATEMENT  
SAN YSIDRO LAND PORT OF ENTRY IMPROVEMENTS PROJECT  
SAN YSIDRO, CALIFORNIA**

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**Lead Agency:** U.S. General Services Administration (GSA)  
50 United Nations Plaza  
San Francisco, CA, 94102

**Lead Agency Contact:** Mr. Osmahn Kadri  
Regional Environmental Quality Advisor/NEPA Project Manager  
Portfolio Management Division (9PTC)  
U.S. General Services Administration  
50 United Nations Plaza, Room 3345, Mailbox 9  
San Francisco, California, 94102  
Telephone: (415) 522-3617  
Email: [osmahn.kadri@gsa.gov](mailto:osmahn.kadri@gsa.gov)

**Availability of Draft SEIS:** This document is available for public review at the San Ysidro Library (101 West San Ysidro Boulevard, San Diego, CA 92173) and on the GSA website: <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/san-ysidro-land-port-of-entry/san-ysidro-lpoe-environmental-review>

**Abstract:** This document is a Supplemental Environmental Impact Statement (SEIS) for the San Ysidro Land Port of Entry (LPOE) Improvements Project. The information in this document is intended to supplement the Final Environmental Impact Statement (EIS) that was adopted for the San Ysidro LPOE Improvements Project in August 2009. In September 2009, GSA prepared a Record of Decision (ROD) that approved the Preferred Alternative (2009 Approved Project) that was identified in the 2009 Final EIS. In May 2014, GSA adopted a Final SEIS that evaluated changed circumstances and proposed modifications to the 2009 Approved Project that identified a Preferred Alternative that was approved by GSA through a ROD in August 2014 (2014 Approved Supplemental Project). In August 2015, GSA prepared a Revision to the 2014 Final SEIS to document minor design changes and provide specific information that was not available or known at the time when the 2009 Final EIS or 2014 Final SEIS was prepared (2015 Revision). The 2009 Approved Project, 2014 Approved Supplemental Project, and 2015 Revision are collectively referred to in this SEIS as the “Approved Project.” This SEIS documents and evaluates changed circumstances and proposed modifications to the Approved Project since adoption of the 2009 Final EIS and 2014 Final SEIS and preparation of the 2015 Revision. The Approved Project with proposed modifications is herein referred to as the “Revised Project.”

The Approved Project and Revised Project entail the reconfiguration and expansion of the existing San Ysidro LPOE in three independent phases to improve overall capacity and operational efficiency at the LPOE. The San Ysidro LPOE is located along Interstate 5 (I-5) at the United States (U.S.) – Mexico border in the San Ysidro community of the City of San Diego, California.

GSA is proposing the following changes to the Approved Project: a redesign of the proposed pedestrian plaza on the east side of the LPOE. The pedestrian plaza would be expanded to the north to include an additional parcel adjacent to the LPOE. GSA proposes acquisition of the adjacent 0.24-acre parcel to the north that contains two commercial buildings and incorporation of this parcel (Additional Land Area) into the pedestrian plaza. In addition to these proposed changes to the Approved Project, the Revised Project also includes the other components of the Approved Project that have not changed.

The changed circumstances associated with the Approved Project include new information regarding the condition of existing structures adjacent to the LPOE that affect the ability of GSA to implement the Approved Project. The Approved Project anticipated that construction of the pedestrian plaza would require demolition of the existing Milo Building within the LPOE. During final design of Phase 2 improvements, it was discovered that two existing buildings adjacent to the Milo Building on the Additional Land Area would likely collapse when the Milo Building is removed. The condition of these adjacent buildings was not known at the time the 2009 Final EIS or 2014 Final SEIS were prepared and this changed circumstance has bearing on the ability to implement the Approved Project.

Due to the changed circumstances and changes to the Approved Project, GSA made the decision to prepare an SEIS for the Revised Project.

This Draft SEIS analyzes two alternatives of the Revised Project, as well as the No Action Alternative. Both of the Action Alternatives include the proposed modifications described above, as well as the other improvements originally proposed as part of the Approved Project. Alternative 1 would include demolition of the two existing buildings within the Additional Land Area that would be added to the LPOE and incorporated into the pedestrian plaza. Alternative 2 would involve renovation/adaptive reuse of the existing buildings on the Additional Land Area that would be added to the LPOE and incorporated into the design of the pedestrian plaza and LPOE. Under the No Action Alternative, GSA would continue to implement the Approved Project except that the Milo Building would not be demolished.

**Public Comments:** Comments on the Draft SEIS may be submitted through the 45-day comment period (by November 9, 2018), which will commence with the U.S. Environmental Protection Agency's publication of the Notice of Availability for this document in the *Federal Register*. Comments may be submitted in writing or by email to the GSA contact identified above.

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## ACRONYMS AND ABBREVIATIONS

ABASS	Architectural Barriers Act Accessibility Standards
ACMs	Asbestos-containing materials
AMSL	above mean sea level
APE	Area of Potential Effect
APN	Assessor Parcel Number
AQTR	air quality technical report
ARAR	Applicable or Relevant and Appropriate Requirements
ASTM	American Society of Testing and Materials
BMPs	best management practices
B.P.	Before Present
CAA	Clean Air Act
CalEEMod	California Emission Estimator Model
Caltrans	California Department of Transportation
CARB	California Air Resources Board
CBP	Customs and Border Protection
CERCLA	Comprehensive Environmental Response, Compensation and Liability Act
CERFA	Community Environmental Response Facilitation Act
CEQ	Council on Environmental Quality
CFR	Code of Federal Regulations
CH <sub>4</sub>	methane
City	City of San Diego
CO	carbon monoxide
CO <sub>2</sub>	carbon dioxide
COC	Contaminants of concern
Corps	U.S. Army Corps of Engineers
County	County of San Diego
CRC	Community Representative Committee
CRECs	Controlled recognized environmental concerns
CRHR	California Register of Historical Resources
DEH	County of San Diego Department of Environmental Health
DHS	Department of Homeland Security
DOS	Department of State
DPM	diesel particulate matter
EIS	Environmental Impact Statement
EO	Executive Order
°F	Fahrenheit
FPS	Federal Protective Service
g	gram
GHG	greenhouse gas



GSA	U.S. General Services Administration
GWP	global warming potential
HCFCs	hydroflourocarbons
HRB	Historical Resources Board
HRECs	Historical recognized environmental concerns
I-	Interstate
ICE	Immigration and Customs Enforcement
ITS	Intelligent Transportation Systems
lb	pound
LCs	Lead-containing substances
LEED	Leadership in Energy and Environmental Design
LOS	level of service
LPOE	Land Port of Entry
LUST	Leaking underground storage tank
MPG	miles per gallon
mph	miles per hour
MPO	Metropolitan planning organization
MSAT	Mobile Source Air Toxics
MSCP	Multiple Species Conservation Program
MT	metric tons
MTCO <sub>2</sub> e	carbon dioxide equivalents
MTS	Metropolitan Transit System
NAAQS	National Ambient Air Quality Standards
NAHC	Native American Heritage Commission
NCP	National Oil and Hazardous Substances Pollution Contingency Plan
NEPA	National Environmental Policy Act
NHPA	National Historic Preservation Act
NHTSA	National Highway Traffic Safety Administration
N <sub>2</sub> O	nitrous dioxide
NO	Nitrous oxide
NO <sub>x</sub>	nitrogen oxides
NO <sub>2</sub>	nitrogen dioxide
NOA	Notice of Availability
NOI	Notice of Intent
NPDES	National Pollutant Discharge Elimination System
NRHP	National Register of Historic Places
O <sub>3</sub>	ozone
OSHA	Occupational Safety and Health Act
Pb	lead
PCB	polychlorinated biphenyls
PFCs	perflourocarbons
Phase 1 ESA	Phase 1 Environmental Site Assessment

PM	evening/particulate matter
PM <sub>2.5</sub>	fine particulate matter with a diameter of 2.5 microns or less
PM <sub>10</sub>	respirable particulate matter with a diameter of 10 microns or less
ppb	parts per billion
ppm	parts per million
PRC	California Public Resources Code
RCP	Regional Comprehensive Plan
RCRA	Resource Conservation and Recovery Act of 1976
RECs	Recognized Environmental Concerns
ROD	Record of Decision
ROG	Reactive organic compounds
RTIP	Regional Transportation Improvement Program
RTP	Regional Transportation Plan
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SBI	Secure Border Initiative
SCIA	Supplemental Community Impact Assessment
SCIC	South Coastal Information Center
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SD&AE	San Diego and Arizona Eastern
SDAPCD	San Diego Air Pollution Control District
SEIS	Supplemental Environmental Impact Statement
SENTRI	Secure Electronic Network for Travelers Rapid Inspection
SF <sub>6</sub>	sulfur hexafluoride
SHPO	State Historic Preservation Officer
SLIC	Spills, Leaks, Investigations, and Cleanups database
SIP	State Implementation Plan
SO <sub>2</sub>	sulfur dioxide
SR-	State Route
SRA	Subregional Area
SYCP	San Ysidro Community Plan
SYITC	San Ysidro Intermodal Transit Center
TDM	Transportation Demand Management
TSCA	Toxic Substances Control Act
Uniform Act	Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970
U.S.	United States
U.S.C.	United States Code
USD	University of San Diego
USDOT	United States Department of Transportation
USEPA	U.S. Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	Underground storage tank

US-VISIT	United States Visitor and immigrant Status Indicator Technology
VAP	Voluntary Assistance Program
VEC	Vapor encroachment condition
VESM	Vapor Encroachment Screening Matrix
VOCs	Volatile organic compounds
WHTI	Western Hemisphere Travel Initiative

# SUMMARY

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## S.1 INTRODUCTION/BACKGROUND

This document is a Supplemental Environmental Impact Statement (SEIS) for the San Ysidro Land Port of Entry (LPOE) Improvements Project (Project). The information in this document is intended to supplement the Final Environmental Impact Statement (EIS) that was adopted for the San Ysidro LPOE Improvements Project in August 2009 (2009 Final EIS; *San Ysidro Land Port of Entry Improvements Project Final Environmental Impact Statement*). In September 2009, the United States (U.S.) General Services Administration (GSA) prepared a Record of the Decision (ROD; *Record of Decision San Ysidro Land Port of Entry Improvements Project*) that approved the Preferred Alternative (herein referred to as the 2009 Approved Project) that was identified in the 2009 Final EIS. In May 2014, GSA adopted a Final SEIS that evaluated changed circumstances and proposed modifications to the 2009 Approved Project that identified a Preferred Alternative that was approved by GSA through a ROD in August 2014 (herein referenced as 2014 Approved Supplemental Project). In August 2015, GSA prepared a Revision to the 2014 Final SEIS to document minor design changes and provide specific information that was not available or known at the time when the 2009 Final EIS or 2014 Final SEIS was prepared (herein referred to as the 2015 Revision). The 2009 Approved Project, 2014 Approved Supplemental Project, and 2015 Revision are collectively referred to in this SEIS as the “Approved Project.”

This SEIS documents and evaluates changed circumstances and proposed modifications to the Approved Project since adoption of the 2009 Final EIS and 2014 Final SEIS and preparation of the 2015 Revision. The Approved Project with proposed modifications is herein referred to as the “Revised Project.”

The Approved Project and Revised Project entail the reconfiguration and expansion of the San Ysidro LPOE in three independent phases to improve overall capacity and operational efficiency at the LPOE. The San Ysidro LPOE is located along Interstate 5 (I-5) at the U.S.-Mexico border in the San Ysidro community of the City of San Diego (City), California.

### Approved Project

The Approved Project entails the phased reconfiguration and expansion of the existing LPOE. The Approved Project is fully funded and proposes improvements at the LPOE in three independent construction phases. The first phase (herein referred to as Phase 1) focused on the reconfiguration of the northbound facilities. Phase 1 improvements were constructed between 2011 and 2016 and include the east-west pedestrian bridge over I-5 and the LPOE, the northbound vehicular inspection area, the southbound pedestrian crossing facility on the east side of the LPOE, the bi-directional pedestrian crossing facility (PedWest) on the western side of the LPOE, and the Virginia Avenue Transit Center. The second phase (herein referred to as Phase 2) involves the construction of new buildings, particularly the proposed new Administration Building, renovated Historic Customs House, and a pedestrian plaza on the east side of the LPOE. Phase 2 improvements are under construction and anticipated to be completed by spring 2019. The third phase (herein referred to as Phase 3) entails reconfiguration of southbound facilities that would include construction of a southbound roadway and associated inspection equipment that would connect to the El Chaparral LPOE in Mexico. Phase 3 improvements are expected to be constructed by winter 2019.

## Revised Project

GSA is proposing the following changes to the Approved Project: a redesign of the proposed pedestrian plaza on the east side of the LPOE. The pedestrian plaza would be expanded to the north to include an additional parcel adjacent to the LPOE. GSA proposes acquisition of the adjacent 0.24-acre parcel to the north that contains two commercial buildings and incorporation of this parcel (Additional Land Area) into the pedestrian plaza. In addition to these proposed changes to the Approved Project, the Revised Project also includes the other components of the Approved Project that have not changed.

The changed circumstances associated with the Approved Project include new information regarding the condition of existing structures adjacent to the LPOE that affect the ability of GSA to implement the Approved Project. The Approved Project anticipated that construction of the pedestrian plaza would require demolition of the existing Milo Building within the LPOE. During final design of Phase 2 improvements, it was discovered that two existing buildings adjacent to the Milo Building on the Additional Land Area would likely collapse when the Milo Building is removed. The condition of these adjacent buildings was not known at the time the 2009 Final EIS or 2014 Final SEIS were prepared and this changed circumstance has bearing on the ability to implement the Approved Project.

Due to the changed circumstances and changes to the Approved Project, GSA made the decision to prepare an SEIS for the Revised Project.

## S.2 PURPOSE AND NEED

### Purpose of the Revised Project

The purpose of the Revised Project is the same as the Approved Project that was identified in the 2009 Final EIS and 2014 Final SEIS. The purpose of the Revised Project is to improve operational efficiency, security, and safety for cross-border travelers and federal agencies at the San Ysidro LPOE. The original goals of the Approved Project that were identified in the 2009 Final EIS and 2014 Final SEIS remain applicable to Revised Project, and are restated below:

- Increase vehicle and pedestrian inspection processing capacities at the San Ysidro LPOE;
- Reduce northbound vehicle and pedestrian queues and wait times to cross the border;
- Improve the safety of the San Ysidro LPOE for vehicles and pedestrians crossing the border and for employees at the LPOE;
- Modernize facilities to accommodate current and future demands and implementation of border security initiatives, such as the Western Hemisphere Travel Initiative (WHTI), the United States Visitor and Immigrant Status Indicator Technology program (US-VISIT), and the Secure Border Initiative (SBI);
- Provide facilities to enhance mobility and multi-modal connections in San Ysidro; and
- Reduce southbound vehicle queues and wait times to cross the border during “pulse and surge”<sup>1</sup> southbound inspections.

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<sup>1</sup> Customs and Border Protection (CBP) periodically conducts southbound vehicle inspections for a maximum duration of 30 minutes per inspection event.

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## Need for the Revised Project

### Capacity and Transportation Demand

The bi-national border region that includes San Diego and Imperial counties and the northern cities of Baja California has a combined population of approximately 6.4 million people (SANDAG 2015a). This bi-national region is forecasted to increase by approximately 4.2 million people to 10.6 million people by the year 2040, with a projected population increase of approximately 1.2 million people within San Diego and Imperial counties and an approximately 3 million-increase in the municipalities of Baja California (Caltrans 2014).

Within the same time period, the total civilian employment in the combined California-Baja California area is expected to expand by approximately 3.7 million employed persons, increasing from 2.9 million to approximately 6.6 million by the year 2040. The projected increase in San Diego and Imperial counties is approximately 500,000 civilian employees while the municipalities in Baja California are expected to add approximately 3.2 million employees (Caltrans 2014). The addition of 4.2 million residents and 3.7 million jobs by 2040 will increase crossborder travel demand in the region and continue to add pressure to LPOE facilities.

Land border crossing infrastructure includes LPOEs<sup>2</sup> and roadways and facilities that provide access to LPOEs. Two international LPOEs, San Ysidro and Otay Mesa, and the Cross Border Xpress that connects the Otay Mesa community with Tijuana International Airport currently link San Diego and Tijuana, while a third LPOE is located east of the San Diego metropolitan area at Tecate. Collectively, these LPOEs and the Cross Border Xpress serve as the gateway for all pedestrian traffic and vehicular movement of people and goods between the San Diego region and Baja California, Mexico. To accommodate the dynamic border transportation system and projected population growth and associated movement of people and goods, major projects to improve land border crossing infrastructure are planned. These include a fourth LPOE, known as Otay Mesa East, and improvements at the existing LPOEs, including the San Ysidro LPOE (where the major reconfiguration and improvements have begun and are ongoing) and Otay Mesa LPOE.

The San Ysidro LPOE is the busiest land port in the Western Hemisphere and is the region's primary gateway for cross-border automobile and pedestrian traffic. It is open 24 hours per day, 7 days per week, and processes passenger vehicle, pedestrian, bicycle, bus, and limited use rail traffic. Commercial vehicle inspections are conducted at the nearby Otay Mesa LPOE, which is busiest commercial border crossing along the California – Baja California border and the second largest cargo facility along the U.S. southern border by volume (SANDAG 2013). The San Ysidro LPOE processes an average of approximately 70,000 northbound vehicles and 20,000 northbound pedestrians per day (GSA 2017). In 2017, the San Ysidro LPOE processed northbound inspections in total of approximately 13.8 million passenger vehicles, 33,000 buses, and 8.3 million pedestrians, resulting in nearly 32 million individual crossings from Tijuana to San Diego (U.S. Department of Transportation 2018).

Prior to reconfiguration of the northbound facilities during Phase 1 improvements, the San Ysidro LPOE was a bottleneck in the system of interchange between the two countries, increasingly restricting the movement of passenger vehicles and pedestrians during peak times. Before the new northbound

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<sup>2</sup> LPOE is a facility that provides controlled entry into or departure from the U.S. for persons and materials. It houses offices of CBP and other federal agencies responsible for the enforcement of federal laws regulating inspections of persons, vehicles, and materials. A LPOE consists of the land, the buildings, and internal roadways and parking lots.

facilities were constructed, wait times at the San Ysidro LPOE during the commuter peak period (weekdays between 7:00 AM and 9:00 AM) averaged 1.5 to 2 hours for vehicles and 1 hour for pedestrians. Since the new Phase 1 northbound facilities have been completed, wait times have decreased to an average of 1 hour for vehicles and 35 minutes for pedestrians (CBP 2018).

Improvements to the San Ysidro LPOE are needed because the capacities of the existing LPOEs in the region and the San Ysidro LPOE specifically are currently being exceeded, causing excessive border wait times. Cross-border travel is forecasted to continue to grow, due to projected local and regional growth and economic activity, and border delays are expected to increase correspondingly, placing a strain on existing border facilities including the infrastructure at the San Ysidro LPOE. It is estimated that vehicular traffic in San Ysidro will increase by 87 percent by the year 2030 (GSA 2017). This increase, in combination with increases in U.S. security requirements, has resulted in operational and infrastructure-related challenges. Given the current and projected travel demand at the San Ysidro LPOE, improving the capacity and operations of the current infrastructure is critical to decrease traffic congestion and vehicular and pedestrian cross-border wait times.

### Safety and Border Security

In addition to the need to expand the San Ysidro LPOE to improve operational efficiencies, the Revised Project would address public and employee safety and border security concerns. The original buildings within the LPOE were approximately 40 years old and could not effectively support DHS enforcement operations. Due to the age and condition of the original buildings, a retrofit and remodel of the existing LPOE is required to accommodate operational needs. Most of the original buildings have been removed and new buildings have been or are currently being constructed.

A component of the proposed improvements includes a new pedestrian plaza on the east side of the reconfigured LPOE that would provide a connection between the new southbound pedestrian processing facility and pedestrian bridge and the San Ysidro Intermodal Transit Center (SYITC) at the terminus of East San Ysidro Boulevard. To accommodate the pedestrian plaza, an existing building within the LPOE would be removed. This building, known as the Milo Building located at 795 East San Ysidro Boulevard, is owned by the federal government and abuts two buildings on a parcel to the immediate north at 747 and 751 East San Ysidro Boulevard. During final design of Phase 2 improvements, it was discovered that the two buildings adjacent to the Milo Building (known as the International Building and the Mercado Internacional 88 Building) exhibit structural integrity deficiencies as free-standing buildings and may not stand on their own if the Milo Building is removed. As a result, these two adjacent buildings may collapse at some point upon demolition of the Milo Building, creating an unsafe condition. The Revised Project is needed to address this safety concern.

Furthermore, the mandated implementation of border security programs such as WHTI, US-VISIT, and SBI, requires modernization and facility upgrades. These programs require DHS to implement new inspection technologies to track cross-border traffic at the San Ysidro LPOE. 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. US-VISIT is a program that uses biometric data (digital finger scans and photographs) to verify travelers' identity and to check against a database of known criminals and suspected terrorists. The SBI is a multi-year plan to add more border patrol agents; expand illegal immigrant detention and removal capabilities; 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. To implement these security programs, an increase in staff, space, and systems is needed, which could not be accommodated effectively within the original configuration of the LPOE.

### Cross-border Mobility

As previously discussed, the San Ysidro LPOE is the busiest land port in the Western Hemisphere and processes an average of approximately 70,000 northbound vehicles and 20,000 northbound pedestrians per day, with an estimated equivalent number of daily southbound crossings. Thus, a total of approximately 140,000 vehicles and 40,000 pedestrians cross through the LPOE every day. Pedestrian counts taken in both the northbound and southbound directions are consistent with these estimated total existing pedestrian volumes. Based on the pedestrian counts, the total daily number of pedestrians crossing the border is approximately 54,100 (LLG 2014).

Many of the pedestrians crossing the border connect to other transportation modes to reach their ultimate destination. According to a pedestrian origin and destination survey, 41.6 percent of pedestrians use the trolley, 17.2 percent use buses, 4.6 percent use taxis, 21.7 percent use privately-owned vehicles, and 14.5 percent continue as pedestrians (LLG 2014).

Existing multi-modal facilities near the LPOE include the SYITC located on the east side of I-5 along East San Ysidro Boulevard and directly adjacent to the LPOE. This transit center supports approximately 19,000 daily transit boardings and arrivals and accommodates public access to the trolley and local bus routes, as well as taxis, private jitneys (e.g., vans or shuttle buses), and intercity and shuttle buses. The San Ysidro Trolley Station, located along the Metropolitan Transit System (MTS) Blue Line that carries customers between the border and downtown San Diego, is the second busiest trolley station in San Diego County. In 2014, there were approximately 10,700 boardings per day at this station, and a total of 8,300 trips ended there daily. MTS runs the Blue Line Trolley every 7.5 minutes during weekday peak hours, as well as two bus routes that provide more than 120 weekday vehicle trips (SANDAG 2014). Other multi-modal facilities and connections near the LPOE include MTS bus stops along local roadways, private bus operator facilities, a taxi staging area along Camino de la Plaza, sidewalks, and bike lanes along some local roadways. Given the location and use of these multi-modal facilities to access the LPOE, pedestrian linkages to multi-modal facilities at and near the LPOE are vital to the movement of people crossing the border.

Long-term forecasts estimate that cross-border pedestrian traffic will increase by more than 85 percent and vehicular traffic in San Ysidro will increase by more than 87 percent by the year 2030 (LLG 2014 and GSA 2017). Additionally, over 750 federal employees currently work at the LPOE, and it is estimated that this number will increase to over 900 with the forecasted increase in cross-border travel at the LPOE. Because of the large number of people with the common destination of the LPOE, there is a need to increase the efficiency of the border transportation system. To do so, all modes of transportation must be accommodated, and an integrated system of vehicular, transit, pedestrian, and bicycle facilities is needed, beyond what was provided under the original configuration of the LPOE.

## S.3 REVISED PROJECT ALTERNATIVES

This Draft SEIS analyzes two alternatives of the Revised Project, as well as the No Action Alternative. Both of the Action Alternatives include the proposed modifications described above, as well as the other improvements originally proposed as part of the Approved Project analyzed in the 2009 Final EIS, 2014



Final SEIS, and 2015 Revision. Neither of the Action Alternatives would result in capacity changes at the LPOE. Each of the alternatives is briefly described below.

#### Alternative 1- Demolition of Buildings

Alternative 1 would include demolition of the two existing buildings within the Additional Land Area that would be added to the LPOE and incorporated into the pedestrian plaza. The International Building (751 East San Ysidro Boulevard) is a two-story commercial building that abuts the Milo Building. The Mercado Internacional 88 Building (747 East San Ysidro Boulevard) is a one-story commercial building that abuts the International Building. The combined area of these two buildings encompasses approximately 13,250 gross square feet. Under Alternative 1, both of these buildings would be demolished, and the entire parcel would be added to the pedestrian plaza. The expanded plaza would extend to the intersection of East San Ysidro Boulevard and Rail Court and would include a combination of hardscape and landscape elements consistent with the other portions of the pedestrian plaza.

#### Alternative 2- Renovation/Adaptive Reuse of Buildings

Under Alternative 2, the International and Mercado Internacional 88 buildings on the Additional Land Area that would be added to the LPOE would be renovated and incorporated into the design of the pedestrian plaza and LPOE. Renovations would consist of improvements to restore their structural integrity so that they would not be in danger of collapsing when the Milo Building is demolished. The renovated buildings may also be adaptively reused to function as components of the pedestrian plaza or a related accessory use. The International Building is an Art Deco style building that was constructed in the 1920s and is recommended eligible for listing on the National Register of Historic Places (NRHP). As part of the renovations, the storefront exterior façade of the International Building (along East San Ysidro Boulevard) may be maintained or renovated to replicate the historic architectural style of the building.

#### No Action Alternative

The No Action Alternative is included and analyzed to provide a baseline for comparison with impacts from the action alternatives, and also to satisfy federal requirements for analyzing “no action” under NEPA (40 CFR 1502.14(d)). Under the No Action Alternative, proposed modifications discussed in Section 3.3 would not be implemented, including acquisition of an adjacent parcel and incorporation of that parcel into an expanded pedestrian plaza, either by demolishing or renovating the buildings on the adjacent property. GSA would continue to implement the Approved Project that was analyzed as the Preferred Alternative in the 2009 Final EIS and 2014 Final SEIS and approved in the respective RODs except that the Milo Building would not be demolished. It would remain in place due to the compromised structural integrity of the abutting buildings and the likelihood of their collapse if the Milo Building is removed.

## S.4 REVISED PROJECT IMPACTS

Table S-1, *Summary of Environmental Consequences and Avoidance, Minimization, and/or Mitigation Measures*, summarizes Revised Project impacts and avoidance, minimization, and mitigation measures for each alternative. Detailed discussion and analysis of Revised Project impacts are provided in Chapter 4.0 of this Draft SEIS. Avoidance, minimization, and mitigation measures are listed in Appendix A, *Summary of Avoidance, Minimization, and/or Mitigation Measures*.

**Table S-1  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Land Use and Community Issues</b>			
<b><i>Existing and Future Land Uses</i></b>			
Alternative 1 would be consistent with existing and planned land uses in the San Ysidro Community Plan (SYCP) Area, and with zoning and land use designations.	Alternative 2 would be consistent with existing and planned land uses in the SYCP Area, and with zoning and land use designations.	The No Action Alternative would be consistent with existing and planned land uses in the SYCP Area, and with zoning and land use designations.	<u>Alternative 1, Alternative 2, and No Action Alternative</u> : No avoidance, minimization, or mitigation measures are required.
<b><i>Consistency with State, Regional, and Local Plans</i></b>			
Alternative 1 would be consistent with relevant land use plans.	Alternative 2 would be consistent with relevant land use plans.	The No Action Alternative would be consistent with relevant land use plans.	<u>Alternative 1, Alternative 2, and No Action Alternative</u> : No avoidance, minimization, or mitigation measures are required.
<b><i>Parks and Recreational Facilities</i></b>			
No impacts to public parks or recreational facilities would occur under Alternative 1.	No impacts to public parks or recreational facilities would occur under Alternative 2.	No impacts to public parks or recreational facilities would occur under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative</u> : No avoidance, minimization, or mitigation measures are required.
<b><i>Community Character and Cohesion</i></b>			
No impacts to community character or cohesion would occur under Alternative 1.	No impacts to community character or cohesion would occur under Alternative 2.	No impacts to community character or cohesion would occur under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative</u> : No avoidance, minimization, or mitigation measures are required.

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Land Use and Community Issues (cont.)</b>			
<b><i>Parcel Acquisitions and Relocations</i></b>			
No substantial impacts related to acquisition of one parcel and relocation of on-site businesses because acquisitions in progress are following guidelines of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and Title 49 Code of Federal Regulations (CFR), Part 24.	No substantial impacts related to acquisition of one parcel and relocation of on-site businesses because acquisitions in progress are following guidelines of the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act and Title 49 CFR, Part 24.	No impacts related to parcel acquisitions or relocations. The No Action Alternative would not require any additional acquisitions and/or relocations that were not previously evaluated and addressed in the 2009 Final EIS and 2014 Final SEIS.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> No avoidance, minimization, or mitigation measures are required.
<b><i>Environmental Justice</i></b>			
No adverse environmental justice impacts would be anticipated under Alternative 1 because the Revised Project has been developed in compliance with EO 12898.	No adverse environmental justice impacts would be anticipated under Alternative 2 because the Revised Project has been developed in compliance with EO 12898.	No adverse environmental justice impacts would be anticipated under the No Action Alternative because the Approved Project has been developed in compliance with EO 12898.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> No avoidance, minimization, or mitigation measures are required.
<b><i>Environmental Health and Safety Risks to Children</i></b>			
No impacts related to environmental health and safety risks to children would occur under Alternative 1.	No impacts related to environmental health and safety risks to children would occur under Alternative 2.	No impacts related to environmental health and safety risks to children would occur under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> No avoidance, minimization, or mitigation measures are required.

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Utilities/Emergency Services/Life Safety</b>			
<b>Utilities</b>			
Temporary construction-related utilities impacts could potentially occur during construction of Alternative 1.	Temporary construction-related utilities impacts could potentially occur during construction of Alternative 2.	Temporary construction-related utilities impacts could potentially occur during construction under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> <ul style="list-style-type: none"> <li>The construction contractor should coordinate with responsible utility providers to protect systems in place or arrange for the temporary or permanent relocation of existing utility lines.</li> </ul>
<b>Emergency Services</b>			
Temporary construction-related impacts to emergency services could potentially occur during construction of Alternative 1.	Temporary construction-related impacts to emergency services could potentially occur during construction of Alternative 2.	Temporary construction-related impacts to emergency services could potentially occur during construction under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> <ul style="list-style-type: none"> <li>A Traffic Management Plan (TMP) should be implemented to provide for emergency access on roadways that would be temporarily affected during the construction period.</li> <li>The construction contractor should contact local emergency service providers prior to the start of construction to ensure construction activities would not impede provision of emergency services within the Project area during the construction period.</li> </ul>
<b>Life Safety</b>			
No impacts to life safety would occur under Alternative 1 with implementation of protective design measures.	No impacts to life safety would occur under Alternative 2 with implementation of protective design measures.	No impacts to life safety would occur under the No Action Alternative with implementation of protective design measures.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> <ul style="list-style-type: none"> <li>Bollards and barriers should be used to protect structural elements from vehicle damage. Anti-ram barriers must be provided wherever moving vehicles approach booths or buildings.</li> </ul>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Utilities/Emergency Services/Life Safety (cont.)</b>			
<i>Life Safety (cont.)</i>			
			<ul style="list-style-type: none"> <li>• Exterior walls and interior walls in high-risk areas, such as lobbies and public screening spaces, should be reinforced with cast-in-place or precast reinforced concrete.</li> <li>• Exterior windows and interior windows between high-risk areas and occupied space should be thermally tempered or laminated glass.</li> <li>• Bullet-resistant glazing should be provided on windows that face inspection areas, on-coming traffic, or the border.</li> <li>• Building perimeters and doors between inspection areas should be designed to resist forced entry.</li> <li>• Utilities critical to LPOE operations should be located within the Central Plant building, which would be structurally reinforced.</li> <li>• Where utilities are located within occupied buildings they should be separated from inspection and public lobby areas by at least 25 feet or by reinforced walls and floors.</li> <li>• Air intakes should be secured.</li> </ul>

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Utilities/Emergency Services/Life Safety (cont.)</b>			
<b>Life Safety (cont.)</b>			
			<ul style="list-style-type: none"> <li>• Mechanical equipment should not be placed at grade and directly adjacent to vehicle movement pathways.</li> <li>• Utilities and feeders should not be located adjacent to vehicle pathways, or on the Mexican side of the primary inspection lanes.</li> </ul>
<b>Traffic and Transportation/Pedestrian and Bicycle Facilities</b>			
<b>Roadways and Intersections</b>			
<p>While the proposed modifications of the Revised Project under Alternative 1 would not directly result in adverse traffic impacts, implementation of the other components of the Approved Project that are included as part of the Revised Project would contribute to the following previously identified (in the 2014 Final SEIS) near-term and long-term traffic impacts to roadway segments and intersections:</p> <ul style="list-style-type: none"> <li>• Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps (near-term and long-term)</li> </ul>	<p>While the proposed modifications of the Revised Project under Alternative 2 would not directly result in adverse traffic impacts, implementation of the other components of the Approved Project that are included as part of the Revised Project would contribute to the following previously identified (in the 2014 Final SEIS) near-term and long-term traffic impacts to roadway segments and intersections:</p> <ul style="list-style-type: none"> <li>• Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps (near-term and long-term)</li> </ul>	<p>Traffic impacts to the following roadway segments and intersections would occur under the No Action Alternative:</p> <ul style="list-style-type: none"> <li>• Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps (near-term and long-term)</li> <li>• Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard (long-term)</li> <li>• East San Ysidro Boulevard/Camino de la Plaza/Beyer Boulevard (long-term)</li> </ul>	<p><u>Alternative 1, Alternative 2, and No Action Alternative:</u> A primary Project goal in support of the Project purpose is to increase the processing capacity and efficiency of the LPOE in response to the need that is created by the current and projected demand for vehicles and persons to cross the border. Thus, none of the alternatives would directly generate a substantial volume of traffic but would accommodate existing and projected border crossing demand. They would also modify the patterns of traffic flow in the Project area. The purpose and need for the Revised Project does not include local roadway improvements; however, feasible improvements have been identified that may be implemented by others to achieve acceptable level of service (LOS), based on commonly accepted local roadway segment and intersection standards. These potential improvements to be implemented by others are described below.</p> <p>Implementation of the following avoidance, minimization, and mitigation measure would avoid or reduce traffic impacts to roadway segments for near-term conditions:</p>

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Traffic and Transportation/Pedestrian and Bicycle Facilities (cont.)</b>			
<b>Roadways and Intersections (cont.)</b>			
<ul style="list-style-type: none"> <li>Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard (long-term)</li> <li>East San Ysidro Boulevard/Camino de la Plaza/Beyer Boulevard (long-term)</li> <li>Camino de la Plaza/Virginia Avenue (long-term)</li> </ul>	<ul style="list-style-type: none"> <li>Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard (long-term)</li> <li>East San Ysidro Boulevard/Camino de la Plaza/Beyer Boulevard (long-term)</li> <li>Camino de la Plaza/Virginia Avenue (long-term)</li> </ul>	<ul style="list-style-type: none"> <li>Camino de la Plaza/Virginia Avenue (long-term)</li> </ul>	<ul style="list-style-type: none"> <li>Widening the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps, to Four-Lane Collector standards.</li> </ul> <p>In addition to the measures listed above under near-term conditions, implementation of the following avoidance, minimization, and mitigation measures would avoid or reduce traffic impacts to roadway segments and intersections for long-term year conditions:</p> <ul style="list-style-type: none"> <li>Widening the segment of Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard, to Four-Lane Major standards.</li> <li>Widening of Camino de la Plaza to provide an additional dedicated right-turn lane onto East San Ysidro Boulevard.</li> </ul> <p>Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection (this measure was implemented by others subsequent to the 2014 Final SEIS).</p>
<b>Pedestrian, Bicycle, and Transit Facilities</b>			
No impacts to pedestrian, bicycle, or transit facilities would occur under Alternative 1.	No impacts to pedestrian, bicycle, or transit facilities would occur under Alternative 2.	No impacts to pedestrian, bicycle, or transit facilities under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative</u> : No avoidance, minimization, or mitigation measures are required.

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Traffic and Transportation/Pedestrian and Bicycle Facilities (cont.)</b>			
<b>Temporary Construction Impacts</b>			
Temporary construction-related traffic impacts could potentially occur during construction of Alternative 1.	Temporary construction-related traffic impacts could potentially occur during construction of Alternative 2.	Temporary construction-related traffic impacts could potentially occur during construction under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Temporary impacts would be avoided with implementation of a Traffic Management Plan.
<b>Parking Impacts</b>			
No adverse parking impacts would occur under Alternative 1.	No adverse parking impacts would occur under Alternative 2.	No adverse parking impacts would occur under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> No avoidance, minimization, or mitigation measures are required.
<b>Visual/Aesthetics</b>			
No adverse visual impacts would occur under Alternative 1.	No adverse visual impacts would occur under Alternative 2.	No adverse visual impacts would occur under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Although no adverse visual impacts would occur, implementation of the following minimization measures would provide increased visual quality within the Project area: <ul style="list-style-type: none"> <li>• A comprehensive landscape concept plan should be developed and implemented, including landscape features such as: <ul style="list-style-type: none"> <li>○ Drought tolerant and sustainable plant palettes.</li> <li>○ Vine planting at fences and walls to reduce the visual scale and to act as a graffiti deterrent.</li> </ul> </li> <li>• Street trees and landscaping should be retained to the highest extent possible during Project construction.</li> <li>• Architectural treatments should be consistent throughout the proposed LPOE buildings.</li> </ul>



**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Visual/Aesthetics (cont.)</b>			
			<ul style="list-style-type: none"> <li>• Metal fencing and safety railing should be consistent throughout the proposed pedestrian walkways.</li> <li>• Where possible, integrate new public art consistent with the international border setting.</li> </ul>
<b>Cultural Resources</b>			
<b>Archaeological Resources</b>			
No impacts to archaeological resources are expected to occur, although unknown subsurface resources could be subject to disturbance during construction of Alternative 1.	No impacts to archaeological resources are expected to occur, although unknown subsurface resources could be subject to disturbance during construction of Alternative 2.	No impacts to archaeological resources are expected to occur, although unknown subsurface resources could be subject to disturbance during construction under the No Action Alternative.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> <ul style="list-style-type: none"> <li>• If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.</li> </ul>
<b>Historical Resources</b>			
<p>Renovation of the NRHP-listed Old Customs House would result in an adverse direct impact to this historical property.</p> <p>Demolition of the International Building would result in a direct adverse impact to this historical resource, which is recommended eligible for listing on the NRHP, CRHP, and City Register.</p>	<p>Renovation of the NRHP-listed Old Customs House would result in an adverse direct impact to this historical property.</p> <p>Renovation of the International Building would result in a direct adverse impact to this historical resource, which is recommended eligible for listing on the NRHP, CRHP, and City Register.</p>	<p>Renovation of the NRHP-listed Old Customs House would result in an adverse direct impact to this historical property.</p>	<p><u>Alternative 1:</u> The following measures would avoid, minimize, or mitigate direct impacts to historical resources during renovation of the Old Customs House:</p> <ul style="list-style-type: none"> <li>• All renovation of the Old Customs House should conform to <i>The Secretary of the Interior's Standards for the Treatment of Historic Properties</i>.</li> <li>• Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.</li> </ul> <p>If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.</p>

Table S-1 (cont.) SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES			
Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Cultural Resources (cont.)</b>			
<b>Historical Resources (cont.)</b>			
			<p>The following measure would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with demolition of the International Building:</p> <ul style="list-style-type: none"> <li>• Prior to demolition of the International Building, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.</li> </ul> <p>If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.</p>
			<p><u>Alternative 2:</u> The following measures would avoid, minimize, or mitigate direct impacts to historical resources during renovation of the Old Customs House:</p> <ul style="list-style-type: none"> <li>• All renovation of the Old Customs House should conform to <i>The Secretary of the Interior’s Standards for the Treatment of Historic Properties</i>.</li> <li>• Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.</li> </ul> <p>If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.</p>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Cultural Resources (cont.)</b>			
<b>Historical Resources (cont.)</b>			
			<p>The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with demolition of the International Building:</p> <ul style="list-style-type: none"> <li>• All renovation of the International Building should conform to The Secretary of the Interior’s Standards for the Treatment of Historic Properties.</li> <li>• Prior to alteration or removal of building features, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.</li> </ul> <p>If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.</p>
			<p><u>No Action Alternative</u>: The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:</p> <ul style="list-style-type: none"> <li>• All renovation of the Old Customs House should conform to The Secretary of the Interior’s Standards for the Treatment of Historic Properties.</li> <li>• Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.</li> </ul>

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Cultural Resources (cont.)</b>			
<b>Historical Resources (cont.)</b>			
			If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.
<b>Hydrology and Floodplain</b>			
No short-term construction or long-term operational impacts would occur under Alternative 1 with appropriate design and Best Management Practices (BMPs).	No short-term construction or long-term operational impacts would occur under Alternative 2 with appropriate design and BMPs.	No short-term construction or long-term operational impacts would occur under the No Action Alternative with appropriate design and BMPs.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Recommendations to effectively avoid or address potential impacts related to hydrology and floodplain issues include BMPs with respect to appropriate design, sizing, and location of proposed storm drain facilities, incorporation of applicable recommendations from detailed geotechnical investigations, and consideration of the location and extent of proposed retention/infiltration basins with respect to potential surficial saturation issues.
<b>Water Quality and Stormwater Runoff</b>			
No short-term construction or long-term operational impacts would occur under Alternative 1 with appropriate design and BMPs.	No short-term construction or long-term operational impacts would occur under Alternative 2 with appropriate design and BMPs.	No short-term construction or long-term operational impacts would occur under the No Action Alternative with appropriate design and BMPs.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Water quality and stormwater runoff impacts would be addressed through conformance with the applicable NPDES Construction Permit, Municipal Permit and related City standards. Associated BMPs and the Project SWPPP would define measures to address potential effects associated with short-term construction (erosion and sedimentation, construction-related hazardous materials, demolition-related debris generation, and disposal of extracted groundwater) and long-term operation and maintenance (site design/low impact development BMPs, source control BMPs, treatment control BMPs, and post-construction BMP monitoring/maintenance schedules and responsibilities).

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Geology/Soils/Seismic/Topography</b>			
No seismic or non-seismic impacts would occur under Alternative 1 with compliance with Department standards, International Building Code (IBC), and California Building Code (CBC), and incorporation of geotechnical recommendations.	No seismic or non-seismic impacts would occur under Alternative 2 with compliance with Department standards, IBC, and CBC, and incorporation of geotechnical recommendations.	No seismic or non-seismic impacts would occur under the No Action Alternative with compliance with Department standards, IBC, and CBC, and incorporation of geotechnical recommendations.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Would incorporate appropriate design and construction measures to accommodate potential seismic and non-seismic hazards, if applicable, pursuant to associated industry/regulatory standards (e.g., the IBC) and subsequent detailed geotechnical analysis.
<b>Paleontology</b>			
Alternative 1 could potentially affect previously undisturbed portions of the high sensitivity Otay Formation and Old Paralic Deposits, potentially resulting in the destruction of unique or significant paleontological resources.	Alternative 2 could potentially affect previously undisturbed portions of the high sensitivity Otay Formation and Old Paralic Deposits, potentially resulting in the destruction of unique or significant paleontological resources.	The No Action Alternative could potentially affect previously undisturbed portions of the high sensitivity Otay Formation and Old Paralic Deposits, potentially resulting in the destruction of unique or significant paleontological resources.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Would prepare and implement a Paleontological Monitoring Plan, which would likely include the following types of measures in accordance with standard construction practices in southern California: <ul style="list-style-type: none"> <li>• A Qualified Paleontologist should be present at pre-grading meetings to consult with grading/excavation contractors regarding the potential location and nature of paleontological resources and associated monitoring/recovery operations.</li> <li>• A Qualified Paleontologist or Paleontological Monitor (working under the direction of the Qualified Paleontologist), should be on site to monitor for paleontological resources during all original grading/excavation activities involving previously undisturbed areas of the Otay Formation and/or Old Paralic Deposits.</li> </ul>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Paleontology (cont.)</b>			
			<ul style="list-style-type: none"> <li>• If paleontological resources are discovered, the Qualified Paleontologist (or Paleontological Monitor) should implement appropriate salvage operations, potentially including simple excavation, plaster-jacketing of large and/or fragile specimens, or quarry excavations for richly fossiliferous deposits. The Qualified Paleontologist and Paleontological Resources Monitor should be authorized to halt or divert construction work in salvage areas to allow for the timely recovery of fossil remains.</li> <li>• Paleontological resources collected during the monitoring and salvage portion of the mitigation program should be cleaned, repaired, sorted, and cataloged pursuant to accepted industry methods.</li> <li>• Prepared fossils, along with copies of all pertinent field notes, photos and maps, should be deposited in an approved scientific institution with paleontological collections.</li> <li>• A final report should be prepared by the Qualified Paleontologist to describe the results of the mitigation program, including field and laboratory methods, stratigraphic units encountered, and the nature and significance of recovered paleontological resources.</li> </ul>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Hazardous Waste/Materials</b>			
<p>Alternative 1 would result in potential adverse impacts due to possible soil and/or groundwater contamination from former and current uses within the Revised Project footprint (including the Additional Land Area) and LPOE. Additionally, potential adverse impacts could occur associated with aerially deposited lead (ADL), hazardous building materials, and polychlorinated biphenyls (PCBs).</p>	<p>Alternative 2 would result in potential adverse impacts due to possible soil and/or groundwater contamination from former and current uses within the Revised Project footprint (including the Additional Land Area) and LPOE. Additionally, potential adverse impacts could occur associated with ADL, hazardous building materials, and PCBs.</p>	<p>The No Action Alternative would result in potential adverse impacts due to possible soil and/or groundwater contamination at listed facilities of potential environmental concern, and former and current uses within the Project Study Area and LPOE. Additionally, potential adverse impacts could occur associated with ADL, hazardous building materials, and PCBs.</p>	<p><u>Alternative 1 and Alternative 2:</u></p> <ul style="list-style-type: none"> <li>• Soil sampling should be conducted in areas of the Additional Land Area proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to determine to characterize the soil for the presence of elevated metal concentrations (e.g., in excess of applicable regulatory standards). If contaminated soil is present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.</li> <li>• Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.</li> <li>• Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.</li> <li>• Wastes and potentially hazardous waste within the Revised Project footprint, including trash, debris piles, and equipment, should be removed and recycled and/or disposed of off site, in accordance with applicable regulatory requirements.</li> </ul>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Hazardous Waste/Materials (cont.)</b>			
			<ul style="list-style-type: none"> <li>• Prior to renovation or demolition of existing structures, a hazardous building materials survey should be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials should be sampled and analyzed, and if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.</li> <li>• Contract specifications should include references to the potential to encounter contaminated soil or other regulated wastes during construction activities.</li> </ul>
			<p><u>No Action Alternative:</u></p> <ul style="list-style-type: none"> <li>• Soil sampling should be conducted in areas within the Revised Project footprint proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to characterize the soil for the presence of hazardous materials (e.g., metals, petroleum hydrocarbons, VOCs, pesticides, etc.). If contaminated soil is present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.</li> <li>• Health risk assessments should be conducted for facilities within the LPOE in which contamination has been documented to evaluate whether the levels of contaminants would pose a risk to human health.</li> </ul>



**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Hazardous Waste/Materials (cont.)</b>			
			<ul style="list-style-type: none"> <li>• Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.</li> <li>• Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.</li> <li>• Prior to commencement of excavation activities, a Groundwater Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.</li> <li>• Existing transformers and elevator equipment within the Revised Project footprint should be sampled for PCB content if proposed to be disturbed and/or moved during construction activities. If PCBs are present, appropriate abatement actions for their disposal should be implemented in accordance with regulatory requirements, and soil beneath transformers and/or elevators should be evaluated for evidence of releases. If present in underlying soils, appropriate abatement actions for removal and disposal should be implemented in accordance with applicable regulatory requirements.</li> </ul>

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Hazardous Waste/Materials (cont.)</b>			
			<ul style="list-style-type: none"> <li>• Wastes and potentially hazardous waste within the Revised Project footprint, including trash, debris piles, and equipment, should be removed and recycled and/or disposed of off site, in accordance with applicable regulatory requirements.</li> <li>• Prior to renovation or demolition of existing structures, surveys should be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials should be sampled and analyzed, and if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.</li> <li>• Contract specifications should include references to the potential to encounter contaminated soil, groundwater, or other regulated wastes during construction activities.</li> </ul>
<b>Air Quality and Greenhouse Gas Emissions</b>			
No adverse construction or operational air quality or greenhouse gas impacts would occur. No adverse air quality impacts related to Mobile Source Air Toxics (MSATs) would occur. No adverse impact associated with regional air quality conformity would occur.	No adverse construction or operational air quality or greenhouse gas impacts would occur. No adverse air quality impacts related to MSATs would occur. No adverse impact associated with regional air quality conformity would occur	No adverse construction or operational air quality or greenhouse gas impacts would occur. No adverse air quality impacts related to MSATs would occur. No adverse impact associated with regional air quality conformity would occur	<p><u>Alternative 1, Alternative 2, and No Action Alternative:</u> Although no adverse air quality impacts would occur, implementation of the following minimization measures would minimize air pollution emissions during construction:</p> <ul style="list-style-type: none"> <li>• Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.</li> <li>• Cover trucks when hauling loose material.</li> </ul>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Air Quality and Greenhouse Gas Emissions (cont.)</b>			
			<ul style="list-style-type: none"> <li>• Stabilize the surface of materials stockpiles if not removed immediately.</li> <li>• Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.</li> <li>• Trucks should be washed off as they leave the construction site(s), as necessary, to control fugitive dust emissions.</li> <li>• Track-out reduction measures such as gravel pads should be used at access points to minimize dust and mud deposits on roads affected by construction traffic.</li> <li>• Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment.</li> <li>• Minimize unnecessary vehicular and machinery activities.</li> <li>• Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.</li> <li>• Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.</li> </ul>

Table S-1 (cont.) SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES			
Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Air Quality and Greenhouse Gas Emissions (cont.)</b>			
			<ul style="list-style-type: none"> <li>• Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.</li> <li>• To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.</li> <li>• Provide landscaping where possible, which reduces surface warming and decreases CO<sub>2</sub> through photosynthesis.</li> <li>• Use lighter color surfaces, such as Portland cement, which helps to increase the albedo effect (i.e., surface reflectivity of the sun's radiation) and cool the surface.</li> <li>• Use of energy efficient lighting.</li> </ul>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Energy</b>			
Potential short-term, construction-related energy impacts could occur during construction. No adverse operational energy impacts would occur. Energy consumption would not be excessive and would be reduced by achieving a LEED certification for the LPOE, as is currently planned, as well as compliance with the Energy Independence and Security Act.	Potential short-term, construction-related energy impacts could occur during construction. No adverse operational energy impacts would occur. Energy consumption would not be excessive and would be reduced by achieving a LEED certification for the LPOE, as is currently planned, as well as compliance with the Energy Independence and Security Act.	Potential short-term, construction-related energy impacts could occur during construction. No adverse operational energy impacts would occur. Energy consumption would not be excessive and would be reduced by achieving a LEED certification for the LPOE, as is currently planned, as well as compliance with the Energy Independence and Security Act.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> <ul style="list-style-type: none"> <li>• Construction equipment and vehicles should be properly tuned and maintained.</li> <li>• Idling times of construction equipment should be minimized, to the extent practical.</li> <li>• To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related energy impacts caused by idling vehicles along local roads during peak travel times.</li> </ul>
<b>Biological Resources</b>			
While the proposed modifications of the Revised Project under Alternative 1 would not directly result in adverse impacts to biological resources, implementation of the other components of the Approved Project that are included as part of the Revised Project would result in the following previously identified (in the 2014 Final SEIS) impacts:	While the proposed modifications of the Revised Project under Alternative 2 would not directly result in adverse impacts to biological resources, implementation of the other components of the Approved Project that are included as part of the Revised Project would result in the following previously identified (in the 2014 Final SEIS) impacts:	The No Action Alternative would result in the following impacts to biological resources: <ul style="list-style-type: none"> <li>• Impacts to 0.02 acre of disturbed wetland.</li> <li>• Impacts 0.07 acre of non-wetland WUS.</li> <li>• Potential for indirect impacts to biological resources due to decreased water quality.</li> </ul>	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> <ul style="list-style-type: none"> <li>• Prior to the commencement of construction, jurisdictional areas and sensitive vegetation within the Revised Project BSA should be fenced with orange plastic exclusionary fencing, and no personnel, debris, or equipment would be allowed within the jurisdictional areas.</li> <li>• Impacts to 0.07 acre of non-wetland Waters of the U.S. should be mitigated at a 1:1 ratio through purchase of mitigation credits equal to 0.08 acre of ephemeral drainage at an approved mitigation bank.</li> </ul>

**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Biological Resources (cont.)</b>			
<ul style="list-style-type: none"> <li>• Impacts to 0.02 acre of disturbed wetland.</li> <li>• Impacts 0.07 acre of non-wetland waters of the U.S. (WUS).</li> <li>• Potential for indirect impacts to biological resources due to decreased water quality.</li> </ul>	<ul style="list-style-type: none"> <li>• Impacts to 0.02 acre of disturbed wetland.</li> <li>• Impacts 0.07 acre of non-wetland WUS.</li> <li>• Potential for indirect impacts to biological resources due to decreased water quality.</li> </ul>		<ul style="list-style-type: none"> <li>• Impacts to 0.02 acre of disturbed wetland should be mitigated at a 2:1 ratio through a combination of creation, restoration, enhancement, and acquisition (at an approved mitigation bank) of 0.04 acre of wetlands.</li> <li>• If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the bird breeding season (January 15 to September 15), the GSA shall retain an approved biologist to conduct a pre-construction survey to determine the presence or absence of: (1) non-listed nesting migratory birds on, or within, 100 feet of the construction area; (2) Federally- or State-listed birds on, or within, 300 feet of the construction area; and (3) nesting raptors within 500 feet of the construction area. The pre-construction survey will be conducted within 10 calendar days prior to the start of construction. The results of the survey will be submitted to the GSA for review and approval prior to initiating any construction activities.</li> <li>• If nesting birds are detected by the approved biologist, the following buffers will be established: (1) no work will occur within 100 feet of a non-listed nesting migratory bird nest; (2) no work will occur within 300 feet of a listed bird nest; and (3) no work will occur within 500 feet of a raptor nest. If construction within these buffers cannot be avoided, GSA, in consultation with the resource agencies, will determine the appropriate buffer.</li> </ul>

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Biological Resources (cont.)</b>			
			Potential indirect impacts to biological resources due to decreased water quality would be addressed through the measures identified above under Water Quality and Stormwater Runoff.
<b>Cumulative Impacts</b>			
<b><i>Traffic and Transportation/Pedestrian and Bicycle Facilities</i></b>			
<p>While the proposed modifications of the Revised Project under Alternative 1 would not result in adverse cumulative traffic impacts, implementation of the other components of the Approved Project that are included as part of the Revised Project would contribute to the following previously identified (in the 2014 Final SEIS) cumulative traffic impacts to roadway segments and intersections:</p> <ul style="list-style-type: none"> <li>Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps</li> </ul>	<p>While the proposed modifications of the Revised Project under Alternative 2 would not result in adverse cumulative traffic impacts, implementation of the other components of the Approved Project that are included as part of the Revised Project would contribute to the following previously identified (in the 2014 Final SEIS) cumulative traffic impacts to roadway segments and intersections:</p> <ul style="list-style-type: none"> <li>Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps</li> </ul>	<p>The No Action Alternative would result in cumulative traffic impacts to the following roadway segments and intersections:</p> <ul style="list-style-type: none"> <li>Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps</li> <li>Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard</li> <li>East San Ysidro Boulevard/Camino de la Plaza/Beyer Boulevard</li> <li>Camino de la Plaza/Virginia Avenue</li> </ul>	<p><u>Alternative 1, Alternative 2, and No Action Alternative:</u> Implementation of the previously identified avoidance, minimization, and mitigation measures (under Roadways and Intersections) would avoid or reduce cumulative traffic impacts to roadway segments and intersections.</p>

<b>Table S-1 (cont.)</b>			
<b>SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES</b>			
<b>Potential Impacts of the Project</b>			<b>Avoidance, Minimization, and/or Mitigation Measures</b>
<b>Alternative 1 Demolition of Buildings</b>	<b>Alternative 2 Renovation/Adaptive Reuse of Buildings</b>	<b>No Action Alternative</b>	
<b>Cumulative Impacts (cont.)</b>			
<b><i>Traffic and Transportation/Pedestrian and Bicycle Facilities (cont.)</i></b>			
<ul style="list-style-type: none"> <li>• Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard</li> <li>• East San Ysidro Boulevard/Camino de la Plaza/Beyer Boulevard</li> <li>• Camino de la Plaza/Virginia Avenue (long-term)</li> </ul>	<ul style="list-style-type: none"> <li>• Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard</li> <li>• East San Ysidro Boulevard/Camino de la Plaza/Beyer Boulevard</li> <li>• Camino de la Plaza/Virginia Avenue</li> </ul>		
<b><i>Air Quality</i></b>			
No adverse cumulative operational air quality or greenhouse gas impacts would occur. Potential adverse cumulative construction air quality impacts could occur if multiple projects within the SYCP Area are under construction at the same time.	No adverse cumulative operational air quality or greenhouse gas impacts would occur. Potential adverse cumulative construction air quality impacts could occur if multiple projects within the SYCP Area are under construction at the same time.	No adverse cumulative operational or global climate change impacts would occur. Potential adverse cumulative air quality construction impacts could occur if multiple projects within the SYCP Area are under construction at the same time.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Although no adverse air quality impacts would occur, implementation of the previously identified minimization measures (under Air Quality) would minimize air pollution emissions during construction.



**Table S-1 (cont.)  
SUMMARY OF ENVIRONMENTAL CONSEQUENCES AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES**

Potential Impacts of the Project			Avoidance, Minimization, and/or Mitigation Measures
Alternative 1 Demolition of Buildings	Alternative 2 Renovation/Adaptive Reuse of Buildings	No Action Alternative	
<b>Cumulative Impacts (cont.)</b>			
<b><i>Cultural Resources</i></b>			
Alternative 1 would impact two historic buildings (Old Customs House and International Buildings) but would not contribute to adverse cumulative cultural resources impacts with implementation of the identified avoidance, minimization, and mitigation measures.	Alternative 2 would impact two historic buildings (Old Customs House and International Buildings) but would not contribute to adverse cumulative cultural resources impacts with implementation of the identified avoidance, minimization, and mitigation measures.	The No Action Alternative would impact the historic Old Customs House but would not contribute to adverse cumulative cultural resources impacts with implementation of the identified avoidance, minimization, and mitigation measures.	<u>Alternative 1, Alternative 2, and No Action Alternative:</u> Implementation of the previously identified measures (under Cultural Resources) would avoid, minimize, or mitigate direct impacts to historical resources.

## S.5 COORDINATION WITH PUBLIC AND OTHER AGENCIES

### Permits and Approvals Needed

Permits and approvals that would be required for the Revised Project would be the same as those for the Approved Project that were identified in the 2009 Final EIS and 2014 Final SEIS, which are listed below. Those required for the proposed modifications that comprise the Revised Project (in addition to the other elements of the Approved Project that have not changed) are indicated in italics.

- Presidential Permit from the U.S. Department of State
- Clean Water Act Section 404 Nationwide Permit from the U.S. Army Corps of Engineers (Corps)
- Section 401 Water Quality Certification from the Regional Water Quality Control Board
- *National Pollutant Discharge Elimination System General Construction Activity Permit from the State Water Resources Control Board*
- General Groundwater Extraction Waste Discharge Permit from the Regional Water Quality Control Board
- Permits to Operate emergency generators from the San Diego Air Pollution Control District
- *Section 106 consultation with the State Historic Preservation Officer, pursuant to the National Historic Properties Act*
- *GSA Public Buildings Service Commissioner approval of Revised Project design*
- Temporary Construction Easement from the California Department of Transportation
- Temporary Construction Easement and Permanent Easement from the City of San Diego

### Consultation and Coordination with Public Agencies

GSA consulted with the U.S. Fish and Wildlife Service (USFWS) on biological resource issues for the Approved Project. The USFWS Carlsbad Field Office was contacted in February 2009 to request USFWS's assessment for potential presence of federally listed threatened, endangered, or proposed for listing species. In June 2013, USFWS was contacted again through their online system to request comparable information for the additional area that was incorporated into the footprint of the Approved Project. USFWS was not consulted in regard to the Revised Project because the Additional Land Area is entirely developed; there are no biological resources within or adjacent to the Additional Land Area and there is no potential to affect biological resources associated with implementation of the proposed modifications that comprise the Revised Project.

GSA will coordinate with the Corps for any required permits associated with the other components of the Revised Project (i.e., improvements of the Approved Project that have not changed, such as the southbound roadway).

The Native American Heritage Commission (NAHC) was contacted for a records search of their Sacred Lands files in December 2008. The results of the search indicated that no sacred lands are recorded in or adjacent to the Approved Project area. Consultation with local Native American tribes was recommended, and a list of Native American contacts was provided. Letters describing the Approved Project and a map of the study area were mailed to local Native American representatives in

January 2009. In May of 2013, the NAHC was contacted again, requesting a search of their Sacred Lands File for the additional area that was incorporated into the footprint of the Approved Project. The results of this search indicated that no known sacred lands or traditional cultural properties are located within the APE associated with the Approved Project. A list of Native American tribes and individuals to contact regarding the Project was provided. On May 20, 2013, letters were sent to each of the individuals and tribes listed by the NAHC. No responses were received. No additional records searches from NAHC were conducted for the Revised Project because the APE for the Revised Project encompasses the same area as the APE for the Approved Project that was identified in the 2014 Final SEIS because the Additional Land Area was included within the APE of the Approved Project.

Per Section 106 of the NHPA, GSA consulted with the State Historic Preservation Officer (SHPO), Advisory Council on Historic Preservation, for the Approved Project with regard to the Old Customs House. GSA initiated consultation with the SHPO for the Revised Project and associated impacts to the International Building on June 6, 2017. GSA will continue to consult with SHPO for the Revised Project.

Ongoing coordination between GSA and CBP has occurred regarding the design of Approved Project. Caltrans, the Federal Highway Administration, San Diego Association of Governments (SANDAG), and the City have also been consulted in regards to the Approved Project and its interface with transportation and community facilities. Additionally, GSA coordinated with the U.S. Department of State to obtain a Presidential Permit for the Approved Project; this Presidential Permit would also apply to the Revised Project.

#### Public Participation

Pursuant to NEPA, a Notice of Intent (NOI) was prepared for the Revised Project and published in Vol. 82, No. 210 of the *Federal Register* on Wednesday, November 1, 2017. The NOI invited agencies and the public to submit comments regarding the scope of the SEIS. A public scoping meeting was held on Wednesday, November 8, 2017 from 4:00 p.m. to 6:00 p.m. at The Front, located at 147 West San Ysidro Boulevard, San Ysidro, CA 92173, to give the community an opportunity to review and comment on the Revised Project. The notice for the scoping meeting was published in the *Federal Register* as part of the NOI on November 1, 2017 and in the *San Diego Union Tribune* (November 3 and November 4, 2017). One person attended the scoping meeting. Comments were encouraged, and comment cards were made available at the meeting. During the public comment period for the scoping process (November 1, 2017 through November 30, 2017), which included the public scoping meeting, one e-mail was received from one individual (identified as Jean Public). The e-mail comment was a general statement in opposition of the Proposed Action.

In addition to the public scoping process described above in Section 5.2, GSA formed a Community Representative Committee (CRC) in 2004, which is comprised of key community representatives and stakeholders. GSA held CRC meetings regularly during the environmental and design phases of the Approved Project. GSA has continued to periodically host CRC meetings to provide updates on the design and construction of the Approved Project, and to discuss and solicit input on the proposed Revised Project modifications.

GSA also provides information on the status and schedule of LPOE improvements on their website at: <http://www.gsa.gov/portal/category/21521>.

# 1.0 INTRODUCTION

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This document is a Supplemental Environmental Impact Statement (SEIS) for the San Ysidro Land Port of Entry (LPOE) Improvements Project (Project). The information in this document is intended to supplement the Final Environmental Impact Statement (EIS) that was adopted for the San Ysidro LPOE Improvements Project in August 2009 (2009 Final EIS; *San Ysidro Land Port of Entry Improvements Project Final Environmental Impact Statement*). In September 2009, the United States (U.S.) General Services Administration (GSA) prepared a Record of the Decision (ROD; *Record of Decision San Ysidro Land Port of Entry Improvements Project*) that approved the Preferred Alternative (herein referred to as the 2009 Approved Project) that was identified in the 2009 Final EIS. In May 2014, GSA adopted a Final SEIS that evaluated changed circumstances and proposed modifications to the 2009 Approved Project that identified a Preferred Alternative that was approved by GSA through a ROD in August 2014 (herein referenced as 2014 Approved Supplemental Project). In August 2015, GSA prepared a Revision to the 2014 Final SEIS to document minor design changes and provide specific information that was not available or known at the time when the 2009 Final EIS or 2014 Final SEIS was prepared (herein referred to as the 2015 Revision). The 2009 Approved Project, 2014 Approved Supplemental Project, and 2015 Revision are collectively referred to in this SEIS as the “Approved Project.”

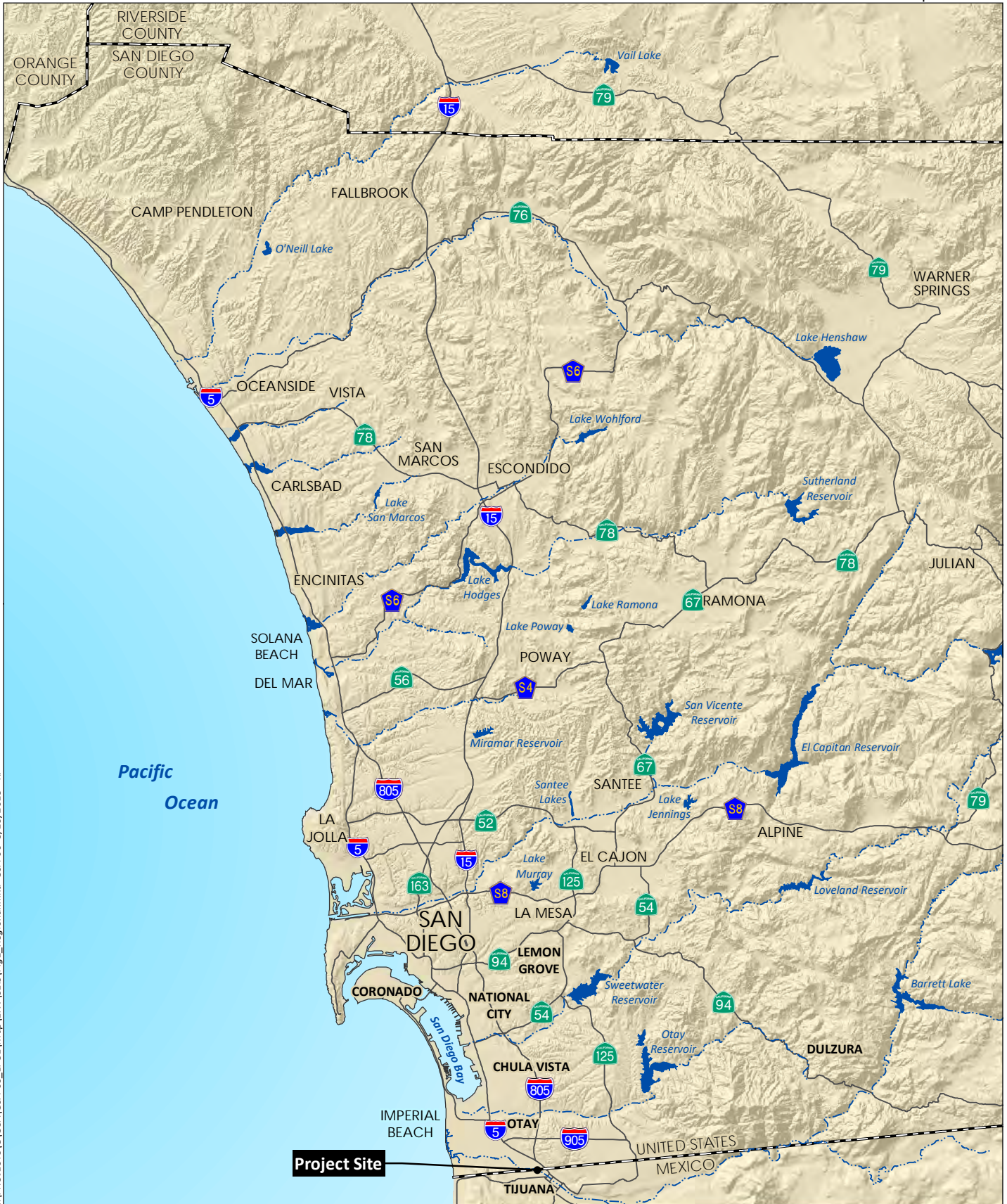
This SEIS documents and evaluates changed circumstances and proposed modifications to the Approved Project since adoption of the 2009 Final EIS and 2014 Final SEIS and preparation of the 2015 Revision. The Approved Project with proposed modifications is herein referred to as the “Revised Project.” Specifics regarding the decision to prepare this supplemental document are addressed in Section 1.3.

The Approved Project and Revised Project entail the reconfiguration and expansion of the San Ysidro LPOE in three independent phases to improve overall capacity and operational efficiency at the LPOE. The San Ysidro LPOE is located along Interstate 5 (I-5) at the U.S.-Mexico border in the San Ysidro community of the City of San Diego (City), California. Figure 1-1, *Regional Location*, illustrates the regional location of the LPOE and Figure 1-2, *Revised Project Vicinity*, shows the vicinity of the LPOE.

## 1.1 BACKGROUND

The San Ysidro LPOE is the busiest land port in the Western Hemisphere and is the region’s primary gateway for cross-border automobile and pedestrian traffic. It is operational 24 hours per day, 7 days per week, and processes passenger vehicle, pedestrian, bicycle, and bus traffic. The San Ysidro LPOE processes an average of 70,000 northbound vehicles and 20,000 northbound pedestrians per day, with an estimated equivalent number of daily southbound crossings. In 2017, the San Ysidro LPOE processed northbound inspections in total of approximately 13.8 million passenger vehicles, 33,000 buses, and 8.3 million pedestrians, resulting in nearly 32 million individual crossings from Tijuana to San Diego (U.S. Department of Transportation [USDOT] 2018).

Long-term forecasts estimate that vehicular traffic in San Ysidro will increase by 87 percent by the year 2030 (GSA 2017). To accommodate this growth and to better meet the needs of the tenant agencies and the public, GSA is undergoing a complete reconfiguration and expansion of the LPOE that would demolish most of the original facilities, and new facilities are being constructed in three independent phases to improve overall capacity and operational efficiency at the LPOE. Phase 1 primarily entails reconfiguration of the northbound facilities, Phase 2 involves construction of new buildings, and Phase 3 mainly would involve reconfiguration of the southbound facilities.

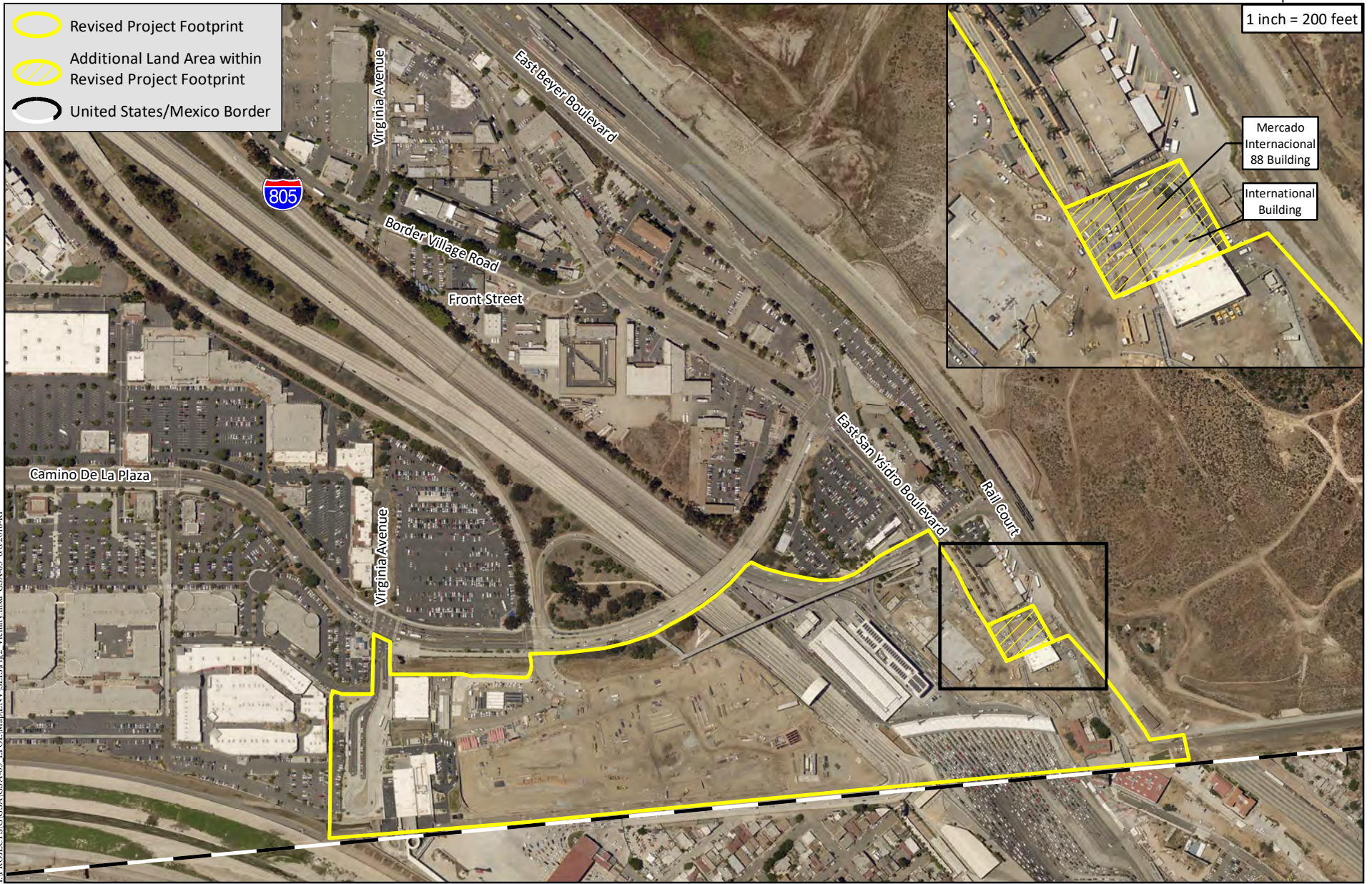


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Source: Base Map Layers (SanGIS, 2016)

1 inch = 200 feet

-  Revised Project Footprint
-  Additional Land Area within Revised Project Footprint
-  United States/Mexico Border



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Source: Aerial (SanGIS, 2017)

In 2009, GSA approved a master plan for these improvements (2009 Approved Project) and subsequently began implementing Phase 1 improvements. GSA modified the master plan in 2014 to address proposed modifications and changed circumstances (2014 Approved Supplemental Project), the details of which are described below in Section 1.2.2. Once all three phases are constructed, the reconfigured/expanded LPOE will include 62 stacked<sup>1</sup> northbound primary vehicle inspection booths and one dedicated bus lane and inspection booth within 34 lanes, as well as improved processing facilities for bus and Secure Electronic Network for Travelers Rapid Inspection (SENTRI) travelers. The LPOE will include over 110,000 square feet of new primary and secondary vehicle inspection areas with a canopy utilizing state-of-the-art materials, northbound and southbound operations centers (headhouses), two pedestrian crossing facilities (one southbound on the east side of the LPOE and one bi-directional on the west side of the LPOE), an east-west pedestrian bridge, a new transit center at Virginia Avenue, a new Administration building, and an employee parking structure. In addition, a new 10-lane southbound roadway will be constructed at the terminus of I-5 (at the Camino de la Plaza overcrossing) and will connect to Mexico's El Chaparral LPOE facility. A corresponding southbound inspection canopy will be constructed to support Customs and Border Protection's (CBP) southbound vehicle inspection efforts.

The Project is fully funded and Phase 1 improvements have been constructed, including Phase 1A – the east-west pedestrian bridge over I-5 and the San Ysidro LPOE (completed in April 2011), Phase 1B – the northbound vehicular inspection area (completed in December 2014), Phase 1C – the southbound pedestrian crossing facility on the east side of the LPOE (completed in August 2012), Phase 1D – the bi-directional pedestrian crossing facility (PedWest) on the western side of the LPOE (completed in July 2016), and Phase 1E – Virginia Avenue Transit Center (completed in July 2016). Phase 2 improvements are under construction and are anticipated to be constructed by spring 2019. Phase 3 (southbound facilities) is expected to be constructed by winter 2019.

## 1.2 SUMMARY OF EXISTING ENVIRONMENTAL DOCUMENTATION

### 1.2.1 2009 Final Environmental Impact Statement

In August 2009, GSA adopted the Final EIS for the Proposed Action (*San Ysidro Land Port of Entry Improvements Project Final Environmental Impact Statement*). The 2009 Final EIS identified a Preferred Alternative (2009 Approved Project) that was approved by GSA through a ROD in September 2009 (2009 ROD; *Record of Decision San Ysidro Land Port of Entry Improvements Project*). As described in the 2009 Final EIS, the 2009 Approved Project would demolish most of the existing facilities, and new facilities would be constructed in three independent phases.

The 2009 Approved Project anticipated that Phase 1 would primarily entail reconfiguration of the northbound facilities, specifically new primary and secondary inspection areas, a vehicle seizure and impound facility, and an operations center. Other Phase 1 improvements of the 2009 Approved Project included an east-west pedestrian bridge over I-5 and the LPOE, an employee parking structure, a staff pedestrian bridge, a new southbound pedestrian crossing facility on the east side of the LPOE, a central plant, internal connector roads, and other support facilities.

Phase 2 improvements of the 2009 Approved Project involve the reconfiguration of the eastern operational area and construction of new buildings. Specifically, the existing Pedestrian Building would

<sup>1</sup> Stacked inspection booths consist of two booths arranged in tandem that allow the concurrent inspection of two cars per lane.

be demolished and a new Administration and Pedestrian Building would be constructed. Pedestrian connections to the northbound pedestrian crossing on the east side of the LPOE would also be constructed, as well as internal connector roads.

Phase 3 improvements of the 2009 Approved Project primarily entail the reconfiguration of the southbound facilities. A new southbound roadway would be constructed at the terminus of southbound I-5, just south of the Camino de la Plaza overcrossing, and would curve southwestward to connect with Mexico's El Chaparral LPOE. In addition to the roadway, a new southbound-only pedestrian crossing facility would be constructed in the western portion of the LPOE at Virginia Avenue. Other Phase 3 improvements of the 2009 Approved Project included a transit turn-around and loading facility along Virginia Avenue, a new U.S. Border Patrol station, an employee parking surface lot, an expansion of the northbound primary inspection area, and a northbound secondary inspection overflow/southbound inspection area.

### 1.2.2 2014 Final Supplemental Environmental Impact Statement

In May 2014, GSA adopted a Final SEIS (*San Ysidro Land Port of Entry Improvements Project Final Supplemental Environmental Impact Statement*) that documented and evaluated changed circumstances and proposed modifications to the 2009 Approved Project since adoption of the 2009 Final EIS. These included: (1) the incorporation of northbound pedestrian inspections at the proposed southbound-only pedestrian crossing facility on the west side of the LPOE and modification of the phasing/timing of the construction of the pedestrian crossing facility (changed from Phase 3 to Phase 1); (2) changes to the development footprint on the west side of the LPOE and design refinements to the proposed Virginia Avenue transit facility; (3) a change in the number of vehicle lanes and the installation of southbound inspection booths and overhead canopies on the proposed southbound roadway; and (4) minor changes in the design and/or timing of implementation of several project elements. The Final SEIS identified a Preferred Alternative (2014 Approved Supplemental Project) that was approved by GSA through a ROD in August 2014 (2014 ROD; *Record of Decision San Ysidro Land Port of Entry Improvements Project*). The 2014 Approved Supplemental Project included the bi-directional pedestrian crossing facility (PedWest), the modified Virginia Avenue Transit Center, ten southbound vehicular lanes with ten southbound inspection booths with an overhead canopy in the southbound roadway, ten vehicular inspection spaces with an overhead canopy in the southbound secondary inspection area, and other minor design modifications to the 2009 Approved Project. In addition to these proposed changes to the 2009 Approved Project, the 2014 Approved Supplemental Project included the other components of the 2009 Approved Project that did not change.

### 1.2.3 2015 Revision to the Final Supplemental Environmental Impact Statement

In August 2015, GSA prepared a Revision to the 2014 Final SEIS to address minor design changes to the 2014 Approved Supplemental Project. The Revision covered minor design changes to the alignment of the southbound roadway and employee access road, as well as specific information that was not known or available at the time the 2009 Final EIS or 2014 Final SEIS were prepared regarding the details of a proposed on-site Wastewater Treatment Facility. The roadway alignments were modified to minimize right-of-way acquisition. The Revision documented: (1) the modifications would not result in new adverse environmental impacts, (2) the severity of previously identified adverse environmental impacts would not increase, and (3) the modifications would not require new or modified avoidance, minimization, and mitigation measures that were identified in the 2009 Final EIS and 2014 SEIS.



### 1.3 REVISED PROJECT

GSA is proposing the following changes to the Approved Project: a redesign of the proposed pedestrian plaza on the east side of the LPOE. The pedestrian plaza would be expanded to the north to include an additional parcel adjacent to the LPOE. The Approved Project anticipated that construction of the pedestrian plaza would require demolition of existing structures, including the building located at 795 East San Ysidro Boulevard that is known as the Milo Building. GSA proposes acquisition of the adjacent 0.24-acre parcel to the north that contains two commercial buildings and incorporation of this parcel (herein referred to as the Additional Land Area) into the pedestrian plaza. Chapter 3 of this SEIS describes these proposed changes in detail. In addition to these proposed changes to the Approved Project, the Revised Project also includes the other components of the Approved Project that have not changed.

### 1.4 DECISION TO PREPARE A SUPPLEMENTAL ENVIRONMENTAL DOCUMENT

GSA made the decision to prepare a supplemental environmental document for the Revised Project in accordance with regulations and guidance from the National Environmental Policy Act (NEPA) in 40 Code of Federal Regulations (CFR) 1502.9. In accordance with 40 CFR 1502.9(c):

Agencies:

- (1) Shall prepare supplements to either draft or final environmental impact statements if:
  - (i) The agency makes substantial changes in the proposed action that are relevant to environmental concerns; or
  - (ii) There are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts.
- (2) May also prepare supplements when the agency determines that the purposes of the Act will be furthered by doing so.
- (3) Shall adopt procedures for introducing a supplement into its formal administrative record, if such a record exists.
- (4) Shall prepare, circulate, and file a supplemental to a statement in the same fashion (exclusive of scoping) as a draft and final statement unless alternative procedures are approved by the Council.

An SEIS adds information and analysis to supplement the information contained in a previous EIS. It may address new alternatives, new areas of likely adverse impact, or provide additional analysis to areas not adequately addressed in the original document. Whenever there are changes, new circumstances, or new information on a project for which a draft or final EIS has been prepared, a determination must be made by the federal lead agency as to whether these would result in adverse environmental effects that were not evaluated in the previous EIS. If the federal lead agency determines that changes to the proposed action or new information or circumstances would result in environmental impacts not evaluated in the previous EIS, an SEIS shall be prepared. Further, federal agencies have the discretion to prepare an SEIS in any circumstance in which they determine would further the purposes of NEPA (40 CFR 1502.9(c)(2)).

Since adoption of the 2009 Final EIS, 2014 Final SEIS, and associated RODs, circumstances have changed, and GSA proposes substantial changes to the Approved Project that are relevant to the environmental concerns associated with the Approved Project. Changed circumstances include new information about the condition of existing buildings adjacent to the LPOE that affect GSA's ability to implement the Approved Project. As discussed in Section 1.3, proposed changes to the Approved Project include a redesign of the proposed pedestrian plaza on the east side of the LPOE. The changed circumstances and changes to the Approved Project are described in detail in Chapter 3 of this SEIS.

Due to the changed circumstances and substantial changes to the Approved Project, GSA made the decision to prepare an SEIS for the Revised Project, which comprises the changes to the Approved Project as well as the other components of the Approved Project that have not changed. Additional analysis was conducted to determine the potential for such changes to result in environmental effects that were not previously identified in the 2009 Final EIS and 2014 Final SEIS. Additional factors that contributed to GSA's decision included the importance of the San Ysidro LPOE as a major international border crossing, the identification of the reconfiguration/expansion of the LPOE as a high-priority project by the federal government, and the overall high level of interest by the community and public agencies.

## 1.5 INTENDED USES OF THE SEIS

This section provides summary information regarding the purpose, scope, and structure of this SEIS.

### 1.5.1 Purpose of the SEIS

The primary purpose of this SEIS is to document and evaluate the potential environmental effects of the Revised Project and the ability of the alternatives of the Revised Project that were developed and analyzed in this SEIS to meet the purpose and need, as identified in Chapter 2.

In accordance with 40 CFR 1502.1, the SEIS is intended to provide GSA, the public, and decision makers a full and fair discussion of significant environmental impacts from the proposed action and inform decision makers and the public of reasonable alternatives that would avoid or minimize adverse impacts or enhance the quality of the human environment. In addition to providing disclosure, the objective of the SEIS is to identify an alternative that furthers the Revised Project's purpose, satisfies the needs of the Revised Project, and minimizes adverse environmental effects.

### 1.5.2 Scope of the SEIS

This SEIS contains an analysis of the alternatives under consideration for the Revised Project, as described in Chapter 3. The SEIS only addresses changes, new circumstances, and/or new information that are the basis for preparing this supplemental document and were not addressed in the 2009 Final EIS or 2014 Final SEIS. Therefore, information and conclusions in the 2009 Final EIS and 2014 Final SEIS that do not change and remain valid and applicable for the Revised Project are briefly summarized and/or referenced. New environmental requirements since adoption of the 2009 Final EIS and 2014 Final SEIS are addressed in the SEIS to the extent that they apply to the Revised Project.

The 2009 Final EIS and 2014 SEIS are hereby incorporated by reference pursuant to 40 CFR 1502.21. The 2009 Final EIS, 2014 Final SEIS, and supporting technical studies are available for review at the office of

GSA, located at 50 United Nations Plaza, San Francisco, CA 94102. These documents can also be accessed from the GSA website at: <http://www.gsa.gov/portal/category/21521>.

GSA published a Notice of Intent (NOI) to prepare an SEIS in the *Federal Register* on November 1, 2017. The NOI invited agencies and the public to submit comments regarding the scope of the SEIS. A public scoping meeting was held on November 8, 2017 in San Ysidro, which was an open house format with various topical stations and display boards and gave attendees the opportunity to ask questions and provide written comments on the scope of the SEIS. One person attended the scoping meeting. The comment period on the NOI ended on November 30, 2017. One comment was received, which was a general statement in opposition of the Revised Project. GSA considered the comment received in defining the scope of analysis for the SEIS.

Based on the proposed components of the Revised Project and comment received on the scope of the SEIS, the SEIS evaluates in detail the potential environmental effects of the Revised Project with respect to the following environmental issue areas:

- Land Use and Community Issues
- Cultural Resources
- Hazardous Waste/Materials
- Air Quality and Greenhouse Gas Emissions

Other environmental issue areas are not analyzed in detail in the SEIS because either: (1) the analysis and conclusions of the Approved Project (contained in the 2009 Final EIS and/or 2014 Final SEIS) remain applicable to the Revised Project, or (2) there is no potential for the Revised Project to result in environmental effects associated with that particular issue. The beginning of Chapter 4 of this SEIS identifies these environmental issues and discusses the reasons why the SEIS does not evaluate potential effects of the Revised Project related to them in detail.

### 1.5.3 Content and Structure of the SEIS

The SEIS has been prepared in accordance with NEPA, as amended (42 U.S. Code [U.S.C.] 4321 et seq.), as well as Council on Environmental Quality (CEQ) Regulations (40 CFR Parts 1500-1508) and GSA NEPA procedures (GSA Public Buildings Service NEPA Desk Guide). Technical studies and analysis applicable to the Revised Project are summarized within individual environmental issue sections, and the full technical studies are included in the SEIS Appendices.

This SEIS is organized in the following manner:

- **Summary:** Provides a synopsis of the Revised Project, the purpose and need for the Revised Project, the Revised Project alternatives, and analysis of the SEIS. Impacts and avoidance, minimization, and mitigation measures are provided in a tabular format.
- **Chapter 1, Introduction:** Provides a brief description of the Approved Project and Revised Project; documents GSA's decision to prepare an SEIS; discusses the intended uses of the SEIS, including the purpose, scope, and structure of the SEIS; summarizes coordination with public agencies and community stakeholders; and discusses the environmental review process for the Revised Project.

- **Chapter 2, Purpose and Need for the Revised Project:** Describes the overall purpose and objectives for the Revised Project, as well as the needs for the Revised Project that justify the purpose.
- **Chapter 3, Revised Project Alternatives:** Describes the Approved Project and the proposed alternatives of the Revised Project, as well as the anticipated permits and approvals required for the Revised Project.
- **Chapter 4, Affected Environment; Environmental Consequences; and Avoidance, Minimization, and Mitigation Measures:** Constitutes the main body of the SEIS and contains environmental analysis of the Revised Project alternatives. For each environmental issue analyzed in detail, this Chapter includes a discussion of the regulatory setting, the affected environment, environmental consequences, and if applicable, avoidance, minimization, and mitigation measures. This chapter also identifies the environmental issues that are not analyzed in detail and documents the reasons why they are not analyzed in detail. Additionally, Chapter 4 addresses cumulative effects, the relationship between short-term uses of the human environment and the maintenance and enhancement of long-term productivity, and any irreversible or irretrievable commitments of resources that would be involved in the Revised Project.
- **Chapter 5, Comments and Coordination:** Documents the coordination and consultation that GSA has completed with public agencies and the public regarding the Revised Project.
- **Chapter 6, List of Preparers:** Identifies the individuals who contributed to the preparation of the SEIS and associated technical analysis.
- **Chapter 7, Distribution List:** Lists the recipients of the SEIS.
- **Chapter 8, References:** Presents the references used in preparation of the SEIS.

## 1.6 COORDINATION WITH PUBLIC AGENCIES AND COMMUNITY GROUPS

GSA formed a Community Representative Committee (CRC) in 2004, which comprises key community representatives and stakeholders. CRC meetings were held regularly by GSA during the environmental and design phases of the Approved Project. GSA has continued to periodically host CRC meetings to provide updates on the design and construction of the Approved Project, and to discuss and solicit input on the proposed modifications of the Revised Project.

GSA has also coordinated with state and local public agencies, including the California Department of Transportation (Caltrans), San Diego Association of Governments (SANDAG), Metropolitan Transit System (MTS), and the City of San Diego. GSA continues to have ongoing coordination with the U.S. Department of Homeland Security (DHS) and several of its agencies and other units, including CBP, Immigration and Customs Enforcement (ICE), Federal Protective Service (FPS), and the Border Patrol, regarding the design and operation of the LPOE.

Coordination with other public agencies includes the State Historic Preservation Officer (SHPO), Advisory Council on Historic Preservation, and the Native American Heritage Commission (NAHC).

## 1.7 ENVIRONMENTAL REVIEW PROCESS

Once the decision was made to prepare an SEIS for the Revised Project, GSA initiated the NEPA process by publishing a NOI in the *Federal Register* on November 1, 2017. The NOI marks the first formal step in the SEIS preparation, as it serves as the official legal notice that the federal agency is commencing preparation of an SEIS.

The next step in the NEPA process is to conduct the scoping process for the SEIS. Scoping refers to the process by which federal lead agencies solicit input from the public and interested agencies on the nature and extent of environmental issues and potential impacts to be addressed in the SEIS, and the methods by which they will be evaluated. NEPA specifically requires the federal lead agency to consult with other federal agencies that have jurisdiction by law or special expertise on the proposed action (40 CFR 1501.7). Although no formal scoping is required for an SEIS (pursuant to 40 CFR 1502.9(c)(4)), GSA held a public scoping meeting on November 8, 2017.

Following the scoping process, GSA prepared technical analysis addressing the Revised Project and then prepared the Draft SEIS. Pursuant to 40 CFR 1506.6, lead agencies must provide public notice of the availability of the Draft SEIS to interested persons and agencies. Proposed actions of national concern (such as the Revised Project, since it is an international port of entry) must publish the notice in the *Federal Register*. The public and reviewing agencies are provided a 45-day review period for the Draft SEIS, beginning the day the U.S. Environmental Protection Agency (USEPA) publishes a Notice of Availability (NOA) in the *Federal Register*. A public meeting will be held during the public review period to provide the public with an additional opportunity to provide comments on the Draft SEIS. Notice of the public meeting will be published in local newspapers of general circulation. Comments on the Draft SEIS may be submitted in writing or by electronic mail to GSA through the end of the review period at the address or email address below.

Mr. Osmahn Kadri  
Regional Environmental Quality Advisor/NEPA Project Manager  
U.S. General Services Administration  
50 United Nations Plaza, Room 3345, Mailbox 9  
San Francisco, CA 94102  
[osmahn.kadri@gsa.gov](mailto:osmahn.kadri@gsa.gov)

Please submit all comments by November 9, 2018.

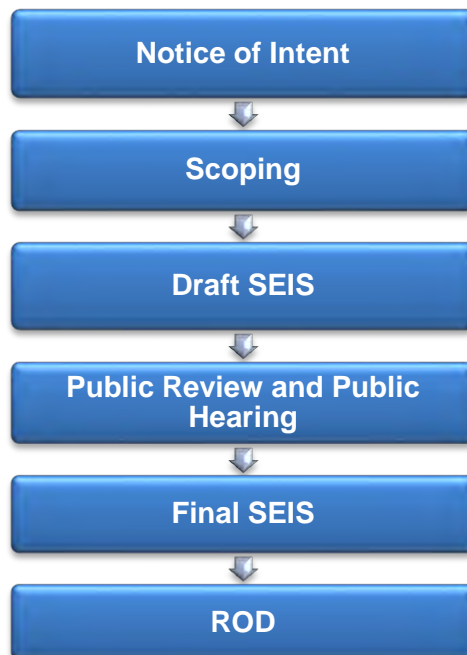
After comments are received from the public and reviewing agencies, GSA will respond to comments and prepare a Final SEIS. The Final SEIS will include and respond to substantive comments received on the Draft SEIS (40 CFR 1503.4(b)). The USEPA will publish a NOA of the Final SEIS in the *Federal Register*. Consistent with NEPA, a 30-day review of the Final EIS will occur at that time.

After completion of the 30-day Final EIS review period, GSA will consider all available information on the environmental effects of the Revised Project identified in the Final SEIS (including comments received and responses to them) and render its decision. At that time, GSA will, in accordance with 40 CFR 1502.2 and 23 CFR 771.127, prepare a ROD. The ROD is a written public record explaining the rationale for choosing the selected alternative, and generally includes the following:

- An explanation of the decision

- Factors considered in making the decision
- Alternatives considered and the environmentally preferred alternative
- Adopted avoidance, minimization, and mitigation measures or reasons why measures were not adopted
- A monitoring and enforcement program for the measures that were adopted

The signing of the ROD completes the NEPA process. If the Revised Project is given environmental approval and funding is appropriated, GSA could design and construct all or part of the Revised Project. The steps in the NEPA process that are described in this section are illustrated in Figure 1-3, *NEPA Environmental Review Process*.



**Figure 1-3**  
**NEPA ENVIRONMENTAL REVIEW PROCESS**

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## 2.0 PURPOSE AND NEED FOR THE REVISED PROJECT

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### 2.1 INTRODUCTION

As discussed in Chapter 1, *Introduction*, GSA proposes to modify plans to implement the San Ysidro LPOE Improvements Project, which entails the phased reconfiguration and expansion of the existing LPOE. The Approved Project is fully funded and proposes improvements at the LPOE in three independent construction phases. The first phase (herein referred to as Phase 1) focused on the reconfiguration of the northbound facilities. Phase 1 improvements were constructed between 2011 and 2016 and include the east-west pedestrian bridge over I-5 and the LPOE, the northbound vehicular inspection area, the southbound pedestrian crossing facility on the east side of the LPOE, the bi-directional pedestrian crossing facility (PedWest) on the western side of the LPOE, and the Virginia Avenue Transit Center. The second phase (herein referred to as Phase 2) involves the construction of new buildings, particularly the proposed new Administration Building, renovated Historic Customs House, and a pedestrian plaza on the east side of the LPOE. Phase 2 improvements are under construction and anticipated to be completed by spring 2019. The third phase (herein referred to as Phase 3) entails reconfiguration of southbound facilities that would include construction of a southbound roadway and associated inspection equipment that would connect to the El Chaparral LPOE in Mexico. Phase 3 improvements are expected to be constructed by winter 2019.

GSA is proposing modifications to the Approved Project, including a redesign of the proposed pedestrian plaza on the east side of the LPOE. The pedestrian plaza would be expanded to the north to include an additional parcel. To accommodate the expanded plaza, GSA proposes acquisition of the adjacent 0.24-acre parcel to the north and incorporation of this Additional Land Area into the pedestrian plaza. These proposed modifications along with the other components of the Approved Project that have not changed comprise the Revised Project.

Reconfiguration and expansion of the San Ysidro LPOE is identified in the SANDAG San Diego Forward: The Regional Plan (SANDAG 2015a) and was previously identified in the 2050 Regional Transportation Plan (2050 RTP; SANDAG 2011) as a major border infrastructure project to improve bi-national transportation in the San Diego and Tijuana region.

### 2.2 PURPOSE AND NEED

#### 2.2.1 Purpose of the Revised Project

The purpose of the Revised Project is the same as the Approved Project that was identified in the 2009 Final EIS and 2014 Final SEIS. The purpose of the Revised Project is to improve operational efficiency, security, and safety for cross-border travelers and federal agencies at the San Ysidro LPOE. The original goals of the Approved Project that were identified in the 2009 Final EIS and 2014 Final SEIS remain applicable to Revised Project, and are restated below:

- Increase vehicle and pedestrian inspection processing capacities at the San Ysidro LPOE;
- Reduce northbound vehicle and pedestrian queues and wait times to cross the border;



- Improve the safety of the San Ysidro LPOE for vehicles and pedestrians crossing the border and for employees at the LPOE;
- Modernize facilities to accommodate current and future demands and implementation of border security initiatives, such as the Western Hemisphere Travel Initiative (WHTI), the United States Visitor and Immigrant Status Indicator Technology program (US-VISIT), and the Secure Border Initiative (SBI);
- Provide facilities to enhance mobility and multi-modal connections in San Ysidro; and
- Reduce southbound vehicle queues and wait times to cross the border during “pulse and surge”<sup>1</sup> southbound inspections.

## 2.2.2 Need for the Revised Project

The need for the Revised Project is driven by capacity constraints associated with the LPOE and projected increases in regional population and cross-border travel. Additionally, and as discussed in the 2009 Final EIS and 2014 Final SEIS, the Approved Project addressed public and employee safety and border security concerns. The Revised Project is also necessary based on capacity/transportation demand and safety/border security, as well as a need to improve cross-border mobility. The topics of capacity/transportation demand and safety/border security, which are discussed in the 2009 Final EIS and 2014 Final SEIS, are summarized below. Some specifics cited below were provided in these previous environmental documents and do not comprise new information but are provided for the reader’s reference. Other data and information, such as the growth forecast and LPOE border crossing statistics, have been updated to reflect changed conditions since adoption of the 2009 Final EIS and 2014 Final SEIS.

### 2.2.2.1 Capacity and Transportation Demand

The binational border region that includes San Diego and Imperial counties and the northern cities of Baja California has a combined population of approximately 6.4 million people (SANDAG 2015a). This binational region is forecasted to increase by approximately 4.2 million people to 10.6 million people by the year 2040, with a projected population increase of approximately 1.2 million people within San Diego and Imperial counties and an approximately 3 million-person increase in the municipalities of Baja California (Caltrans 2014).

Within the same time period, the total civilian employment in the combined California-Baja California area is expected to expand by approximately 3.7 million employed persons, increasing from 2.9 million to approximately 6.6 million by the year 2040. The projected increase in San Diego and Imperial counties is approximately 500,000 civilian employees while the municipalities in Baja California are expected to add approximately 3.2 million employees (Caltrans 2014). The addition of 4.2 million residents and 3.7 million jobs by 2040 will increase crossborder travel demand in the region and continue to additionally burden LPOE facilities.

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<sup>1</sup> CBP periodically conducts southbound vehicle inspections for a maximum duration of 30 minutes per inspection event.

Land border crossing infrastructure includes LPOEs<sup>2</sup> and roadways and facilities that provide access to LPOEs. Two international LPOEs, San Ysidro and Otay Mesa, and the Cross Border Xpress that connects the Otay Mesa community with Tijuana International Airport currently link San Diego and Tijuana, while a third LPOE is located east of the San Diego metropolitan area at Tecate. Collectively, these LPOEs and the Cross Border Xpress serve as the gateway for all pedestrian traffic and vehicular movement of people and goods between the San Diego region and Baja California, Mexico. To accommodate the dynamic border transportation system and projected population growth and associated movement of people and goods, major projects to improve land border crossing infrastructure are planned. These include a fourth LPOE, known as Otay Mesa East, and improvements at the existing LPOEs, including the San Ysidro LPOE (where the major reconfiguration and improvements have begun and are ongoing) and Otay Mesa LPOE.

The San Ysidro LPOE is the busiest land port in the Western Hemisphere and is the region's primary gateway for cross-border automobile and pedestrian traffic. It is open 24 hours per day, 7 days per week, and processes passenger vehicle, pedestrian, bicycle, bus, and limited use rail traffic. Commercial vehicle inspections are conducted at the nearby Otay Mesa LPOE, which is busiest commercial border crossing along the California – Baja California border and the second largest cargo facility along the U.S. southern border by volume (SANDAG 2013). The San Ysidro LPOE processes an average of approximately 70,000 northbound vehicles and 20,000 northbound pedestrians per day (GSA 2017). In 2017, the San Ysidro LPOE processed northbound inspections in total of approximately 13.8 million passenger vehicles, 33,000 buses, and 8.3 million pedestrians, resulting in nearly 32 million individual crossings from Tijuana to San Diego (USDOT 2018).

Prior to reconfiguration of the northbound facilities during Phase 1 improvements, the San Ysidro LPOE was a bottleneck in the system of interchange between the two countries, increasingly restricting the movement of passenger vehicles and pedestrians during peak times. Before the new northbound facilities were constructed, wait times at the San Ysidro LPOE during the commuter peak period (weekdays between 7:00 AM and 9:00 AM) averaged 1.5 to 2 hours for vehicles and 1 hour for pedestrians. Since the new Phase 1 northbound facilities have been completed, wait times have decreased to an average of 1 hour for vehicles and 35 minutes for pedestrians (CBP 2018).

Improvements to the San Ysidro LPOE are needed because the capacities of the existing LPOEs in the region and the San Ysidro LPOE specifically are currently being exceeded, causing excessive border wait times. Cross-border travel is forecasted to continue to grow, due to projected local and regional growth and economic activity, and border delays are expected to increase correspondingly, placing a strain on existing border facilities including the infrastructure at the San Ysidro LPOE. It is estimated that vehicular traffic in San Ysidro will increase by 87 percent by the year 2030 (GSA 2017). This increase, in combination with increases in U.S. security requirements, has resulted in operational and infrastructure-related challenges. Given the current and projected travel demand at the San Ysidro LPOE, improving the capacity and operations of the current infrastructure is critical to decrease traffic congestion and vehicular and pedestrian cross-border wait times.

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<sup>2</sup> LPOE is a facility that provides controlled entry into or departure from the U.S. for persons and materials. It houses offices of CBP and other federal agencies responsible for the enforcement of federal laws regulating inspections of persons, vehicles, and materials. A LPOE consists of the land, the buildings, and internal roadways and parking lots.

### 2.2.2.2 Safety and Security

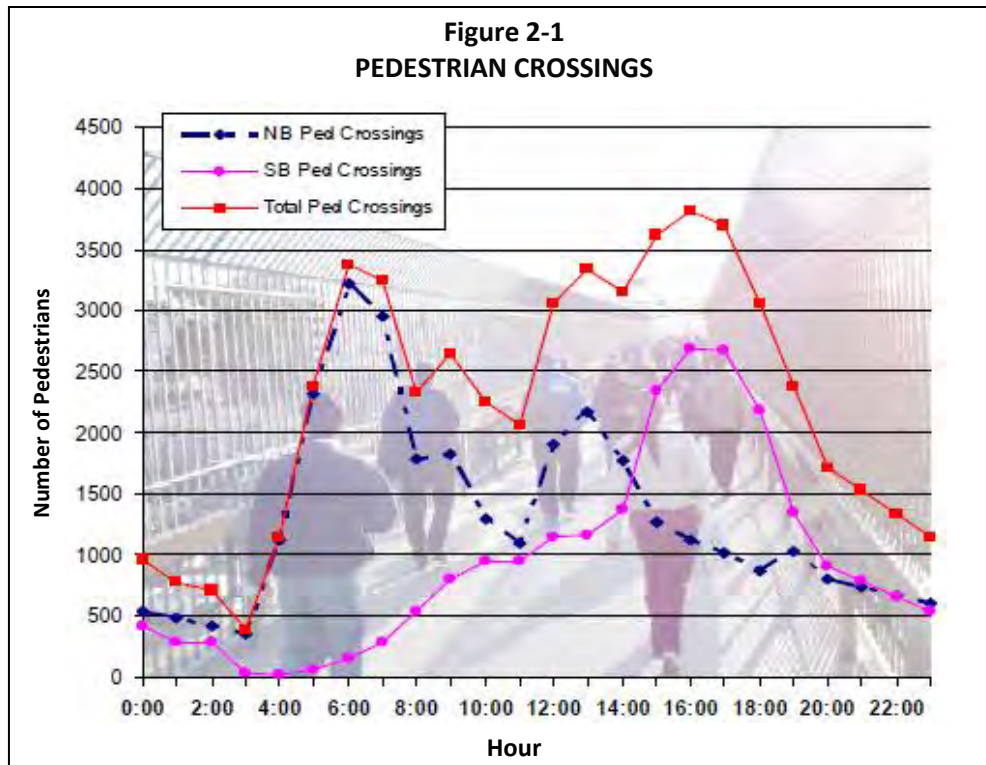
In addition to the need to expand the San Ysidro LPOE to improve operational efficiencies, the Revised Project would address public and employee safety and border security concerns. The original buildings within the LPOE were approximately 40 years old and could not effectively support DHS enforcement operations. Due to the age and condition of the original buildings, a retrofit and remodel of the existing LPOE is required to accommodate operational needs. Most of the original buildings have been removed and new buildings have been or are currently being constructed.

A component of the proposed improvements includes a new pedestrian plaza on the east side of the reconfigured LPOE that would provide a connection between the new southbound pedestrian processing facility and pedestrian bridge and the San Ysidro Intermodal Transit Center (SYITC) at the terminus of East San Ysidro Boulevard. To accommodate the pedestrian plaza, an existing building within the LPOE would be removed. This building, known as the Milo Building located at 795 East San Ysidro Boulevard, is owned by the federal government and abuts two buildings on a parcel to the immediate north at 747 and 751 East San Ysidro Boulevard. During final design of Phase 2 improvements, it was discovered that the two buildings adjacent to the Milo Building (known as the International Building and the Mercado Internacional 88 Building) exhibit structural integrity deficiencies as free-standing buildings and may not stand on their own if the Milo Building is removed. As a result, there is a substantial risk that these two adjacent buildings may collapse upon demolition of the Milo Building, creating an unsafe condition. The Revised Project is needed to address this safety concern.

Furthermore, the mandated implementation of border security programs such as WHTI, US-VISIT, and SBI, requires modernization and facility upgrades. These programs require DHS to implement new inspection technologies to track cross-border traffic at the San Ysidro LPOE. 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. US-VISIT is a program that uses biometric data (digital finger scans and photographs) to verify travelers' identity and to check against a database of known criminals and suspected terrorists. The SBI is a multi-year plan to add more border patrol agents; expand illegal immigrant detention and removal capabilities; 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. To implement these security programs, an increase in staff, space, and systems is needed, which could not be accommodated effectively within the original configuration of the LPOE.

### 2.2.2.3 Cross-border Mobility

As previously discussed, the San Ysidro LPOE is the busiest land port in the Western Hemisphere and processes an average of approximately 70,000 northbound vehicles and 20,000 northbound pedestrians per day, with an estimated equivalent number of daily southbound crossings. Thus, a total of approximately 140,000 vehicles and 40,000 pedestrians cross through the LPOE every day. Pedestrian counts taken in both the northbound and southbound directions are consistent with these estimated total existing pedestrian volumes. Based on the pedestrian counts, the total daily number of pedestrians crossing the border is approximately 54,100 (LLG 2014). Figure 2-1, *Pedestrian Crossings*, shows the results of the pedestrian counts.



Source: LLG 2014

NB Ped = Northbound Pedestrian

SB Ped = Southbound Pedestrian

Many of the pedestrians crossing the border connect to other transportation modes to reach their ultimate destination. According to a pedestrian origin and destination survey, 41.6 percent of pedestrians use the trolley, 17.2 percent use buses, 4.6 percent use taxis, 21.7 percent use privately-owned vehicles, and 14.5 percent continue as pedestrians (LLG 2014).

Existing multi-modal facilities near the LPOE include the SYITC located on the east side of I-5 along East San Ysidro Boulevard and directly adjacent to the LPOE. This transit center supports approximately 19,000 daily transit boardings and arrivals and accommodates public access to the trolley and local bus routes, as well as taxis, private jitneys (e.g., vans or shuttle buses), and intercity and shuttle buses. The San Ysidro Trolley Station, located along the MTS Blue Line that carries customers between the border and downtown San Diego, is the second busiest trolley station in San Diego County. In 2014, there were approximately 10,700 boardings per day at this station, and a total of 8,300 trips ended there daily. MTS runs the Blue Line Trolley every 7.5 minutes during weekday peak hours, as well as two bus routes that provide more than 120 weekday vehicle trips (SANDAG 2014). Other multi-modal facilities and connections near the LPOE include MTS bus stops along local roadways, private bus operator facilities, a taxi staging area along Camino de la Plaza, sidewalks, and bike lanes along some local roadways. Given the location and use of these multi-modal facilities to access the LPOE, pedestrian linkages to multi-modal facilities at and near the LPOE are vital to the movement of people crossing the border.

Long-term forecasts estimate that cross-border pedestrian traffic will increase by more than 85 percent and vehicular traffic in San Ysidro will increase by more than 87 percent by the year 2030 (LLG 2014 and GSA 2017). Additionally, over 750 federal employees currently work at the LPOE, and it is estimated that this number will increase to over 900 with the forecasted increase in cross-border travel at the LPOE. Because of the large number of people with the common destination of the LPOE, there is a need to increase the efficiency of the border transportation system. To do so, all modes of transportation must be accommodated, and an integrated system of vehicular, transit, pedestrian, and bicycle facilities is needed, beyond what was provided under the original configuration of the LPOE.

## 3.0 PROJECT ALTERNATIVES

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This chapter summarizes the Approved Project and identifies changes in circumstances and design of the Approved Project that are referred to as the Revised Project. It also describes the project alternatives of the Revised Project, which are being considered by GSA and are the subject of this SEIS.

### 3.1 APPROVED PROJECT

The Approved Project entails the reconfiguration and expansion of the San Ysidro LPOE in three independent phases to improve overall capacity and operational efficiency at the LPOE. As described in the 2009 Final EIS and 2014 Final SEIS, the Approved Project will demolish most of the original facilities and new facilities will be constructed.

Once all three phases are constructed, the reconfigured/expanded LPOE will include 62 northbound primary vehicle inspection booths and one dedicated bus lane and inspection booth within 34 lanes, as well as improved processing facilities for bus and SENTRI travelers. The LPOE will include over 110,000 square feet of new primary and secondary vehicle inspection areas with a canopy utilizing state-of-the-art materials, northbound and southbound operations centers (headhouses), two pedestrian crossing facilities (one southbound on the east side of the LPOE and one bi-directional on the west side of the LPOE), an east-west pedestrian bridge, a new transit center at Virginia Avenue, a new Administration building, and an employee parking structure. In addition, a new 10-lane southbound roadway will be constructed at the terminus of I-5 (at the Camino de la Plaza overcrossing) and will connect to Mexico's El Chaparral LPOE facility. A corresponding southbound inspection canopy will be constructed to support CBP southbound vehicle inspection efforts. Figure 3-1, *Approved Project Concept Plan*, presents the conceptual site plan of the Approved Project.

#### 3.1.1 Phase 1

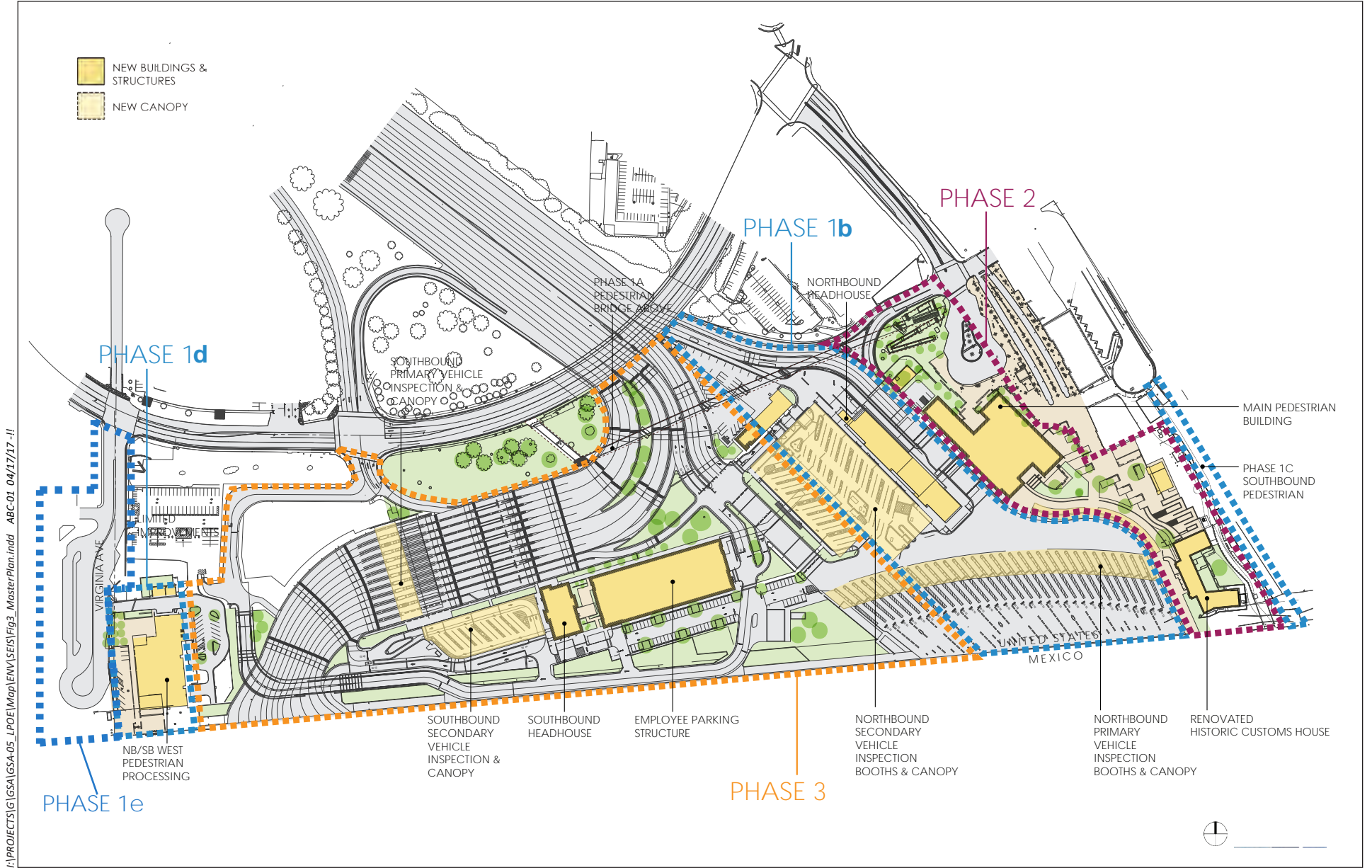
Phase 1 improvements focused on the reconfiguration of the northbound facilities and were constructed between 2011 and 2016. Phase 1 improvements of the Approved Project included the east-west pedestrian bridge over I-5 and the LPOE, the reconfigured and expanded northbound vehicular inspection area, the southbound pedestrian crossing facility on the east side of the LPOE, the bi-directional pedestrian crossing facility (PedWest) on the western side of the LPOE, and the Virginia Avenue Transit Center. Refer to Figure 3-1 for the location of these completed improvements.

#### 3.1.2 Phase 2

Approved Phase 2 improvements involve the reconfiguration of the eastern operational area and construction of new buildings, particularly a new Administration Building, a pedestrian plaza on the east side of the LPOE, and renovations to the Historic Customs House. Pedestrian connections to the northbound pedestrian crossing on the east side of the LPOE would also be constructed, as well as internal connector roads. Phase 2 improvements are currently under construction.

#### 3.1.3 Phase 3

Approved Phase 3 improvements would primarily entail the reconfiguration of the southbound facilities. A new 10-lane southbound roadway would be constructed at the terminus of southbound I-5, just south



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Source: HEGIS 2013

of the Camino de la Plaza overcrossing, and would curve southwestward to connect with Mexico's El Chaparral LPOE. In addition, the northbound primary inspection area would be expanded by an additional nine lanes and a northbound secondary inspection overflow/southbound inspection area would be provided.

Table 3-1, *Summary of LPOE Capacity Changes by Phase – Approved Project*, summarizes the capacity-changing improvements by phase under the Approved Project.

**Table 3-1  
SUMMARY OF LPOE CAPACITY CHANGES BY PHASE – APPROVED PROJECT**

<b>Facilities</b>	<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>
<b>Northbound</b>			
Primary Inspection Lanes			
Vehicular lanes	24	24	33
Bus lanes	1	1	1
Total lanes	25	25	34
Primary Inspection Booths	46	46	63
Secondary Inspection Spaces	47	47	60
Secondary Inspection Booths	5	5	14
Pedestrian Crossings	2 (one on east side and one on west side)	2 (one on east side and one on west side)	2 (one on east side and one on west side)
<b>Southbound</b>			
Vehicular Lanes	5	5	10 opening up to 19
Primary Inspection Booths	0	0	10
Secondary Inspection Spaces	0	0	20
Secondary Inspection Booths	0	0	3
Pedestrian Crossings	2 (one on east side and one on west side)	2 (one on east side and one on west side)	2 (one on east side and one on west side)

## 3.2 CHANGED CIRCUMSTANCES

Pursuant to 40 CFR 1502.9(c)(1)(ii), public agencies are to prepare supplements to a draft or final EIS if there are significant new circumstances or information relevant to environmental concerns and bearing on the proposed action or its impacts. Since adoption of the 2009 Final EIS and 2014 Final SEIS (and the respective RODs), circumstances have changed that are relevant to the environmental concerns associated with the Approved Project.

The changed circumstances associated with the Approved Project include new information regarding the condition of existing structures adjacent to the LPOE that affect the ability of GSA to implement the Approved Project. During final design of Phase 2 improvements, it was discovered that two existing buildings adjacent to a building to be demolished within the LPOE (Milo Building) exhibit structural integrity deficiencies such that they may not stand on their own if the Milo Building is removed. These buildings (International Building and Mercado Internacional 88 Building) are located on an adjacent parcel on the eastern side of the LPOE immediately north of the Milo Building. Based on their structural condition, these two adjacent buildings may collapse upon demolition of the Milo Building, creating an unsafe condition. Consequently, the buildings would either need to be removed when the Milo Building is demolished or renovated to restore their structural integrity. The condition of these adjacent buildings was not known at the time the 2009 Final EIS or 2014 Final SEIS were prepared and this



changed circumstance has bearing on the ability to implement the Approved Project. The potential environmental effects of this changed circumstance are analyzed in this SEIS.

### 3.3 PROPOSED MODIFICATIONS

Pursuant to 40 CFR 1502.9(c)(1)(i), public agencies are to prepare supplements to a draft or final EIS if they make substantial changes in the proposed action that are relevant to environmental concerns. Subsequent to adoption of the 2009 Final EIS and 2014 Final SEIS (and respective RODs), GSA proposes to modify plans to implement the Approved Project. The proposed modifications (Revised Project) and their potential environmental effects are analyzed in this SEIS.

The proposed modifications entail the expansion of the LPOE to include an additional parcel and incorporation of the Additional Land Area into the overall design of the LPOE. A component of Phase 2 improvements includes a new pedestrian plaza on the east side of the reconfigured LPOE. This plaza will provide a connection between the pedestrian crossing (both northbound and southbound facilities) and the SYITC, as well as the east-west pedestrian bridge that spans the LPOE and provides access to the west side of the LPOE. The pedestrian plaza will also function as an outdoor public space with landscaping, decorative sidewalks, and other hardscape treatments.

To accommodate the pedestrian plaza, the existing Milo Building within the LPOE is planned to be demolished. As discussed above, two adjacent buildings on the abutting parcel immediately north of the Milo Building would likely collapse when the Milo Building is removed. As a result, GSA proposes to acquire this adjacent 0.24-acre property and incorporate the Additional Land Area into the design of the pedestrian plaza.

Whereas the footprint of the pedestrian plaza was within the existing LPOE boundary under the Approved Project, the expanded pedestrian plaza of the Revised Project would extend outside of the LPOE boundary that was evaluated in the 2009 Final EIS and 2014 Final SEIS. This SEIS evaluates potential environmental effects associated with the Additional Land Area that is proposed to be added to the LPOE boundary.

### 3.4 PROJECT ALTERNATIVES

This SEIS analyzes two action alternatives of the proposed modifications to the Approved Project, as well as the No Action Alternative. Both of the Action Alternatives include the proposed modifications described above in Section 3.3, as well as the other improvements originally proposed as part of the Approved Project analyzed in the 2009 Final EIS, 2014 Final SEIS, and 2015 Revision. Neither of the Action Alternatives would result in capacity changes at the LPOE. Each of the alternatives is briefly described below.

#### 3.4.1 Alternative 1 – Demolition of Buildings

Alternative 1 would include demolition of the two existing buildings within the Additional Land Area that would be added to the LPOE and incorporated into the pedestrian plaza. The International Building (751 East San Ysidro Boulevard) is a two-story commercial building that abuts the Milo Building. The Mercado Internacional 88 Building (747 East San Ysidro Boulevard) is a one-story commercial building that abuts the International Building. The combined area of these two buildings encompasses approximately 13,250 gross square feet. Under Alternative 1, both of these buildings would be

demolished, and the entire parcel would be added to the pedestrian plaza. The expanded plaza would extend to the intersection of East San Ysidro Boulevard and Rail Court and would include a combination of hardscape and landscape elements consistent with the other portions of the pedestrian plaza.

### 3.4.2 Alternative 2 – Renovation/Adaptive Reuse of Buildings

Under Alternative 2, the International and Mercado Internacional 88 buildings on the Additional Land Area that would be added to the LPOE would be renovated and incorporated into the design of the pedestrian plaza and LPOE. Renovations would consist of improvements to restore their structural integrity so that they would not be in danger of collapsing when the Milo Building is demolished. The renovated buildings may also be adaptively reused to function as components of the pedestrian plaza or a related accessory use. The International Building is an Art Deco style building that was constructed in the 1920s and is recommended eligible for listing on the National Register of Historic Places (NRHP). As part of the renovations, the storefront exterior façade of the International Building (along East San Ysidro Boulevard) may be maintained or renovated to replicate the historic architectural style of the building.

### 3.4.3 No Action Alternative

The No Action Alternative is included and analyzed to provide a baseline for comparison with impacts from the action alternatives, and also to satisfy federal requirements for analyzing “no action” under NEPA (40 CFR 1502.14(d)). Under the No Action Alternative, proposed modifications discussed in Section 3.3 would not be implemented, including acquisition of an adjacent parcel and incorporation of that parcel into an expanded pedestrian plaza, either by demolishing or renovating the buildings on the adjacent property. GSA would continue to implement the Approved Project that was analyzed as the Preferred Alternative in the 2009 Final EIS and 2014 Final SEIS and approved in the respective RODs except that the Milo Building would not be demolished. It would remain in place due to the compromised structural integrity of the abutting buildings and the likelihood of their collapse if the Milo Building is removed.

## 3.5 PERMITS AND APPROVALS NEEDED

Permits and approvals that would be required for the Revised Project would be the same as those for the Approved Project that were identified in the 2009 Final EIS and 2014 Final SEIS, which are listed below in Table 3-2, *Anticipated Permits and Approvals Required for the Revised Project*. Those required for the proposed modifications that comprise the Revised Project (in addition to the other elements of the Approved Project that have not changed) are indicated by shading.

**Table 3-2  
ANTICIPATED PERMITS AND APPROVALS REQUIRED FOR  
THE REVISED PROJECT**

<b>Permit or Approval</b>	<b>Agency</b>
Presidential Permit	U.S. Department of State (DOS)
Clean Water Act Section 404 Nationwide Permit	U.S. Army Corps of Engineers (Corps)
Section 401 Water Quality Certification	Regional Water Quality Control Board (RWQCB)
National Pollutant Discharge Elimination System (NPDES)	State Water Resources Control Board
General Groundwater Extraction Waste Discharge Permit	RWQCB
Permits to Operate emergency generators	San Diego Air Pollution Control District (SDAPCD)
Section 106 consultation	State Historic Preservation Officer (SHPO), pursuant to the National Historic Properties Act (NHPA)
GSA Public Buildings Service Commissioner approval of project design	GSA
Temporary Construction Easement	California Department of Transportation (Caltrans)
Temporary Construction Easement and Permanent Easement	City

Shaded cells denote those required for the proposed modifications that comprise the Revised Project (in addition to the other elements of the Approved Project that have not changed).

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## 4.0 AFFECTED ENVIRONMENT; ENVIRONMENTAL CONSEQUENCES; AND AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

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This chapter discusses existing conditions and addresses the environmental impacts of the Revised Project alternatives, as well as identifies avoidance, minimization, and mitigation measures that could be implemented in conjunction with the Revised Project. This section also discusses environmental effects for which no potential impacts were identified.

### Environmental Effects with No Potential Impact

As part of the scoping and environmental analysis conducted for the Revised Project, the environmental issues identified below were considered, but no impacts were identified. Consequently, there is no further discussion of these issues in this SEIS.

#### Farmlands and Timberlands

The Revised Project footprint is not located on land under a Williamson Act contract or within a Timber Production Zone; no agricultural resources are located in the vicinity. Implementation of the Revised Project would not convert farmland to non-agricultural uses or affect any farmlands or timberlands. No farmland exists within the Revised Project footprint. No impacts to farmland or timberland would result within the San Diego County region for any of the Revised Project alternatives.

#### Noise

The Revised Project footprint is located in a developed urban area predominantly comprised of commercial uses. As documented in the 2009 Final EIS and 2014 Final SEIS, no noise-sensitive receptors are located within or adjacent to the San Ysidro LPOE. No additional noise-sensitive receptors have been introduced within close proximity to the LPOE and thus, no such receptors are located within or adjacent to the Revised Project footprint. The closest noise-sensitive receptors include four hotels/motels to the north along East San Ysidro Boulevard and Border Village Road. The three closest hotels/motels do not contain outdoor areas of frequent human use (i.e., swimming pools, patios), and the fourth contains a swimming pool that is shielded by the motel buildings. The closest school, Willow Elementary School, is located approximately 0.4 mile to the northwest, adjacent to I-5/I-805 interchange, and the closest park (Cesar Chavez Community Center and Larsen Field) is located approximately 0.5 mile to the west. Given the distance from the Revised Project footprint, noise generated by construction activities associated with the proposed modifications would not be highly perceptible at the school or park. In addition, the land area to be incorporated into the LPOE would entail an expanded plaza, which is a use that does not generate loud or excessive operational noise. Noise-sensitive receptors in the area would not be impacted by the expanded plaza. As a result, no adverse noise impacts would occur from Revised Project implementation.

## Cross-Border Impacts

With regard to potential cross-border impacts in Mexico, 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, Mexican agencies addressed potential environmental impacts of concern to Mexico at the time of construction of the El Chaparral LPOE and the expanded Puerta Mexico LPOE, which connect to the San Ysidro LPOE and would accommodate either the Revised Project or the Approved Project design.

The basis for the referenced CEQ guidance is (former) President Carter's Executive Order (EO) 12114. Subchapter 2.5 of this EO provides exemptions that include Presidential actions. Historically, the Department of State (DOS) has taken the position that transboundary impacts are generally not considered (unless they are outside the exemption created by EO 12114). Therefore, potential project-level and cumulative impacts in Mexico associated with the Revised Project are not addressed in this SEIS.

## Environmental Effects not Analyzed in Detail

Additionally, the environmental issues discussed below are not analyzed in detail in this SEIS, because either: (1) the analysis and conclusions of the Approved Project (contained in the 2009 Final EIS and 2014 Final SEIS) remain applicable to the Revised Project, or (2) there is no potential for the Revised Project to result in environmental effects associated with that particular issue.

## Utilities/Emergency Services/Life Safety

### *Utilities*

The 2009 Final EIS and the 2014 Final SEIS concluded that the Approved Project is anticipated to minimize its impacts upon water, wastewater, solid waste, and electric services, and may actually reduce the usage of such services, primarily because the Approved Project proposes to achieve Leadership in Energy and Environmental Design (LEED) certification, which aims to reduce the use of such utilities.<sup>1</sup> In addition, the 2009 Final EIS and the 2014 Final SEIS concluded that, although the implementation of the Approved Project would result in a slight increase in impervious surfaces, with a corresponding increase in post-development runoff volumes and velocities, post-construction flows would be accommodated within an on-site storm drain system and would be reduced due to applicable LEED requirements. The Revised Project also proposes to achieve a LEED certification and would construct the same anticipated on-site storm drain facilities. While the Revised Project would result in a minor increase the area of impervious surfaces compared to the Approved Project due to the expansion of the pedestrian plaza (up to approximately 0.24 acre), such an increase would not change the impact conclusions in the 2009 Final EIS and the 2014 Final SEIS. Furthermore, the 2009 Final EIS and the 2014 Final SEIS concluded that temporary construction-related impacts to utilities would potentially occur during construction of the Approved Project but would be avoided by consultation with responsible utility providers to protect systems in place or arrange for the temporary or permanent relocation of

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<sup>1</sup> LEED is an internationally recognized green building certification system, certifying that a building or project was designed and built using strategies aimed at improving energy savings, water efficiency, carbon dioxide emissions reduction, and indoor environmental quality.

existing utility lines. This construction-related impact would also apply to the Revised Project because the development footprint of the Revised Project is similar to the Approved Project and would potentially affect the same utilities. Therefore, the impact conclusions regarding utilities in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project. The avoidance and minimization measure identified in the 2009 Final EIS and the 2014 Final SEIS pertaining to utilities and coordination with utility providers also applies to the Revised Project and is included in Appendix A.

#### *Emergency Services/Life Safety*

The 2009 Final EIS and the 2014 Final SEIS concluded that during construction of the Approved Project, temporary detours within the LPOE may be required, resulting in some traffic diversion, which would temporarily alter emergency access and routes within and around the LPOE. The same temporary impact would occur during construction of the Revised Project. The 2009 Final EIS and the 2014 Final SEIS also concluded that the safety of people utilizing and employed at the LPOE would be improved through the proposed modernization, facility improvements, and protective design features of the Approved Project. The Revised Project would construct the same types of facilities, upgrades, and design features as the Approved Project. Therefore, the impact conclusions regarding emergency services/life safety in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project. The avoidance and minimization measures identified in the 2009 Final EIS and the 2014 Final SEIS related to emergency services and life safety also apply to the Revised Project and are included in Appendix A.

#### *Traffic and Transportation/Pedestrian and Bicycle Facilities*

A primary Project goal in support of the Project purpose is to increase the processing capacity and efficiency of the LPOE in response to the need created by the current and projected demand for vehicles and persons to cross the border. Thus, the Project under any of the proposed alternatives would not directly generate a substantial volume of traffic, but would accommodate existing and projected border crossing demand. It would also modify the patterns of traffic flow in the Project area.

The 2009 Final EIS and the 2014 Final SEIS concluded that the Approved Project would result in traffic impacts to some roadway segments and intersections. The same traffic impacts would be anticipated with implementation of the Revised Project. The Approved Project and the Revised Project would be in the same location and encompass comparable areas, and would construct the same types of facilities and improvements. Under the Revised Project, with the removal of the businesses currently operating in the two buildings proposed to be demolished or renovated and incorporated into the design of the pedestrian plaza and LPOE, vehicle traffic in the vicinity of the southernmost terminus of East San Ysidro Boulevard might actually decline slightly, but overall, it is anticipated that traffic patterns in the LPOE area would be comparable to those anticipated under the Approved Project. Therefore, the impact conclusions regarding traffic in the 2014 Final SEIS remain applicable to the Revised Project, and the associated avoidance and minimization measures identified in the 2014 Final SEIS also apply to the Revised Project and are included in Appendix A.

#### *Visual/Aesthetics*

The 2009 Final EIS and the 2014 Final SEIS concluded that the Approved Project would not result in adverse visual impacts. Because the Approved Project and the Revised Project would be in the same location and encompass comparable areas, and would construct the same types of facilities, upgrades, and design features, the conclusions in the 2014 Final SEIS regarding the lack of potential for visual/aesthetic impacts remain applicable to the Revised Project. The associated minimization

measures identified in the 2014 Final SEIS to increase visual quality also apply to the Revised Project and are included in Appendix A.

#### Hydrology/Floodplain

The 2009 Final EIS and the 2014 Final SEIS concluded that, although implementation of the Approved Project would result in a slight increase of impervious surface area, with a corresponding increase in post-development runoff volumes and velocities, design elements of the Approved Project (namely infiltration basins and storm drain facilities and upgrades) would avoid or address potential impacts related to drainage alteration, increased runoff volumes/velocities, storm drain capacity, and related hazards such as hydromodification and flooding. While the Revised Project would result in a minor increase in the area of impervious surfaces compared to the Approved Project due to the expanded pedestrian plaza (up to approximately 0.24 acre), such an increase would not change the impact conclusions related to hydrology and floodplain presented in the 2009 Final EIS and the 2014 Final SEIS. Watershed, drainage, and groundwater characteristics are the same for the Approved Project and Revised Project because the impact footprints are in the same location and encompass comparable areas. Therefore, the impact conclusions regarding hydrology and floodplain in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project, and the associated avoidance and minimization measures identified in the 2009 Final EIS and the 2014 Final SEIS also apply to the Revised Project and are included in Appendix A.

#### Water Quality and Stormwater Runoff

The 2009 Final EIS and the 2014 Final SEIS concluded that no short-term or operational long-term water quality impacts would occur as a result of the Approved Project, based on conformance with applicable regulatory requirements (such as NPDES Construction Permit or City Storm Water Standards requirements) and implementation of appropriate water quality best management practices (BMPs). The San Diego RWQCB issued GSA a permit to discharge the groundwater from construction dewatering to the storm drain in order for GSA to excavate the construction site to the necessary depth to install foundations and other required improvements. Moreover, as required by the San Diego RWQCB, GSA constructed a temporary groundwater treatment system to control certain constituents present in the groundwater prior to its discharge to the outfall. GSA regularly monitors its dewatering activity with respect to its volume and treatment of the groundwater, as well as submitting regular reports to the San Diego RWQCB, as required by the terms of its permit.

As discussed above under Hydrology/Floodplain, watershed and drainage characteristics are the same for the Approved Project and Revised Project, because the impact footprints are in the same location and encompass comparable areas. Therefore, the impact conclusions regarding water quality and stormwater runoff in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project, and the associated avoidance and minimization measures identified in the 2009 Final EIS and the 2014 Final SEIS also apply to the Revised Project and are included in Appendix A.



### Geology/Soils/Seismicity/Topography

The 2009 Final EIS and the 2014 Final SEIS concluded that no seismic or non-seismic impacts would occur as a result of the Approved Project, based on compliance with applicable regulatory requirements (e.g., International Building Code) and incorporation of geotechnical recommendations. Geologic characteristics are the same for the Approved Project and Revised Project because the impact footprints are in the same geographic location and encompass comparable areas. Therefore, the impact conclusions regarding geology/soils/seismicity/topography in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project, and the associated avoidance and minimization measures identified in the 2009 Final EIS and the 2014 Final SEIS also apply to the Revised Project and are included in Appendix A.

### Paleontology

The 2009 Final EIS and the 2014 Final SEIS concluded that the Approved Project could potentially affect undisturbed portions of formational materials designated with a high potential sensitivity rating for paleontological resources, and therefore grading and excavation activities could potentially encounter paleontological resources. Geologic and paleontological characteristics are the same for the Approved Project and Revised Project because the impact footprints are in the same location and encompass comparable areas. Therefore, the impact conclusions regarding paleontological resources in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project, and the associated avoidance and minimization measures identified in the 2009 Final EIS and the 2014 Final SEIS also apply to the Revised Project and are included in Appendix A.

### Energy

The 2009 Final EIS and the 2014 Final SEIS concluded that potential short-term, construction-related energy impacts could occur during construction of the Approved Project, but no adverse operational energy impacts would occur. Energy consumption associated with the Approved Project would not be excessive, and would be reduced through proposed LEED design features, since the Approved Project proposes to achieve LEED certification. The identified construction-related impact would also apply to the Revised Project because the development footprint of the Revised Project is similar to the Approved Project and similar facilities and improvements would be constructed. The Revised Project also proposes to achieve LEED certification, which would reduce energy consumption. Therefore, the impact conclusions regarding energy in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project. The avoidance and minimization measures identified in the 2009 Final EIS and the 2014 Final SEIS pertaining to construction activities also apply to the Revised Project and are included in Appendix A.

### Biological Resources

As indicated in the 2009 Final EIS and the 2014 Final SEIS, the Approved Project would directly impact 0.02 acre of disturbed wetland vegetation and 0.07 acre of non-wetland Waters of the U.S. Indirect impacts to sensitive vegetation communities, jurisdictional areas, and nesting birds would potentially occur due to construction and operation of facilities. Potential indirect impacts to biological resources could also occur due to decreased water quality. All Approved Project impacts to biological resources would be addressed through implementation of avoidance, minimization, and mitigation described in the 2014 Final SEIS.

Biological characteristics are the same for the Approved Project and the Revised Project because the impact footprints are in the same location and encompass comparable areas, and the 0.24-acre area to be incorporated into the Revised Project is fully developed and does not contain sensitive biological resources. Therefore, the impact conclusions regarding biological resources in the 2009 Final EIS and the 2014 Final SEIS remain applicable to the Revised Project, and the associated avoidance and minimization measures identified in the 2009 Final EIS and the 2014 Final SEIS also apply to the Revised Project and are included in Appendix A. Potential indirect impacts to biological resources due to decreased water quality would be addressed through the measures regarding water quality and stormwater runoff included in Appendix A.

## 4.1 LAND USE AND COMMUNITY ISSUES

This subchapter assesses the following land use and community issues associated with the Revised Project: potential impacts to existing land use patterns and development trends within the study area; consistency with state, regional, and local plans; potential impacts to parks and recreational facilities; potential impacts to community character and community cohesion; potential impacts associated with parcel acquisitions and relocations; potential environmental justice impacts; and potential impacts related to environmental health and safety risks to children. The conclusions are based on the analysis contained in the 2009 Final EIS and 2014 Final SEIS that addressed the Approved Project, as well as additional analysis and environmental studies that were conducted to evaluate the proposed modifications that comprise the Revised Project.

### 4.1.1 Existing and Future Land Use

#### 4.1.1.1 Affected Environment

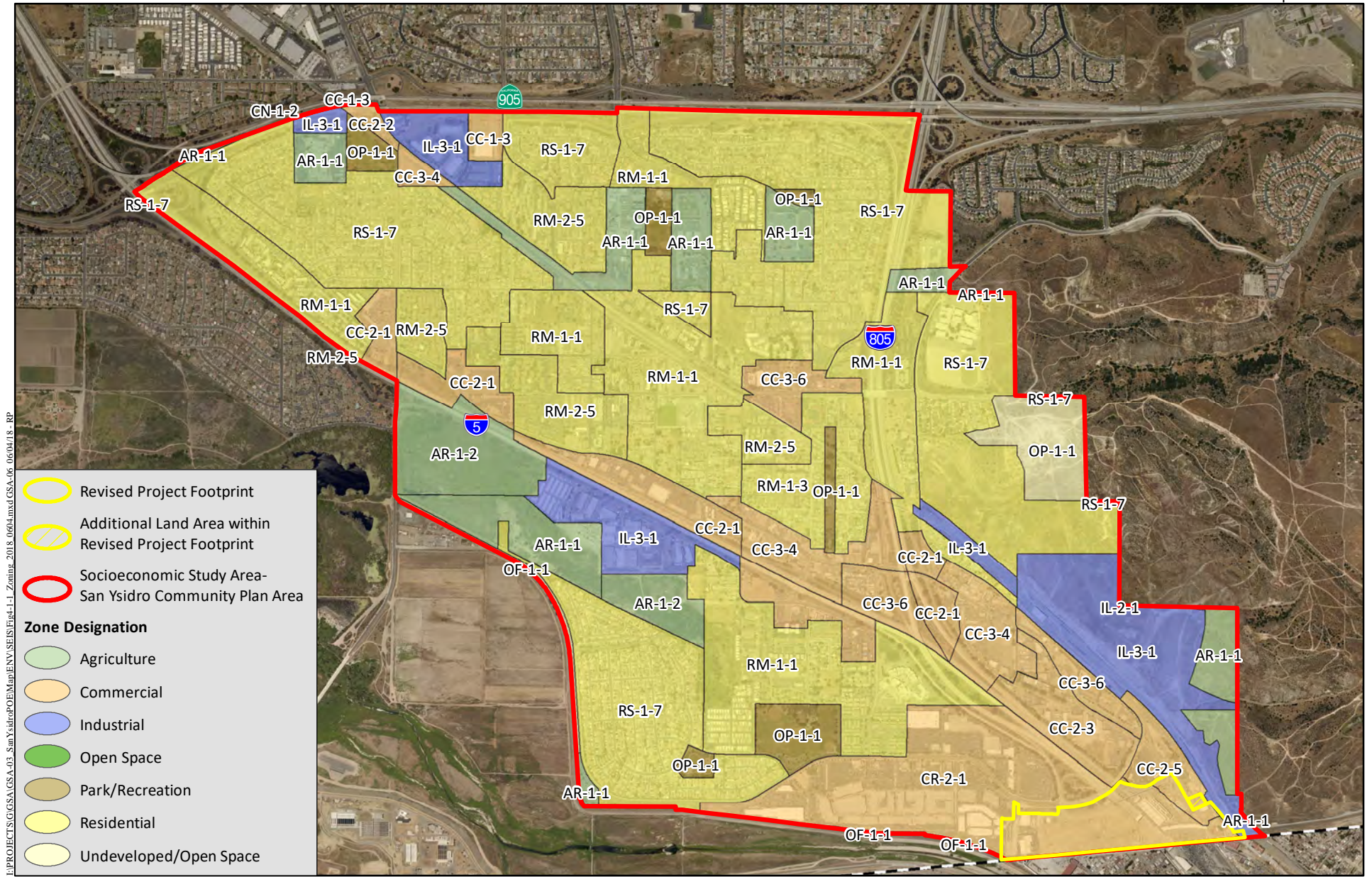
The Socioeconomic Study Area evaluated for land use and community issues encompasses the San Ysidro Community Plan (SYCP) Area, which is depicted in Figure 4.1-1, *Socioeconomic Study Area – San Ysidro Community Plan Area (with Zoning Designations)*.

#### Land Use Setting

The Revised Project footprint is located in the southern portion of the U.S.-Mexico border community of San Ysidro in the City of San Diego, California. No substantial changes to the land use setting in the Socioeconomic Study Area have occurred since preparation of the 2009 Final EIS and 2014 Final SEIS (refer to Figure 4.1-2, *Existing Land Uses in the Project Vicinity*). The most substantial changes have occurred within the San Ysidro LPOE associated with the ongoing improvements of the Approved Project.

#### Land Use and Zoning Designations

Zoning identified in the 2009 Final EIS and 2014 Final SEIS was based on the zoning designations in the City Municipal Code (Chapter 14, Land Development Code) as of January 2000. The Approved Project footprint was previously zoned as primarily commercial with SYIO-CSR-3 and SYIO-CT-2-3 designations. Approximately 0.5 acre on the eastern margin was zoned as industrial (SYIO-I-1). Concurrent with the adoption of the updated SYCP in 2016, the zoning for the community plan area was changed to reflect the designations identified in the SYCP. The primary changes included repealing the San Ysidro Planned District and Southeastern San Diego Planned District zones and amendments to the Land Development Code to help implement the San Ysidro Historic Village Specific Plan. The updated zoning designates the majority of the Revised Project footprint as CR-2-1, while the eastern portion of the Revised Project footprint, including the Additional Land Area, is designated as CC-2-5 (refer to Figure 4.1-1). The CR-2-1 zoning designation allows regional serving commercial and limited industrial uses with an auto orientation but no residential use. The CC-2-5 zoning designation is intended to accommodate community-serving uses with a high intensity, pedestrian orientation and no residential development. The same 0.5-acre area formerly designated as industrial prior to adoption of the 2016 SYCP is now designated as IL-3-1. The IL-3-1 zoning designation allows a mix of light industrial, office, and commercial uses.

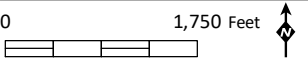


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Revised Project Footprint  
 Additional Land Area within Revised Project Footprint  
 Socioeconomic Study Area- San Ysidro Community Plan Area

**Zone Designation**

- Agriculture
- Commercial
- Industrial
- Open Space
- Park/Recreation
- Residential
- Undeveloped/Open Space

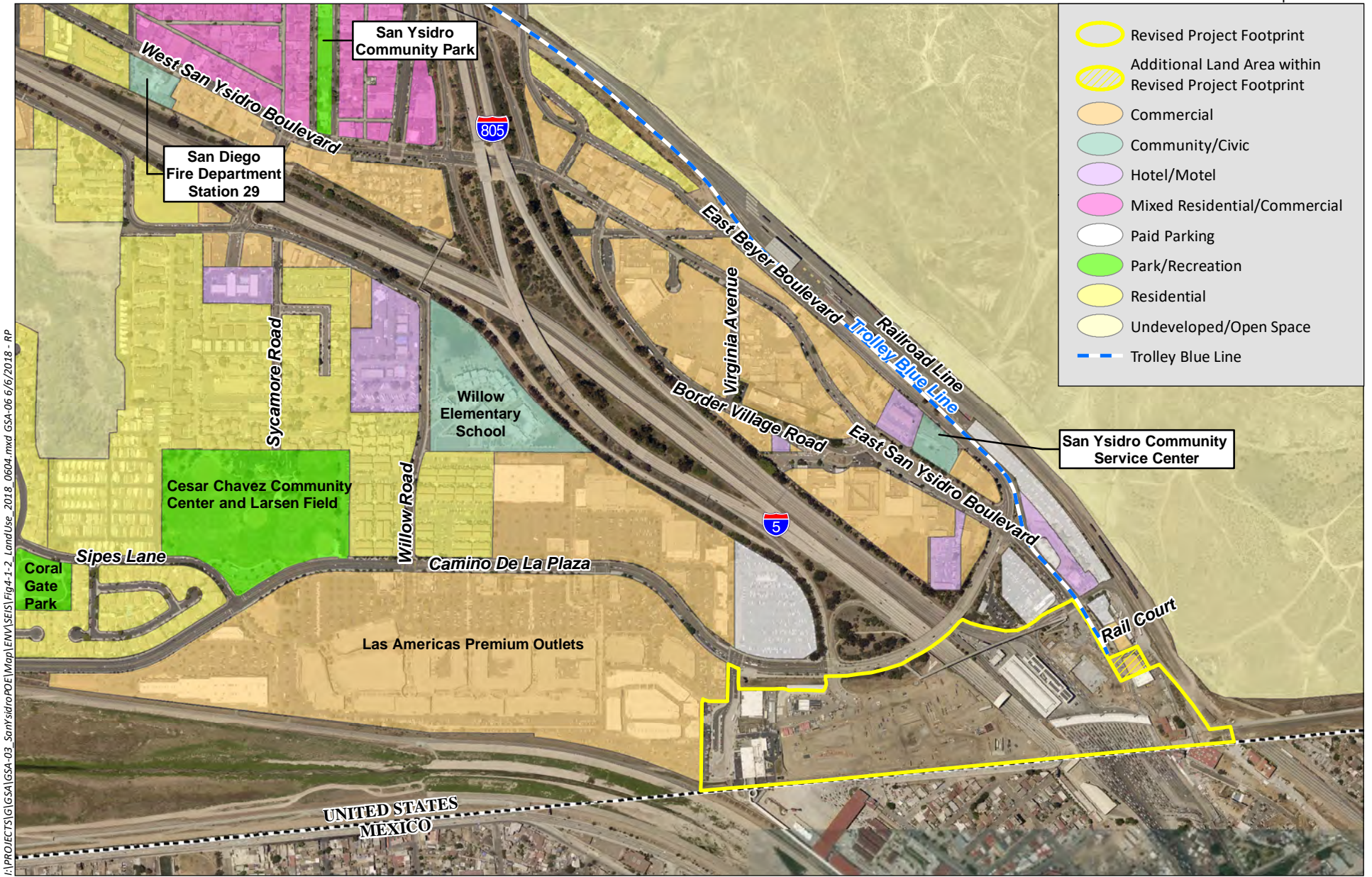


Source: Aerial (SanGIS, 2017)

Socioeconomic Study Area - San Ysidro Community Plan Area (with Zoning Designations)



Figure 4.1-1



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Source: Aerial (SanGIS, 2017), Base Map Layers (SanGIS, 2016)



The SYCP land use map designates the majority of the Revised Project footprint as Institutional; the eastern portion, including the Additional Land Area, is designated as Community Commercial (refer to Figure 2-2 of the SYCP). Institutional uses include public or semi-public facilities that offer public and semi-public services to the community. Community Commercial uses include shopping areas with retail, service, civic, and office uses and may also be applied to transit corridors where multi-family residential uses could be added to enhance the viability of existing commercial uses.

### Existing Land Uses

The majority of the Revised Project footprint is currently occupied with transportation uses (i.e., roadways and freeways) and border facilities. Changes to existing land uses within and surrounding the Revised Project footprint have occurred since preparation of the 2009 Final EIS and 2014 Final SEIS, including those associated with implementation of the Approved Project and development of nearby commercially-zoned vacant properties with commercial retail uses. Phase 1 improvements were constructed between 2011 and 2016 and include the east-west pedestrian bridge over I-5 and the LPOE, the northbound vehicular inspection area, the southbound pedestrian crossing facility on the east side of the LPOE, the bi-directional pedestrian crossing facility (PedWest) on the western side of the LPOE, and the Virginia Avenue Transit Center. Phase 2 improvements, including the new Administration Building, renovated Historic Customs House, and a pedestrian plaza on the east side of the LPOE, are under construction and anticipated to be completed by spring 2019. On the eastern edge of the Revised Project footprint, as part of the implementation of the Approved Project, the long-haul bus depot and two retail shops were relocated. The Milo Building is currently being used as a temporary northbound pedestrian facility until the new building is constructed.

The Revised Project footprint being analyzed in this SEIS includes an additional parcel on the eastern side of the LPOE that was not included in the project footprint analyzed in the 2009 Final EIS and 2014 Final SEIS. The Additional Land Area is currently developed with two existing commercial buildings, the International Building and Mercado Internacional 88 Building, which are north of and connected to the Milo Building that would be demolished as part of the Approved Project. These buildings are located southeast of the terminus of the Blue Line Trolley, which is located adjacent to the SYITC. Just to the east of the SYITC is a small commercial strip, which includes retail/duty free shops and a fast food restaurant. At the northernmost end of this strip there is a small paid parking lot. Larger paid parking lots are located north of the Revised Project footprint on either side of I-5 along Camiones Way.

Much of the land surrounding the Revised Project footprint is occupied by a number of commercial establishments serving employees of the LPOE and the border-crossing population (refer to Figure 4.1-2). Larger-scale, visitor-serving commercial development is located along Camino de la Plaza near the LPOE, and includes the regional Las Americas Premium Outlets shopping mall, restaurants, Mexican insurance, money exchanges, and gas stations. Two formerly vacant properties that are zoned for commercial development have been developed with commercial retail uses: one located immediately west of the Revised Project footprint (southeast of the existing Las Americas Premium Outlets) and one located west of the existing Las Americas Premium Outlets.

As noted in the 2009 Final EIS and 2014 Final SEIS, although San Ysidro is a north-south portal and connector between San Diego County and Tijuana, it is also physically divided between east and west by the I-5 and I-805 freeways, limiting pedestrian activity and presenting community barriers. The physical division is bridged in few places over or under the freeways. Camino de la Plaza is the roadway nearest the LPOE that crosses the I-5 freeway. The new pedestrian bridge over southbound I-5 and the LPOE

constructed as part of Phase 1 of the Approved Project also provides a connection between east and west. In the past, trolley travelers and other pedestrians crossing the intersection of East San Ysidro Boulevard, Rail Court, and the MTS turnaround (SYITC) came into conflict with vehicles in the intersection, resulting in some collisions. The new east-west pedestrian bridge constructed as part of Phase 1 of the Approved Project terminates on the transit center side of the intersection, improving pedestrian safety in the area.

On the Mexican side of the border, the El Chaparral LPOE on the west side is fully operational. Commercial land uses continue to predominate to the west and southwest of the LPOE, and several areas near the border that consisted of paved parking lots at the time the 2009 Final EIS and 2014 Final SEIS were prepared have since been or are being developed with a parking structure, medical/dental buildings, and commercial and residential uses. Land uses east and southeast of the LPOE in Tijuana are primarily residential.

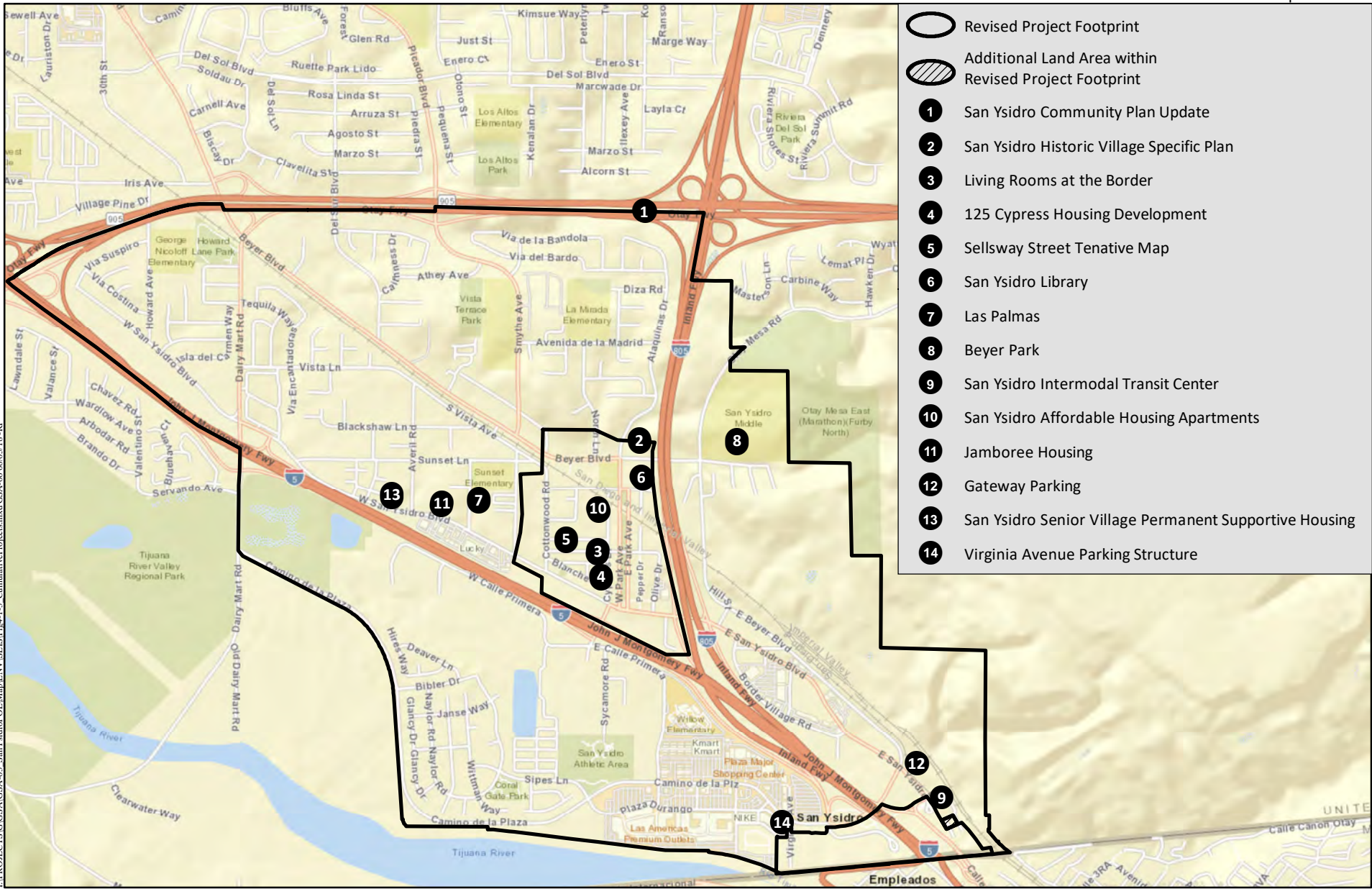
### Development Trends in the SYCP Area

San Ysidro largely encompasses residential neighborhoods and commercial centers, with the residential neighborhoods generally bounded by the freeways and commercial uses closest to the international border. San Ysidro is a community with an established land use pattern that is expected to remain, although some land use intensities are increasing as a result of SYCP implementation. San Ysidro contains five distinct residential neighborhoods; two neighborhood villages, San Ysidro Historic Village and Border Village District; two commercial districts; and the Port of Entry District (within which the Revised Project footprint is located). Generally, regional and border-serving commercial uses are located closer to the border, and community-serving commercial uses are located within the residential neighborhoods. Despite existing circulation patterns that make interconnectivity difficult, some public facilities and infrastructure that do not meet City standards, and other issues, the SYCP Area continues to develop with residential, commercial, and heavy commercial/industrial uses, as called for in the SYCP.

By 2050, the regional population is projected to grow by nearly a million people. This growth will lead to about 460,000 more jobs and over 325,000 more apartments, condos, houses, and other types of housing. Employment in the SYCP Area is projected to increase by 34 percent (rising from 7,269 to 9,706 jobs) by 2050 compared to 2012 levels,<sup>1</sup> while population is projected to increase by 26 percent (from 28,336 to 35,828) in the same time period (SANDAG 2018). Recent land development proposals include multi-family residential and community/institutional uses, as well as transportation and parking facilities.

Table 4.1-1, *Land Development and Public Projects in the SYCP Area*, and Figure 4.1-3, *Cumulative Projects in the San Ysidro Community Plan Area*, present development projects in the SYCP Area.

<sup>1</sup> As of May 2018, the most recent available employment data for forecast comparison are for 2012 (SANDAG Series 13 Regional Growth Forecast).



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Source: Base Map Layers (SanGIS, 2016)



**Table 4.1-1  
LAND DEVELOPMENT AND PUBLIC PROJECTS IN THE SYCP AREA**

<b>No.<sup>1</sup></b>	<b>Project Name</b>	<b>Location</b>	<b>Type</b>	<b>Description</b>
1	San Ysidro Community Plan Update	San Ysidro CP Area	Community Plan	Long-range physical development plan with specific goals and policies to provide direction for future land uses and public improvements in San Ysidro. Component of the City of San Diego's General Plan providing site-specific development recommendations and the basis for zoning within the SYCP Area.
2	San Ysidro Historic Village Specific Plan	Area surrounding the Beyer Trolley Station and along San Ysidro Boulevard	Specific Plan	Comprehensive planning document that will implement the vision for the SYCP within the San Ysidro Historic Village Specific Plan Area to create an attractive, intensified urban environment with a mix of land uses
3	Living Rooms at the Border	112-114 West Hall Avenue	Multi-family Residential	10-unit affordable housing project and adaptive reuse of church building
4	Housing Development	125 Cypress Drive	Multi-family Residential	Future housing development on 0.65-acre site
5	Sellsway Street TM	165-171 Sellsway Street	Multi-family Residential	4 one-story condos on a 0.32-acre site
6	San Ysidro Library	123 East Seaward Ave	Institutional	15,000-sf library on a 1.62-acre lot: LEED certified and feature designated children and teen areas, study and meeting spaces, a computer lab and multi-purpose indoor and outdoor community gathering areas.
7	Las Palmas	122 Alverson Road	Multi-family Residential	17 condos
8	Beyer Park	43-acre site at the east end of Beyer Boulevard	Park	New 8-acre park to include ball fields, children's playground, picnic areas, restrooms, dog park, skate park, trails
9	San Ysidro Intermodal Transit Center	14 acres located along the northern edge of the San Ysidro LPOE, south of Camino de la Plaza, east of I-5	Transit Center	Improvements to the existing SYITC
10	San Ysidro Affordable Housing Apartments	238-263 Cypress and 160 West Seaward	Multi-family Residential	138 apartments in six 3-story buildings on a 3.26-acre site
11	Jamboree Housing	429 and 437 West San Ysidro Boulevard	Multi-family Residential	65-unit permanent supportive housing project
12	Gateway Parking	701 East San Ysidro Boulevard	Parking	Public paid parking lot for 182 autos, 16 motorcycles, and 6 accessible on a 1.39-acre lot. Demolition of existing motel buildings.
13	San Ysidro Senior Village Permanent Supportive Housing	517 West San Ysidro Boulevard	Senior Housing	51 units for formerly homeless seniors with disabilities on 1.19-acre site.

**Table 4.1-1 (cont.)  
LAND DEVELOPMENT AND PUBLIC PROJECTS IN THE SYCP AREA**

<b>No.<sup>1</sup></b>	<b>Project Name</b>	<b>Location</b>	<b>Type</b>	<b>Description</b>
14	Virginia Avenue Parking Structure	Southwest corner of the Camino de la Plaza/Virginia Avenue intersection	Parking	Demolition of an existing commercial building and construction of a six-story parking structure (349 spaces) with ground-floor retail.

<sup>1</sup> Numbering corresponds to Figure 4.1-3.

## Land Uses and Growth Trends in Tijuana

On the Mexican side of the border, recent development includes the El Chaparral LPOE and the 12-acre Puerta Bicentenario project on the eastern side of the current Puerta Mexico LPOE, which includes a multi-modal transportation terminal with extensive commercial space, public parking, and a pedestrian plaza. Land uses to the west and southwest of the LPOE continue to be predominantly commercial, with several projects under construction in the vicinity of the border. Residential uses predominate to the east and southeast of the LPOE in Tijuana. Housing prices in the Tijuana area that are much lower than prices in San Diego have resulted in live-work commute patterns in which many Tijuana area residents commute daily to work at jobs on the U.S. side of the border.

The City of Tijuana is estimated to experience a population increase to approximately 5 million people by the year 2050, based on an annual growth rate of 2.4 percent (SANDAG 2011).

### 4.1.1.2 Environmental Consequences

#### Action Alternatives

Alternative 1 – Demolition of Buildings and Alternative 2 – Renovation/Adaptive Reuse of Buildings (jointly referred to as the Action Alternatives) would occur within the same 0.24-acre parcel. The Socioeconomic Study Area is the same under both Action Alternatives. Therefore, potential impacts related to land use would be the same under both Action Alternatives and the analysis below applies equally to both Action Alternatives.

Both Action Alternatives would be consistent with existing and planned land uses in the SYCP Area. The Action Alternatives entail demolition or renovation/adaptive reuse of existing commercial buildings located adjacent to a building to be demolished within the LPOE (Milo Building), as well as the other improvements originally proposed as part of the Approved Project analyzed in the 2009 Final EIS, 2014 Final SEIS, and 2015 Revision. Implementation of either action alternative would integrate with surrounding uses in the same manner as the existing LPOE facility or the LPOE under the No Action Alternative.

The Action Alternatives would occur on land designated and zoned for commercial use. Demolition of the buildings and integration of the parcel into an expanded pedestrian plaza (Alternative 1) or renovation of the buildings to restore their structural integrity and potentially adapting them to function as components of the pedestrian plaza or a related accessory use (Alternative 2) would be compatible with the underlying commercial land use designation/zoning and surrounding commercial uses and transportation facilities. The Action Alternatives would not adversely impact existing or planned land uses.

## No Action Alternative

Under the No Action Alternative, the Approved Project that was analyzed as the Preferred Alternative in the 2009 Final EIS and 2014 Final SEIS and approved in the respective RODs would continue to be implemented by GSA, without the proposed modifications discussed above, except that the Milo Building would not be demolished. Retaining the existing Milo Building would not result in adverse impacts to existing or future land uses, since it would be repurposed for LPOE-related functions and would be consistent with existing and designated uses. As determined in the 2009 Final EIS and 2014 Final SEIS (and their respective RODs), the Approved Project would result in no impacts to existing or planned land uses.

### 4.1.1.3 Avoidance, Minimization, and/or Mitigation Measures

#### Action Alternatives and the No Action Alternative

Because the Action Alternatives and the No Action Alternative would be consistent with existing and planned land uses, no avoidance, minimization, and/or mitigation measures are required.

### 4.1.2 Consistency with State, Regional, and Local Plans

#### 4.1.2.1 Regulatory Setting

The Public Buildings Amendments of 1988 (40 U.S.C. 3312) requires GSA to comply with, to the extent feasible, national building codes, consider local zoning laws, and consult with State and local government. This law does not subject the U.S. Government to local requirements; rather, it mandates consultation and informed decision making. GSA strives to comply, to the extent possible, with local regulations, including land use plans.

The local and regional plans, policies, and ordinances that pertain to land use and transportation planning within the Revised Project area were described in the 2009 Final EIS and 2014 Final SEIS to include the following: SANDAG's Regional Comprehensive Plan (RCP), 2030 Regional Transportation Plan (RTP; 2009 Final EIS), and 2050 RTP (2014 Final SEIS); and the City's General Plan, SYCP, San Ysidro Redevelopment Plan, Bicycle Master Plan Update, and Multiple Species Conservation Program (MSCP). With the exception of the revised plans noted below, these plans, policies, and ordinances were described in the 2009 Final EIS and 2014 Final SEIS and are not described in further detail below.

Updates to local and regional plans that have occurred since preparation of the 2009 Final EIS and 2014 Final SEIS are described in more detail below.

1. The Approved Project was analyzed with respect to SANDAG's 2030 RTP in the 2009 Final EIS; the Revised Project was analyzed in the 2014 Final SEIS pursuant to the 2050 RTP/Sustainable Communities Strategy (SCS), which superseded the 2030 RTP (SANDAG 2011). San Diego Forward: The Regional Plan (Regional Plan) combines updates to the RCP and the 2050 RTP and Sustainable Communities Strategy (SCS). The Regional Plan was adopted by the SANDAG Board of Directors on October 9, 2015. In this SEIS, the Revised Project is analyzed with respect to the Regional Plan (SANDAG 2015a).

2. The SYCP, as well as corresponding amendments to the existing zoning program and Local Coastal Program, underwent a comprehensive update that was adopted by the City Council on November 15, 2016. The Local Coastal Program was certified by the California Coastal Commission on December 13, 2017. The SYCP was updated to reflect current conditions and the long-term vision for the community. The Approved Project was analyzed with respect to the SYCP, which was first adopted in 1974 and most recently revised in 2003. In this SEIS, the Revised Project is analyzed with respect to the 2016 SYCP (City 2016a).
3. As described in the 2014 Final SEIS, the City's Redevelopment Agency was dissolved as of February 1, 2012. No new redevelopment activities pursuant to the San Ysidro Redevelopment Plan are expected to commence.

### San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (SANDAG 2015a) is a comprehensive plan adopted by SANDAG in October 2015 that integrates the 2050 RTP/SCS and RCP into one document. The Regional Plan is built on an integrated set of public policies, strategies, and investments to maintain, manage, and improve the transportation system so that it meets the needs of the San Diego region through 2050. The Regional Plan combines the vision for regional growth over the next 35 years with an implementation program to accomplish the goals and projects set forth in the plan. The investment plan focuses heavily on expanding public transit and active transportation (biking and walking), while also reconfiguring existing highways to promote public transit, carpooling, and other alternatives to driving alone. The eight policy areas addressed in the 2050 RTP/SCS—urban form, transportation, housing, healthy environment, economic prosperity, public facilities, our borders, and social equity—have been integrated into the Regional Plan.

The Regional Plan describes the transportation issues in the region and identifies and quantifies regional needs with both short- and long-term planning horizons. The transportation decisions detailed in the Regional Plan serve the overarching goal to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all. The Policy Element in Chapter 1 of the Regional Plan describes the transportation issues in the region; identifies and quantifies regional needs expressed within both short and long-range planning horizons; and maintains internal consistency with the Financial Element and fund estimates. The SCS identifies general location of uses, residential densities, and building intensities within the region; identifies existing and projected housing supplies and needs; identifies a transportation network to serve the transportation needs of the region; sets forth a forecasted development pattern for the region; and identifies transportation measures and policies that would make the San Diego region more environmentally stable, including measures to reduce greenhouse gas (GHG) emissions to meet GHG reduction targets approved by the California Air Resources Board. The Regional Plan summarizes costs to operate and maintain the current transportation system, as well as the costs and revenues to implement the short- and long-term projects and strategies that address regional transportation issues and needs.

Specific policy objectives that are applicable to the Revised Project include:

- **Regional Economic Prosperity:** Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages. Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.

- **Environmental Stewardship:** Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.
- **Mobility Choices:** Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play. Take advantage of new technologies to make the transportation system more efficient and accessible.
- **Partnerships/Collaboration:** Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the megaregion and national network, works for everyone, and fosters a high quality of life for all. As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.
- **Healthy and Complete Communities:** Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.

### San Ysidro Community Plan and Local Coastal Program Land Use Plan

The SYCP was comprehensively updated in 2015 to reflect current conditions and the long-term vision for the San Ysidro community. The SYCP establishes land use designations and policies to guide future development consistent with the City's General Plan. The SYCP is intended to implement the General Plan policies through the provision of community-specific recommendations that implement citywide goals and policies, address community needs, and guide zoning. The SYCP contains eight elements: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services & Safety; Recreation; Conservation; and Historic Preservation. Each of these elements identifies a series of goals and policies intended to guide future development within the San Ysidro community.

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

- A grand gateway linking Mexico to the United States and the City of San Diego
- An intermodal transit facility at the border
  - Policy 2.6.1: Encourage redevelopment of the Port of Entry commercial and transit area to create a cohesive and iconic International Gateway.
  - Policy 2.6.3: Develop the area immediately adjacent to the border as an International Gateway that creates a rich, symbolic image of entry into San Ysidro, San Diego, and the United States.

**The Mobility Element** is intended to improve mobility throughout the community through the development of a balanced multi-modal transportation network, and sets forth goals and policies relating to walkable communities, transit first, street and freeway systems, Intelligent Transportation Systems (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, and passenger and freight rail. Section 3.9, Land Port of Entry, of the Mobility Element notes that it is

vital to ensure sufficient mobility both to and from the border, especially for those users who rely on transit. Relevant goals and policies include:

- Pedestrian-friendly facilities throughout the community with emphasis on the San Ysidro Historic Village and Border Village areas in order to minimize or reduce pedestrian/vehicular conflicts.
  - Policy 3.9.1: Coordinate with the GSA to reduce crossing times and incorporate mobility improvements that will enhance multi-modal mobility throughout the Port of Entry, while maintaining safety and security.
  - Policy 3.9.2: Improve the environment surrounding bus, trolley, and jitney stops through installation of curb extensions, shelters, additional seating, lighting, and landscaping, where appropriate.
  - Policy 3.9.3: Coordinate with SANDAG to implement transit infrastructure and service enhancements for San Ysidro included in the Regional Transportation Plan, including the construction of a new ITC at the Border and the Virginia Avenue Intermodal Center.
  - Policy 3.9.4: Support the implementation of a street car or people mover system along East San Ysidro Boulevard to accommodate redevelopment activity by connecting the ITC at the border and Virginia Avenue Intermodal Center with the San Ysidro Historic Village.
  - Policy 3.9.5: Implement adaptive traffic coordination systems and freeway traveler information signs to reduce traffic congestion along West and East San Ysidro Boulevard, Dairy Mart Road, and Camino de la Plaza to accommodate ever-changing border crossing traffic demand on local streets (also see Policies 3.4.6 and 3.7.3).
  - Policy 3.9.6: Support the reconfiguration of East San Ysidro Boulevard to improve pedestrian and bicycle connectivity between the Port of Entry and the rest of the community.

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

- San Ysidro's operation as a grand gateway, linking Mexico to the United States and the City of San Diego Public walkways, alleys, public space, and pedestrian bridges that link San Ysidro neighborhoods
- Convenient and well-located public gathering spaces
- Access to a range of transit opportunities, public space, public and government services, and visitor serving commercial uses within the Port of Entry District

- Opportunities for a range of commercial uses to attract tourists and shoppers from the region at large within the Border Village, San Ysidro Commercial, and the Port of Entry Districts
  - Policy 4.4.15: Develop public spaces and an urban design framework to support tourism at the International Gateway.
  - Policy 4.4.16: Create a sense of entry into the community through gateways, plazas, signage, unique street furnishings, landscaping, and cultural art at major entry points.
  - Policy 4.4.17: Design international gateway development to be visible and accessible from the freeway.
  - Policy 4.4.18: Incentivize distinctive and innovative project designs that incorporate Latino Urbanism and promote high quality, creative design solutions.
  - Policy 4.4.19: Promote outdoor activity with sidewalk cafes, public outdoor spaces and open areas, and pedestrian-oriented shopping plazas.
  - Policy 4.4.20: Establish wayfinding and streetscape design solutions that direct tourist traffic to the tourist-serving commercial areas.
  - Policy 4.4.21: Integrate plaza space at the border entry, and a promenade with enhanced landscaping and pedestrian amenities, to draw visitors from the International Gateway into the Border Village.

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

- The appropriate improvement, renovation, and redevelopment of existing older and obsolete properties, along with new infill development, to better attract new uses and enhance community character
- Opportunities provided by the world’s busiest land border crossing and San Ysidro’s central location in the San Diego – Tijuana region, including an ITC
  - Policy 5.5.2: Encourage creation of a bi-national incubator located in the Port of Entry District that would facilitate the creation of new small businesses by San Diego and Tijuana residents focused on cross-border trade.

**The Conservation Element** contains policies on how to meet the City’s sustainable development goals in areas that have been identified as suitable for development. Water is identified as a critical issue, as well as the need for urban runoff management techniques. The Conservation Element is responsive to state legislation calling for GHG emission reductions and also addresses open space and habitat protection. Relevant goals and policies include:

- A healthy and sustainable community at the border
- Application of the highest possible standards for environmentally sensitive design and sustainable development practices
  - Policy 8.1.1: Implement applicable General Plan sustainable development and resource management goals and policies, as discussed in its Conservation Element and the Urban Design Element.
  - Policy 8.3.1: Encourage enforcement of air quality regulations by the San Diego County Air Pollution Control District (APCD).
  - Policy 8.3.3: Support the monitoring of particulate pollution at the Port of Entry, and pursue methods of reducing emissions, while accommodating the expansion of the Port of Entry activities.
  - Policy 8.7.1: Manage stormwater using Low Impact Development principles for development proposals, and include the most current restrictions/allowances for sustainable development and environmental maintenance.

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

- Recognize, preserve, and rehabilitate historically significant buildings, districts, landscaped areas, archaeological sites, and urban environment
  - Policy 9.1.1: Conduct subsurface investigations at the project level to identify potentially significant archaeological resources.
  - Policy 9.1.2: Protect and preserve significant archaeological resources. Refer significant sites to the Historical Resources Board for designation.
  - Policy 9.1.3: Ensure adequate data recovery and mitigation for adverse impacts to archaeological and Native American sites at the project level. In order to determine ethnic or cultural significance of archaeological sites or landscapes to the Native American community, meaningful consultation is necessary.
  - Policy 9.1.4: Include measures during new construction to monitor and recover buried deposits from the historic period and address significant research questions related to prehistory.
  - Policy 9.1.5: Identify, designate, preserve, and restore historic buildings in San Ysidro and encourage their adaptive reuse.
  - Policy 9.1.6: Catalogue and preserve historic street lighting and furniture. Maintain and preserve other non-structural features of the historic and cultural landscape, such as sidewalk scoring and coloring, sidewalk stamps, and landscaping, to the extent possible.



- Policy 9.1.7: Encourage the reuse of materials and the adaptation of historically significant structures to help sustain the community character.
- Policy 9.1.8: Preserve notable landmarks and areas of historic, architectural, or aesthetic value, to the extent possible.
- Policy 9.1.9: Promote the preservation of buildings and features that provide continuity with the past.

#### 4.1.2.2 Affected Environment

The Socioeconomic Study Area evaluated for land use and community issues encompasses SYCP Area, which is depicted in Figure 4.1-1. Refer to Section 4.1.1.1 for additional information regarding the land use setting, existing land uses, and development trends within the SYCP Area.

#### 4.1.2.3 Environmental Consequences

##### Action Alternatives

The Action Alternatives would occur in the same location with similar footprints, and both would involve demolition or renovation of existing buildings within the Additional Land Area, in addition to the improvements originally proposed as part of the Approved Project analyzed in the 2009 Final EIS, 2014 Final SEIS, and 2015 Revision. The Socioeconomic Study Area is the same under both Action Alternatives, which are governed by the same land use plans. Therefore, potential impacts related to land use plan consistency would be the same under both Action Alternatives. The analysis below applies equally to both Action Alternatives.

The 2009 Final EIS and 2014 Final SEIS (and their respective RODs) determined that the Approved Project would be consistent with SANDAG's RCP and 2050 RTP/SCS; and the City's General Plan, SYCP, Bicycle Master Plan Update, and MSCP. The Revised Project is similar in most respects to the Approved Project, and is therefore consistent with the General Plan, Bicycle Master Plan Update, and MSCP. As noted in Section 4.2, however, SANDAG adopted San Diego Forward: The Regional Plan in 2015, superseding the RCP and 2050 RTP/SCS (SANDAG 2011). Additionally, an updated SYCP was prepared by the City and adopted in 2016. This section analyzes the consistency of the Action Alternatives with the Regional Plan and SYCP.

##### Consistency with San Diego Forward: The Regional Plan

To accommodate the dynamic border transportation system, the Regional Plan includes transit and roadway improvements and a transit center project to improve land border crossing infrastructure. Both the Revenue Constrained and Unconstrained Projects lists presented in Appendix A of the Regional Plan include construction of the SYITC on the east side of the LPOE, and improvements to the Blue Line Trolley, BRT, and Rapid Bus service to the LPOE, all of which would be served by the proposed Action Alternative improvements. Appendix U14 of the Regional Plan specifically addresses the region's borders and provides a description of the improvements proposed and in progress at the San Ysidro LPOE; both the Approved Project and the Revised Project are consistent with this description.

Consistent with key policy objectives of the Regional Plan, the Action Alternatives would improve the convenience and safety of the transportation system, playing a role in raising the region's standard of

living. In addition to the improvements proposed as part of the Approved Project analyzed in the 2009 Final EIS, 2014 Final SEIS, and 2015 Revision, the Action Alternatives would expand the pedestrian plaza on the east side of the reconfigured LPOE proposed for Phase 3. This plaza would provide an enhanced connection between the pedestrian crossing (both northbound and southbound facilities) and the SYITC, as well as the east-west pedestrian bridge that spans the LPOE and provides access to the west side of the LPOE. The Action Alternatives further the Regional Plan objectives of providing safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play; and designing a transportation system that connects to the megaregion and national network, works for everyone, and fosters a high quality of life for all. The expansion of the pedestrian plaza and other improvements associated with the Approved Project promote the objective to connect communities through a variety of transportation choices that promote healthy lifestyles, including walking. Therefore, the Action Alternatives would be consistent with the Regional Plan.

#### Consistency with the San Ysidro Community Plan

In the SYCP, the San Ysidro LPOE is designated as the “International Gateway,” which is envisioned as a cohesive and iconic grand entrance to the U.S. The Action Alternatives would renovate, expand, and modernize the existing LPOE to improve its functioning, appearance, security, and safety. The future pedestrian connection between Mexico and the U.S. would connect with additional pedestrian linkages within the area, as well as public spaces and destinations that service local and international travelers. The Action Alternatives would integrate improved pedestrian crossing facilities and an expanded pedestrian plaza at the border entry, which would provide mobility improvements both to and from the border, especially for those users who rely on transit. The Action Alternatives would, therefore, be consistent with the goals and policies of the SYCP.

The Action Alternatives also would not preclude actions by other entities such as private commercial enterprises to take advantage of the economic opportunity that the LPOE represents (i.e., a conduit for large volumes of potential consumers). The commercial uses located within the two buildings that would be either demolished (Alternative 1) or renovated and adaptively reused (Alternative 2) would be relocated/compensated, in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and Title 49 CFR, Part 24.

In addition, the Action Alternatives would be consistent with SYCP land use designations. The Additional Land Area is designated and zoned for commercial uses (refer to Figure 4.1-2). The expanded pedestrian plaza would be compatible with the underlying commercial land use designation/zones.

#### Conclusion

Based on the analysis above, the Action Alternatives would not result in adverse impacts related to plan and policy consistency.

#### No Action Alternative

Under the No Action Alternative, the Approved Project would be implemented without the demolition of the Milo Building. As mentioned above, the 2009 Final EIS and 2014 Final SEIS (and their respective RODs) determined that the Approved Project would be consistent with SANDAG’s RCP and 2050 RTP/SCS; and the City’s General Plan, SYCP, Bicycle Master Plan Update, and MSCP. This section analyzes the consistency of the No Action Alternative with the Regional Plan and SYCP.

### Consistency with San Diego Forward: The Regional Plan

As noted for the Action Alternatives, the No Action Alternative would be consistent with key policy objectives of the Regional Plan regarding maximizing productivity, reducing costs and travel time, and improving the reliability and safety of the transportation system. It may not facilitate transit use to the same degree as the Action Alternatives since there would be a reduced footprint for the pedestrian plaza, but would still be consistent with the general policies of the Regional Plan.

### Consistency with the San Ysidro Community Plan

As noted for the Action Alternatives, the No Action Alternative would be consistent with the SYCP policies, objectives, and land use/zoning designations. The No Action Alternative occurs on land designated and zoned for commercial uses, with the exception of an approximately 0.5 acre on the eastern margin designated and zoned for industrial use. Uses at the LPOE include vehicle and pedestrian processing/inspection areas, office space, parking, roadways, and a central plant, all of which would be compatible uses with the underlying commercial and industrial land use designation/zones of adopted local land use plans. The pedestrian plaza, while reduced in size if the Milo Building is not demolished (under the No Action Alternative), would be consistent with the intent of the SYCP in providing pedestrian-friendly facilities and ensuring sufficient mobility to and from the border.

### Conclusion

Based on the analysis above, the No Action Alternative would not result in adverse impacts related to plan and policy consistency.

#### 4.1.2.4 Avoidance, Minimization, and/or Mitigation Measures

##### Action Alternatives and the No Action Alternative

Because the Action Alternatives and the No Action Alternative would be consistent with relevant land use plans, no avoidance, minimization, and/or mitigation measures are required.

#### 4.1.3 Parks and Recreational Facilities

##### 4.1.3.1 Regulatory Setting

Park and recreational facilities within the SYCP Area are governed by the SYCP Recreation Element. The Recreation Element is intended to assure that the recreational needs of the community are met. It establishes goals and policies for population-based parks, resource-based parks, recreation facilities, and open space within the community, as well as goals to promote accessibility to recreation facilities. The SYCP Recreation Element identifies opportunities for development of additional population-based parks and recreational facilities throughout the community, including two new and one expanded neighborhood park, and 23 mini/ pocket parks and plazas ranging in size from 0.1 to 2.65 acres. The SYCP identifies an additional 32.29 acres of population-based parks land and park equivalency sites (e.g., joint use schools and non-traditional linear parks) that may be developed within San Ysidro.

### 4.1.3.2 Affected Environment

As noted in the 2009 Final EIS and 2014 Final SEIS, five neighborhood parks and two community parks are located within the SYCP Area. The nearest to the Revised Project footprint, at approximately 0.5 mile distance, is the Cesar Chavez Community Center and Larsen Field, followed by the Coral Gate Park, a community park approximately one mile to the west. Other neighborhood parks in the area are located northeast of I-5 and include the Col. Irving J. Salomon Community Center located on Diza Road, the Vista Terrace Park on Athey Avenue, and Howard Lane Park on Plantel Way. The San Ysidro Recreation Center is a linear community park between East and West Park Avenues. This park and community center include recreational facilities, a senior center, and the public library. Beyer Park, located at the east end of Beyer Boulevard approximately 0.8 mile north of the Revised Project footprint, was listed as undeveloped in the 2009 Final EIS and 2014 Final SEIS but is now under construction. Beyer Park would be an approximately eight-acre neighborhood park that would include ball fields, a children's playground, picnic areas, restrooms, a dog park, a skate park, and trails. No other substantial changes to existing park facilities have occurred since preparation of the 2009 Final EIS and 2014 Final SEIS.

Only one existing park/recreational facility is located within 0.5-mile of the Revised Project footprint: Cesar Chavez Community Center and Larsen Field, located approximately 0.5-mile northwest of the Revised Project footprint and 0.9-mile northwest of the Additional Land Area. The Cesar Chavez Community Center and Larsen Field is an approximately 17-acre community park with a recreation center, multipurpose fields, children's play areas, and picnic areas. One additional park is proposed to be located within 0.5 mile of the Revised Project footprint: Camino De La Plaza Pocket Park, located south of the Cesar Chavez Community Center and Larsen Field at the southeast corner of Camino De La Plaza and Sipes Lane, approximately 0.5 mile west of the Revised Project footprint and 0.9-mile west of the Additional Land Area. Amenities are proposed to include a plaza, multipurpose turf areas, children's play area, picnic facilities, seating, and landscaping.

### 4.1.3.3 Environmental Consequences

#### Action Alternatives

The Action Alternatives would occur in the same location with similar footprints, and both would incorporate the Additional Land Area into the pedestrian plaza on the east side of the LPOE. The Revised Project footprint does not contain any public parks or recreational facilities. Therefore, potential impacts related to parks and recreational facilities would be the same under both Action Alternatives. The analysis below applies equally to both Action Alternatives.

The 2009 Final EIS and 2014 Final SEIS (and their respective RODs) determined that the Approved Project would not impact any public parks or recreational facilities in the vicinity of the LPOE. The Action Alternatives would occur within a similar footprint to that of the Approved Project (with the addition of a 0.24-acre commercially developed parcel), and like the Approved Project, would not impact any public parks or recreational facilities in the Socioeconomic Study Area.

#### No Action Alternative

Under the No Action Alternative, the Approved Project would be implemented without the demolition of the Milo Building. The 2009 Final EIS and 2014 Final SEIS (and their respective RODs) determined that the Approved Project would not impact any public parks or recreational facilities, since none are located

in the vicinity of the LPOE. Retaining the Milo Building and reducing the overall expansion of the pedestrian plaza also would not affect any existing or proposed recreational facilities. Accordingly, no impacts would occur to public parks and recreational facilities as a result of the No Action Alternative.

#### 4.1.3.4 Avoidance, Minimization, and/or Mitigation Measures

##### Action Alternatives and the No Action Alternative

Because the Action Alternatives and the No Action Alternative would not adversely affect parks or recreational facilities, no avoidance, minimization, and/or mitigation measures are required.

#### 4.1.4 Community Cohesion and Community Character

##### 4.1.4.1 Regulatory Setting

NEPA established that the U.S. Government use all practicable means to ensure for all Americans safe, healthful, productive, and aesthetically and culturally pleasing surroundings [42 U.S.C. 4331(b)(2)]. In its implementation of NEPA, GSA directs that final decisions regarding projects are to be made in the best overall public interest. This requires taking into account adverse environmental impacts, such as destruction or disruption of human-made resources, community cohesion, and the availability of public facilities and services.

##### 4.1.4.2 Affected Environment

The Supplemental Community Impact Assessment (SCIA) prepared for the Approved Project evaluated the community facilities and social and economic conditions for the Approved Project footprint and the larger Socioeconomic Study Area (defined as the SYCP Area, shown on Figure 4.1-1) (*Supplemental Community Impact Assessment for the San Ysidro Land Port of Entry Improvements Project*, June 2013). The analysis presented in this subchapter is based on the SCIA, along with other applicable data obtained through a desktop constraints analysis of the Socioeconomic Study Area conducted using Google Earth® and ArcGIS® with overlays of the Revised Project footprint, as well as SANDAG demographics data, U.S. Census data, on-line property records, San Diego County Assessor's maps, available land use plans, and other sources of published information.

While the San Ysidro LPOE would serve the larger bi-national region, the community of San Ysidro would experience the most direct and immediate effects of the Revised Project. As in the case of the 2009 Final EIS and 2014 Final SEIS, this SEIS uses demographic statistics and regional growth forecasts prepared by SANDAG to analyze potential community impacts. 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 data are available at the regional, subregional, community, and census-tract levels.

The SANDAG demographic statistics used in the 2009 Final EIS were 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. At the time the 2014 Final SEIS and SCIA were prepared, the 2010 Census-based data were available for overall population levels and forecasts, gender breakdowns, race/ethnicity breakdowns, age distributions, housing unit types and housing vacancy rates; other data, such as employment and education categories, were not available from the 2010 Census at the census-tract or community planning area level. The SANDAG demographic statistics used

in this SEIS are based on the 2016 estimates, as well as 2010 Census-based data for employment. Growth forecasts are based on the SANDAG Series 13 Regional Growth Forecast. For comparative purposes, data are presented for the SYCP Area, as well as for San Diego County as a whole, and for the South Bay Subregional Area (SRA), which includes the City of Imperial Beach, the City (including the communities of Otay Mesa-Nestor, San Ysidro, Otay Mesa, and Tijuana River Valley), and the unincorporated community of Otay Mesa.

### Community Setting

The Revised Project footprint is located in the southern portion of the U.S.-Mexico border community of San Ysidro in the City of San Diego, California. San Ysidro is located approximately 14 miles southeast of downtown San Diego and lies directly across the Mexican border from Tijuana, Baja California. The shape of the community generally follows the I-5 freeway from the San Ysidro LPOE past its merge with I-805 to encompass both freeways as they continue northward to their interchanges with State Route (SR-) 905. The LPOE, I-5 and I-805, as well as the Blue Line Trolley, are defining features of the San Ysidro community.

### Demographic Characteristics

As described in the 2009 Final EIS and 2014 Final SEIS, San Ysidro's demographic characteristics reveal that San Ysidro differs in many respects from the South Bay SRA and the greater San Diego region. In general, the SYCP Area includes a relatively large population of residents who are very young (under 20 years of age) compared to the South Bay SRA and region. The SYCP Area contains a substantially higher percentage of Hispanic population, has substantially lower median household incomes, and a higher percentage of households below the poverty level compared to residents of San Diego County overall. As noted in the SYCP, along with a young and largely Hispanic population, San Ysidro is home to large families and often multiple generations under one roof. Even though San Ysidro has a high proportion of families, there is a relatively low rate of home ownership (City 2016a).

Table 4.1-2, *2016 SYCP Area, South Bay SRA, and San Diego County Population and Housing Characteristics*, presents an update of the 2009 Final EIS and 2014 Final SEIS demographic profile of the SYCP Area, with data for the South Bay SRA and the San Diego County region provided for comparative purposes.

**Table 4.1-2  
2016 SYCP AREA, SOUTH BAY SRA, AND SAN DIEGO COUNTY  
POPULATION AND HOUSING CHARACTERISTICS**

Characteristic	SYCP Area	South Bay SRA	San Diego County
<b>2016 Population Estimate (SANDAG)</b>	27,513	136,597	3,288,612
<b>Gender (2016 SANDAG)</b>			
Male	47.7%	50.3%	50.3%
Female	52.3%	49.7%	49.7%
<b>Age Distribution (2016 SANDAG)</b>			
Under 10 years	13.8%	13.5%	12.6%
10 to 19	16.7%	14.6%	12.3%
20 to 29	17.6%	17.3%	16.7%
30 to 39	12.9%	14.1%	14.4%
40 to 49	12.3%	12.8%	12.7%
50 to 59	12.3%	12.2%	12.8%
60 to 69	7.3%	8.3%	9.7%
70 to 79	4.2%	4.5%	5.2%
80+	2.8%	2.8%	3.5%
<b>Median Age (2016 SANDAG)</b>	31.4	33.1	35.5
<b>Median Household Income-Inflation Adjusted (2016 SANDAG)</b>	\$32,780	\$46,613	\$63,403
<b>Estimates of Families Below Poverty Level (2016 SANDAG)</b>			
Households with Income Less than \$15,000	20%	14%	11%
Households with Income Less than \$30,000	46%	31%	24%
<b>Population by Race &amp; Ethnicity (2016 SANDAG)</b>			
Non-Hispanic	14.9%	36.2%	66.6%
American Indian and Alaska Native	0.1%	0.3%	0.4%
Asian & Pacific Islander	3.1%	9.4%	11.9%
Black or African American	5.1%	5.9%	4.8%
White	5.8%	18.3%	46.3%
Other or Multiple Race	0.9%	2.3%	3.2%
Hispanic	85.1%	63.8%	33.4%
<b>2016 Total Housing Units (2016 SANDAG)</b>			
Total Occupied Units	7,379	38,301	1,126,029
<b>Housing Unit Type</b>			
Single Family Residence (detached)	26.9%	41.8%	47.2%
Attached Units	66.3%	51.3%	49.2%
Mobile Homes and Other	6.7%	6.9%	3.6%
<b>Persons per Household</b>	3.72	3.43	2.83
<b>Housing Vacancy Rate</b>	1.8%	3.7%	5.0%
<b>Total Employment (2010 SANDAG)*</b>	60%	60%	66%

Source: SANDAG's Data Warehouse, accessed June 7, 2018.

\*Only 2010 data available; percent of population age 16 and older in labor force.

## Growth Dynamics

Table 4.1-3, *Growth Forecasts for Population, Housing, and Employment*, presents updated SANDAG forecasts (relative to the 2009 Final EIS and 2014 Final SEIS) for population, housing units, and employment to 2050. The SYCP Area is expected to experience slower growth during the forecast period than the South Bay SRA and San Diego County, because the SYCP Area is largely built out. The total number of residents in the SYCP Area was forecast by SANDAG to grow by 26 percent, from 28,336 in 2012 to 35,828 in 2050. This is significantly slower than the expected growth for the South Bay SRA (56 percent) and slightly slower than for the County (29 percent).

The total number of housing units in the SYCP Area was forecast by SANDAG to grow 29 percent between 2012 and 2050. This is comparable to the growth rate for the housing inventory for the County (28 percent) and less than two-thirds the growth rate for the South Bay SRA (49 percent).

The total employment in the SYCP Area was forecast by SANDAG to grow 34 percent by 2050. This rate of employment growth is comparable to the County average (32 percent), but substantially less than the strong growth in employment expected for the South Bay SRA (108 percent).

**Table 4.1-3  
GROWTH FORECASTS FOR POPULATION, HOUSING, AND EMPLOYMENT**

Geographic Area/ Economic Forecast Category	2012	2020	2035	2050	2012-2050	
					Number	Percent Change
<b>SYCP Area</b>						
Total Population	28,336	29,046	33,010	35,828	7,492	26%
Total Housing Units	7,410	7,486	8,506	9,338	1,928	29%
Total Employment	7,269	8,231	9,086	9,706	2,437	34%
<b>South Bay SRA</b>						
Total Population	135,592	157,775	202,079	211,900	76,308	56%
Total Housing Units	38,866	42,631	54,626	57,985	19,119	49%
Total Employment	33,803	42,333	51,128	70,275	36,472	108%
<b>San Diego County</b>						
Total Population	3,143,429	3,435,713	3,853,698	4,068,759	925,330	29%
Total Housing Units	1,165,818	1,249,684	1,394,783	1,491,935	326,117	28%
Total Employment	1,450,913	1,624,124	1,769,938	1,911,405	460,492	32%

Source: SANDAG's Data Warehouse, accessed June 7, 2018.

## Local Schools and Parks

The 2009 Final EIS and 2014 Final SEIS identified six public elementary schools and one public middle school in the SYCP Area as well as one private K-8 school and one private K-12 school. Willow Elementary School (which is public) is the only school located south of I-5, and is closest to the Revised Project footprint at a distance of approximately 0.4 miles (approximately 0.7-mile northwest of the Additional Land Area). Other public schools include Sunset Elementary School located at 3825 Sunset Lane, Smythe Elementary School located at 1880 Smythe Avenue, Nicoloff Elementary School located at 1777 Howard Avenue, La Mirada Elementary School located at 222 Avenida de la Madrid, and San Ysidro Middle School located at 4345 Otay Mesa Road. Beyer Elementary School was previously located at 2312 East Beyer Boulevard, but closed in 2012 and has since been demolished. Private schools include



Our Lady of Mt. Carmel located at 4141 Bayer Boulevard (K-8) and New Life Christian Academy located at 3747 Sunset Lane (K-12).

There are five additional public schools that serve the SYCP area (but are located outside of the SYCP area). As noted in Section 4.1.3, five neighborhood parks and two community parks are located within the SYCP Area. One new park is currently under construction, and a number of neighborhood, mini, and pocket parks have been identified for development in the SYCP.

### Community Cohesion

San Ysidro is an international crossroads that hosts North America's busiest border crossing. As a result, this community exhibits strong ties to Mexico and many of the community's commercial uses are oriented toward tourists and other cross-border travelers. Just as important to both border transport and community dynamics is the configuration of the transportation corridors. I-5 traverses northwest-southeast and I-805 traverses north-south through San Ysidro; and the two freeways merge in the central portion of the community, north of the LPOE. South of the junction, I-5 directs freeway traffic straight to the LPOE. The freeways, together with the northwest-southeast trolley corridor, expedite travel to and from the border crossing, but in doing so create a physical partition of the SYCP Area. These physical divisions have translated into a social division of the community, since few bridges over or under the freeways and trolley line connect the distinct portions of the community. As noted in the SYCP, the transportation corridors create divisions that limit pedestrian activity, and bar social, visual, and physical connections, all of which contribute to a divided community (City 2016a).

### Economic Character and Fiscal Setting

#### Regional Economy

At the time of publication of the 2009 Final EIS and 2014 Final SEIS, the San Diego region, along with the nation, continued to experience all the features of a recession and a slow recovery. 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 estate 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.

A recovering construction industry and an improving job market have helped drive optimism about San Diego's economy since the recession in 2008/2009. The San Diego County Index of Leading Economic Indicators, published by the University of San Diego (USD) Burnham-Moores Center for Real Estate, has risen slowly and steadily since early 2009; in March 2018 (the latest data available) it reached an all-time high and its highest level since March 2009 (USD 2018). Measures of help-wanted advertising, initial claims for unemployment insurance, the outlook for the national economy, building permits, and consumer confidence have all been positive in recent economic reports on the regional economy (San Diego Union Tribune 2018). Positive expectations about hiring, revenue, hours offered to workers, and business conditions for the region have continued the trend of optimism toward the local economy (Times of San Diego 2018).

The median household income in the San Diego region in for the 2012-2016 period was \$66,529, slightly higher than the California median of \$63,783 and about \$11,000 higher than the U.S. median income of \$55,322 (U.S. Census Bureau 2018). San Diego County unemployment, which rose precipitously starting in 2008 and reached a high of 10.9 percent in July 2011, continues to decline (U.S. Bureau of Labor Statistics 2018). The region's unemployment rate was 2.9 percent in April 2018, one percentage point lower than April 2017 and just above the lowest unemployment rate on record dating back to December 1999 (2.6 percent). San Diego's unemployment rate remains below both the state and national rates of 3.8 percent and 3.7 percent, respectively (San Diego Regional Economic Development Corporation 2018).

#### Local Retail Business Community

San Ysidro's economy is driven by local, regional, and binational influences. Local commercial establishments include neighborhood and visitor serving bodegas and services, fast food establishments, gas stations, insurance, money exchange (i.e., Casas de Cambio), banks, small-scale wholesale retail businesses, and international brand outlet stores. As discussed in the 2009 Final EIS and 2014 Final SEIS, the four shopping centers/retail outlets at the southernmost commercial zones of San Ysidro and Mexico border closest to the Revised Project footprint include the Las Americas Premium Outlets (also known as Plaza de Las Americas), the San Diego Factory Outlet Center (also known as San Ysidro Village), the Border Village Shopping Center, and the McDonald's Trolley Station shopping center. Since preparation of those reports, the Las Americas Premium Outlets have been expanded to include the Outlets at the Border and Plaza at the Border to the southeast and west of the existing shopping center, respectively; these properties were formerly vacant. In addition to these four shopping centers, numerous individual stores are located along Camino de la Plaza, East San Ysidro Boulevard, East Beyer Boulevard, and West San Ysidro Boulevard. Businesses along these streets include paid parking lots, restaurants, motels, and Mexican insurance and currency exchange establishments. No substantial change to this general pattern of local business activities has occurred since the 2009 Final EIS and 2014 Final SEIS.

#### 4.1.4.3 Environmental Consequences

Impacts to community character and 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. Features of community character may include circulation/access, parking, property values, and employment opportunities. The Revised Project would represent impacts to a community if it presents either a physical or psychological barrier to activity or uses of the community.

#### Action Alternatives

The Action Alternatives would occur in the same locations with similar footprints and within the same community. Neither Action Alternative would create additional barriers or increase physical division of

the SYCP Area. Potential impacts related to community character and cohesion would be the same under both Action Alternatives. The analysis below applies equally to both Action Alternatives.

### Community Cohesion

As noted in the 2009 Final EIS and 2014 Final SEIS, the area surrounding the San Ysidro LPOE currently experiences a moderate lack of community cohesion due to existing community divisions caused by the presence of the I-5 and I-805 freeways, the trolley line, and the existing border facilities. There are no residents in the immediate vicinity of the Revised Project footprint, and the Revised Project (including development associated with implementation of the Approved Project) would not create a new facility, but rather would renovate and expand the existing LPOE. As noted above, the Additional Land Area is currently developed with two existing commercial buildings, the International Building and Mercado Internacional 88 Building, which are north of and connected to the Milo Building that would be demolished as part of the Approved Project. These buildings are located southeast of the terminus of the Blue Line Trolley, which is located adjacent to the SYITC. Removal or renovation of these buildings in order to expand the proposed pedestrian plaza would not divide the established community beyond the existing condition or impair SYCP Area residents' feelings of social or cultural affiliation with the community.

The Action Alternatives, including activities proposed as part of the Approved Project, provide two bi-directional pedestrian crossings (one on each side of I-5), thus eliminating the need to traverse the freeway to cross the border. The east-west pedestrian bridge constructed as part of Phase 1 of the Approved Project restores some connectivity between the divided eastern and western sides of the community near its southern boundary because it provides an improved linkage over the freeway. The new pedestrian bridge is Architectural Barriers Act Accessibility Standards (ABAAS)-compliant and connects directly to Camino de la Plaza, the SYITC, the modified Camiones Way, and Virginia Avenue. The Action Alternatives and expanded pedestrian plaza would provide improved access for both sides of the San Ysidro and Tijuana communities, as well as improved connections to transit on both the east side (SYITC) and west side (Virginia Avenue Transit Facility). The pedestrian plaza on the east side of the reconfigured LPOE would provide a direct connection between the new southbound pedestrian processing facility and pedestrian bridge and the SYITC at the terminus of East San Ysidro Boulevard. This improved mobility would increase both internal community cohesion and cross-border community cohesion, facilitating social and business connections between the residents of San Ysidro and Tijuana.

### Access

The Action Alternatives are not expected to have an adverse impact on public access to educational or religious institutions, or recreational facilities, since none are located in the immediate vicinity of the Revised Project footprint. After the construction period, the Action Alternatives would improve pedestrian and bicycle access to public transit serving the San Ysidro community, the border area, the San Diego region, and beyond.

Throughout the construction period, access to businesses would be maintained. Impacts to traffic flow and business access within the vicinity of the Revised Project footprint, including the Additional Land Area, would be avoided or minimized during the construction period. Limited hours of construction activity along with best management practices would be followed to reduce the likelihood that commercial customers, residents, and recreational and other users would be discouraged by construction activities and related traffic congestion. Best management practices would include a Traffic Management Plan (TMP) to minimize interruptions to traffic patterns, and to avoid related safety

hazards during construction. The residents and businesses of the local community could experience some temporary noise and traffic circulation restrictions during construction, but the Action Alternatives would not result in substantial adverse impacts to community access.

#### Parking

No parking is available or would be displaced within the 0.24-acre Additional Land Area analyzed for the Action Alternatives. The Action Alternatives would not result in substantial parking impacts.

#### Property Values

As discussed in the 2009 Final EIS and 2014 Final SEIS, 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, or visual effects expected to occur during the construction period. These temporary effects would be minimized by implementation of construction best management practices and the TMP.

The Action Alternatives would generate positive marginal economic benefits derived from improved regional transportation in conformance with adopted regional land use plans. The marginal economic value to the region generated by the Approved Project and the resulting decrease in border wait times were estimated in the 2009 Final EIS and 2014 Final SEIS to be as large as \$13 to \$17 billion.<sup>2</sup> The Action Alternatives would contribute to improved regional transportation performance, better accessibility, and safer, more efficient border crossing operations. Overall, the Revised Project would result in increased demand for residential and commercial properties within the local community and the greater San Diego region. 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 SYCP Area would be expected to increase at least proportionately with economic growth.

#### Employment

The International Building and Mercado International 88 Building currently contain the following businesses:

- Mercado International 88 Building (747 East San Ysidro Boulevard)
  - ABC Money Exchange
  - Mercado International 88 (grocery store)
  - Fruit Stand business
  - Columbia Wireless
- International Building (751 East San Ysidro Boulevard)
  - Sabrosisimos Restaurant
  - Intercalifornias Bus Terminal
  - Café de Olla
  - Medical Insurance business
  - Vacant suite

<sup>2</sup> SANDAG, *Economic Impacts of Wait Times at the San Diego-Baja California Border*, January 2006. The study estimated a \$2.8 billion impact from a marginal 40 minute increased wait time. This study was never intended to measure the impacts of an 8.5 hour increase in border wait time. Yet, this is the most definitive study available for evaluating the potential benefits to the San Diego economy from the Project. A more conservative, five-hour maximum wait time was used for the economic impact analysis in the 2009 Final EIS.

Acquisition of the International Building and Mercado International 88 Building as part of the Revised Project would result in approximately 30 employee displacements. Since each of the existing commercial uses within the two buildings that would be either demolished (Alternative 1) or renovated and adaptively reused (Alternative 2) would be relocated/compensated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and Title 49 CFR, Part 24, displacements of existing jobs are expected to be temporary during relocation of the businesses. Implementation of Alternative 2 could result in additional jobs upon renovation and incorporation of the existing buildings into the design of the pedestrian plaza and LPOE. Moreover, the local community may benefit to some degree from the employment opportunities that the Approved Project/Action Alternatives would generate, both within the LPOE and the San Diego region.

#### Conclusion

Overall, the Action Alternatives would not be expected to result in adverse impacts to community cohesion or community character.

#### No Action Alternative

The No Action Alternative would implement the Approved Project without demolition of the Milo Building. As described in the 2009 Final EIS and 2014 Final SEIS (and their respective RODs), the No Action Alternative would restore some connectivity between the divided eastern and western sides of the community, and would not disrupt community cohesion. While retaining the existing Milo Building and reducing the overall size of the pedestrian plaza would not provide the same degree of connectivity or mobility as the Action Alternatives, the No Action Alternative would not result in adverse impacts to community cohesion or character. The 2009 Final EIS and 2014 Final SEIS determined that the Approved Project would not result in substantial parking impacts, and although it would generate impacts to local circulation and temporary construction circulation impacts similar to those described for the Action Alternatives, it would not result in substantial adverse impacts to community access. The No Action Alternative also would not impact parking, since parking would not be disrupted with retention of the Milo Building. Although the No Action Alternative would not demolish the Milo Building or expand the pedestrian plaza to the same extent as the Action Alternatives, implementation of the other aspects of the Approved Project would still be expected to have generally positive effects on property values and employment. As indicated in the 2009 Final EIS and 2014 Final SEIS, the Approved Project would generate positive marginal economic benefits and would be expected to indirectly generate 90,000 to 130,000 new jobs within the region. Overall, the No Action Alternative would not be expected to result in substantial adverse impacts to community cohesion or community character.

#### 4.1.4.4 Avoidance, Minimization, and/or Mitigation Measures

##### Action Alternatives and the No Action Alternative

Because no substantial adverse impacts associated with community character or community cohesion would result from implementation of the Action Alternatives or the No Action Alternative, no avoidance, minimization, or mitigation measures are required.

## 4.1.5 Property Acquisitions and Relocations

### 4.1.5.1 Regulatory Setting

GSA's relocation assistance program is based on the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR, Part 24. The purpose of GSA's relocation assistance program is to ensure that persons displaced as a result of a GSA project are treated fairly, consistently, and equitably so that such persons will not suffer disproportionate negative effects as a result of projects designed for the benefit of the public as a whole. All relocation services and benefits are administered without regard to race, color, national origin, or sex in compliance with Title VI of the Civil Rights Act (42 U.S.C. 2000d, et seq.).

### 4.1.5.2 Affected Environment

As listed on the San Diego County Assessor's database, the 0.24-acre Additional Land Area (APN 667-02-024) is currently developed with the International Building and Mercado Internacional 88 Building, which are north of and connected to the Milo Building that would be demolished as part of the Approved Project.

### 4.1.5.3 Environmental Consequences

#### Action Alternatives

The Action Alternatives would occur in the same locations with similar footprints. Therefore, potential impacts related to parcel acquisitions and relocations would be the same under both Action Alternatives. The analysis below applies equally to both Action Alternatives.

#### Property Acquisitions and Relocations

The Action Alternatives encompass the 0.24-acre, commercially developed Additional Land Area. As discussed above, all existing commercial uses within the two buildings that would be either demolished (Alternative 1) or renovated and adaptively reused (Alternative 2) would be relocated/compensated in accordance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, as amended (Uniform Act) and Title 49 CFR, Part 24. No substantial impacts from parcel acquisitions or relocation of residents of the community would result from the Action Alternatives.

#### Property Tax Impacts

The 2009 Final EIS and 2014 Final SEIS determined that property tax revenue would be reduced by GSA's full or partial acquisitions, which would become government-owned parcels and would not be subject to property tax. The total estimated annual property tax loss resulting from the acquisition of privately owned parcels analyzed in the 2009 Final EIS and 2014 Final SEIS was \$204,935 in fiscal year 2009. The resulting loss of property tax revenues was calculated to represent less than 0.01 percent of total property tax revenue within the County of San Diego, and was not considered a substantial fiscal impact for the City or the County.

The annual property tax revenue from the Additional Land Area (APN 667-02-024) proposed for acquisition as part of the Action Alternatives is estimated to be \$4,127 (County of San Diego 2018). Although property tax revenue would be reduced by the proposed parcel acquisition, it is unlikely that a

long-term net decrease in tax revenues would occur, since the businesses would be relocated either within the SYCP Area or elsewhere in the region. Relocated businesses tend to generate higher property tax revenues (based on current or newer assessed market values) than older properties with lower assessed market values. In general, the loss in tax revenue from acquisition of the Additional Land Area would not be substantial and would not generate a socioeconomic impact for the community.

Additionally, the Action Alternatives (and the No Action Alternative) would be expected to increase economic activity throughout the region over the longer term, resulting in increased property values (as discussed above, under *Property Value Impacts*). Therefore, the Action Alternatives would not result in substantial adverse impacts associated with loss of property tax revenues.

#### Sales Tax Impacts

City sales tax revenues are primarily attributed to retail land uses. The 2009 Final EIS and 2014 Final SEIS determined that some sales tax revenues could be lost, due to closure of businesses on acquired parcels. The displaced businesses that have already been acquired as part of the Approved Project have since relocated and continue to do business, however, so their sales tax revenues have not been lost. Under the Action Alternatives, disruption of eight retail businesses would occur. The loss of taxable sales from the displaced retail businesses would not be a substantial fiscal impact, and it is also likely that these sales would be redistributed to a new location for the same business or to other businesses within the community. Additionally, businesses in the Revised Project vicinity would be expected to benefit from the increased efficiency of cross-border travel, and the associated increased business demand and labor pool. Therefore, the Action Alternatives would not result in substantial adverse impacts associated with loss of sales tax revenues.

#### Conclusion

The Action Alternatives would not be expected to result in adverse impacts associated with parcel acquisitions or relocations. The parcel acquisition, land use change, and displacement of the existing retail businesses would not represent a substantial social or economic impact to the community. Sufficient resources exist within the local community for relocation, and the acquisition of APN 667-02-024 would be undertaken pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR, Part 24.

#### No Action Alternative

The No Action Alternative would implement the Approved Project, without acquisition of the Additional Land Area and incorporation of that parcel into an expanded pedestrian plaza, either by demolishing or renovating the existing buildings; the Milo Building also would not be demolished. The 2009 Final EIS and 2014 Final SEIS (and their respective RODs) determined that the Approved Project would have no substantial adverse impacts related to parcel acquisitions because all acquisitions would be undertaken pursuant to the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970 (as amended) and Title 49 CFR, Part 24. All of the parcel acquisitions for the Approved Project analyzed in the 2009 Final EIS and 2014 Final SEIS have already occurred. Therefore, the No Action Alternative would have no substantial adverse impacts associated with parcel acquisitions.

As determined in the 2009 Final EIS and 2014 Final SEIS (and their respective RODs), no residential relocations would occur as a result of the Approved Project since no residential uses are located within the Approved Project footprint. With respect to the Additional Land Area, since no residential uses are

located within the 0.24-acre commercial parcel, no impacts from relocation of residents of the community would occur.

As discussed for the Action Alternatives, the No Action Alternative (i.e., further implementation of the Approved Project without demolition of the Milo Building and expansion of the pedestrian plaza) is not anticipated to result in substantial adverse fiscal (property tax and sales tax) impacts, beyond those associated with the business displacements that have already occurred because no acquisition of property and the resulting business displacements would occur.

#### 4.1.5.4 Avoidance, Minimization, and/or Mitigation Measures

##### Action Alternatives and the No Action Alternative

Because no substantial adverse impacts associated with parcel acquisitions, residential relocations, or tax revenues would result from implementation of the Action Alternatives or the No Action Alternative, no avoidance, minimization, or mitigation measures are required.

#### 4.1.6 Environmental Justice

##### 4.1.6.1 Regulatory Setting

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 (former) 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 action 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.”

All considerations under Title VI of the Civil Rights Act of 1964 and related statutes have also been included in the project.

##### 4.1.6.2 Affected Environment

As discussed above in the demographics section, the SYCP Area continues to have a high minority population (94.2 percent, compared to 53.7 percent in the San Diego region overall). The population is also considered low-income, since 20 percent of the SYCP Area population has a household income below \$15,000 per year (compared to 11 percent in the San Diego region overall), and 46 percent has a household income below \$30,000 per year (compared to 24 percent in the San Diego region overall). The federal poverty level threshold ranges from \$12,140 to \$42,380 annually, depending on family size (U.S. Department of Health and Human Services 2018). Consequently, any substantial, adverse, unmitigated impacts of the Revised Project would be considered to fall disproportionately on a minority



and low-income population. In such a case, where there is the potential for environmental justice impacts, EO 12898 requires that extensive outreach efforts be made to the affected community.

#### 4.1.6.3 Environmental Consequences

##### Action Alternatives

The Action Alternatives would occur in the same locations with similar footprints, and within the same community. Therefore, potential environmental justice impacts would be the same under both action alternatives. The analysis below applies equally to both Action Alternatives.

The Action Alternatives would result in improved mobility and access to the community and transit facilities through expansion of the proposed pedestrian plaza, which would provide a connection between the new southbound pedestrian processing facility and pedestrian bridge and the SYITC. Additionally, the Action Alternatives would result in economic benefits to the SYCP Area population (which is a minority and low-income population) in the form of increased property values and improved pedestrian and transit access for cross-border visitors attracted to San Ysidro's retail establishments. Alternative 2 would also result in additional employment opportunities through renovation and adaptive reuse of the existing buildings. In addition to the potential community benefits, the following adverse impacts to the SYCP Area population would occur as a result of the Action Alternatives:

- Economic losses experienced by businesses due to reduced access during construction;
- Temporary construction impacts such as noise increases, air pollutant emissions, and mobility delays or detours;
- Temporary visual impacts from construction activities; and
- Brief interruptions in utility service where relocation or connections would be required.

Because these impacts would fall primarily on a minority and low-income population, EO 12898 requires that extensive outreach efforts be made to the affected community, to educate the community regarding the Action Alternatives and their potential impacts, and receive public input into the development of the Action Alternatives.

A public scoping meeting was held on November 8, 2017 to provide information on the proposed modifications to the Approved Project and an opportunity for public input on the scope of this SEIS. Community outreach efforts associated with the Approved Project have included frequent meetings of the Community Representative Committee (several times per year since 2005), as well as participation in community meetings and workshops. Because of the public outreach efforts, design changes in response to community concerns, and implementation of other avoidance, minimization and mitigation measures discussed throughout the 2009 Final EIS and 2014 Final SEIS, no adverse environmental justice impacts would be anticipated.

##### No Action Alternative

Most of the benefits and adverse effects discussed above for the Action Alternatives would also occur under the No Action Alternative (Approved Project). Because of the public outreach efforts during development of the Approved Project, design changes to the Approved Project in response to

community concerns, and implementation of other avoidance, minimization and mitigation measures discussed throughout the 2009 Final EIS and 2014 Final SEIS, no adverse environmental justice impacts would be anticipated.

#### 4.1.6.4 Avoidance, Minimization, and/or Mitigation Measures

##### Action Alternatives and the No Action Alternative

Because no substantial adverse environmental justice impacts would result from implementation of the Action Alternatives or the No Action Alternative, no avoidance, minimization, or mitigation measures are required.

#### 4.1.7 Environmental Health and Safety Risks to Children

Pursuant to EO 13045, *Protection of Children from Environmental Health Risks and Safety Risks*, Federal agencies are directed, as appropriate and consistent with the agency's mission, to make it a high priority to identify and assess environmental health risks and safety risks that may disproportionately affect children.

##### 4.1.7.1 Affected Environment

The closest school to the LPOE is Willow Elementary School at approximately 0.7 mile distance from the Additional Land Area, bordering the I-5/I-805 interchange on its western side. Similarly, the nearest residential areas are located approximately 0.7 mile away, near the corner of Camino de la Plaza and Willow Road. Other schools near the freeway alignments in the vicinity of the LPOE include San Ysidro Middle School and La Mirada Elementary School. Children at these and other nearby locations may be disproportionately affected by any health risks associated with the emissions from traffic travelling to and from the LPOE.

##### 4.1.7.2 Environmental Consequences

###### Action Alternatives

The Action Alternatives would occur in the same locations with similar footprints, and within the same community. The Additional Land Area does not contain any schools or other facilities where children congregate, nor would it reduce the distance between the Revised Project footprint and any existing schools. Therefore, potential impacts related to environmental health and safety risks to children would be the same under both action alternatives. The analysis below applies equally to both Action Alternatives.

As noted above, the closest school and residential areas to the Additional Land Area are located at a distance of approximately 0.7 mile. This is considered too far away for there to be substantial environmental health and safety risks to children from localized construction impacts. Furthermore, the San Ysidro LPOE would be fenced and under heavy security due to its Homeland Security mission, so that the likelihood of children entering the LPOE and associated facilities and encountering safety risks is low. No adverse impacts related to environmental health and safety risks to children are anticipated as a result of the Action Alternatives.

## No Action Alternative

The No Action Alternative would entail the implementation of the Approved Project, without demolition of the Milo Building. The 2009 Final EIS and 2014 Final SEIS (and their respective RODs) determined that that the Approved Project would not result in adverse impacts related to environmental health and safety risks to children, so no such impacts are anticipated as a result of the No Action Alternative. Overall, conditions related to children's health would be likely to improve with implementation of the No Action Alternative, since pollutant emissions currently associated with heavy congestion and reduced speeds on I-5 and I-805 near the border are expected to be reduced, due to shortened queues of vehicles idling as they wait to pass through the LPOE. Similarly, higher Mobile Source Air Toxics (MSAT) emissions associated with additional vehicle miles traveled due to increased capacity at the LPOE would be offset by a reduction in idling emissions.

### 4.1.7.3 Avoidance, Minimization, and/or Mitigation Measures

#### Action Alternatives and the No Action Alternative

Because no substantial adverse impacts related to environmental health and safety risks to children would result from implementation of the Action Alternatives or the No Action Alternative, no avoidance, minimization, or mitigation measures are required.

## 4.2 CULTURAL RESOURCES

This section evaluates potential environmental effects to cultural resources as a result of the Revised Project. The conclusions are based on the analysis contained in the 2009 Final EIS and 2014 Final SEIS that addressed the Approved Project, which remain applicable to the Revised Project because the Revised Project Footprint, including the Additional Land Area was included in the cultural resources study area associated with these previous investigations.

### 4.2.1 Regulatory Setting

“Cultural resources” as used in this document refers to all “built environment” resources (structures, bridges, railroads, water conveyance systems, etc.), places of traditional or cultural importance, and archaeological resources (both prehistoric and historic), regardless of significance. Under federal law, cultural resources that meet certain criteria of significance are referred to by various terms including “historic properties,” “historic sites,” and “traditional cultural properties.” Laws and regulations pertaining to the protection of cultural resources are briefly described below.

#### 4.2.1.1 National Historic Preservation Act of 1966

The National Historic Preservation Act of 1966 (NHPA), as amended, sets forth national policy and procedures regarding historic properties, defined as districts, sites, buildings, structures, and objects included in or eligible for the National Register of Historic Places (NRHP). Section 106 of the NHPA requires federal agencies to take into account the effects of their undertakings on such properties and to consult with the State Historic Preservation Officer (SHPO) and possibly the Advisory Council on Historic Preservation to determine if the historic properties are eligible for the NRHP.

#### 4.2.1.2 Archaeological and Historic Preservation Act

The purpose of the federal Archaeological and Historic Preservation Act (16 U.S.C. 470aa-mm) is to preserve significant historical and archeological data which might otherwise be irreparably lost or destroyed as a result of a number of incidents or developments, including federal construction projects. These data may include sites, buildings, objects, and antiquities of national significance. Protection of these resources may include surveys and recovery efforts when deemed appropriate.

#### 4.2.1.3 Native American Graves Protection and Repatriation Act

The federal Native American Graves Protection and Repatriation Act (25 U.S.C. 3001 et seq.) provides for ownership and control of Native American cultural items which are excavated or discovered on Federal or tribal lands after November 16, 1990. The Act prioritizes recipients of such items and defines conditions under which such items may be discovered, studied, or removed.

#### 4.2.1.4 Executive Order 11593

Executive Order 11593 was signed in 1971 to commit the Federal government to “preserving, restoring and maintaining the historic and cultural environment of the Nation.” It directs federal agencies to preserve and protect cultural resources as trustees and in such a way as to benefit current and future populations, to contribute to the preservation and protection of non-federally owned cultural resources and to nominate all eligible government properties to the NRHP.

#### 4.2.1.5 California Register of Historical Resources

Historical resources are also considered under the California Public Resources Code (PRC) Section 5024.1, which established the California Register of Historical Resources (CRHR). The CRHR includes resources listed in, or formally determined eligible for listing in, the NRHP, as well as some California State Landmarks and Points of Historical Interest.

#### 4.2.1.6 City of San Diego Historical Resources Register

Because the Revised Project is located in San Ysidro, which is within the City of San Diego, historical resources were evaluated for eligibility for the City of San Diego Historical Resources Register (City Register). Any improvement, building, sign, interior element and fixture, feature, site, place, district, area, or object may be designated as historic by the City of San Diego Historical Resources Board (HRB) if it meets eligibility criteria.

### 4.2.2 Affected Environment

The analysis and conclusions presented in this section are based on previous cultural resources studies prepared for the Approved Project, including the cultural resources report (*San Ysidro Land Port of Entry Cultural and Historical Resource Inventory and Evaluation Report*, July 2009) that was prepared for the 2009 Final EIS and the supplemental cultural resources study prepared for the Virginia Avenue Transit Facility (*Cultural Resources Supplemental Study for the San Ysidro Land Port of Entry Project*, June 2013) as part of the 2014 Final SEIS. These cultural resources studies evaluated cultural and historical resources and potential impacts to such resources resulting from the Approved Project. The analysis and conclusions of these previous cultural resources studies remain applicable to the Revised Project because the study area, or Area of Potential Effect (APE), of both studies encompasses the Revised Project Footprint, including the Additional Land Area. Applicable information from these cultural resources studies as it relates to the Revised Project is summarized in this section.

Records searches and literature reviews, archival research, field surveys, and documentation and evaluation of historical resources were conducted within the APE as part of the environmental studies completed for the EIS.

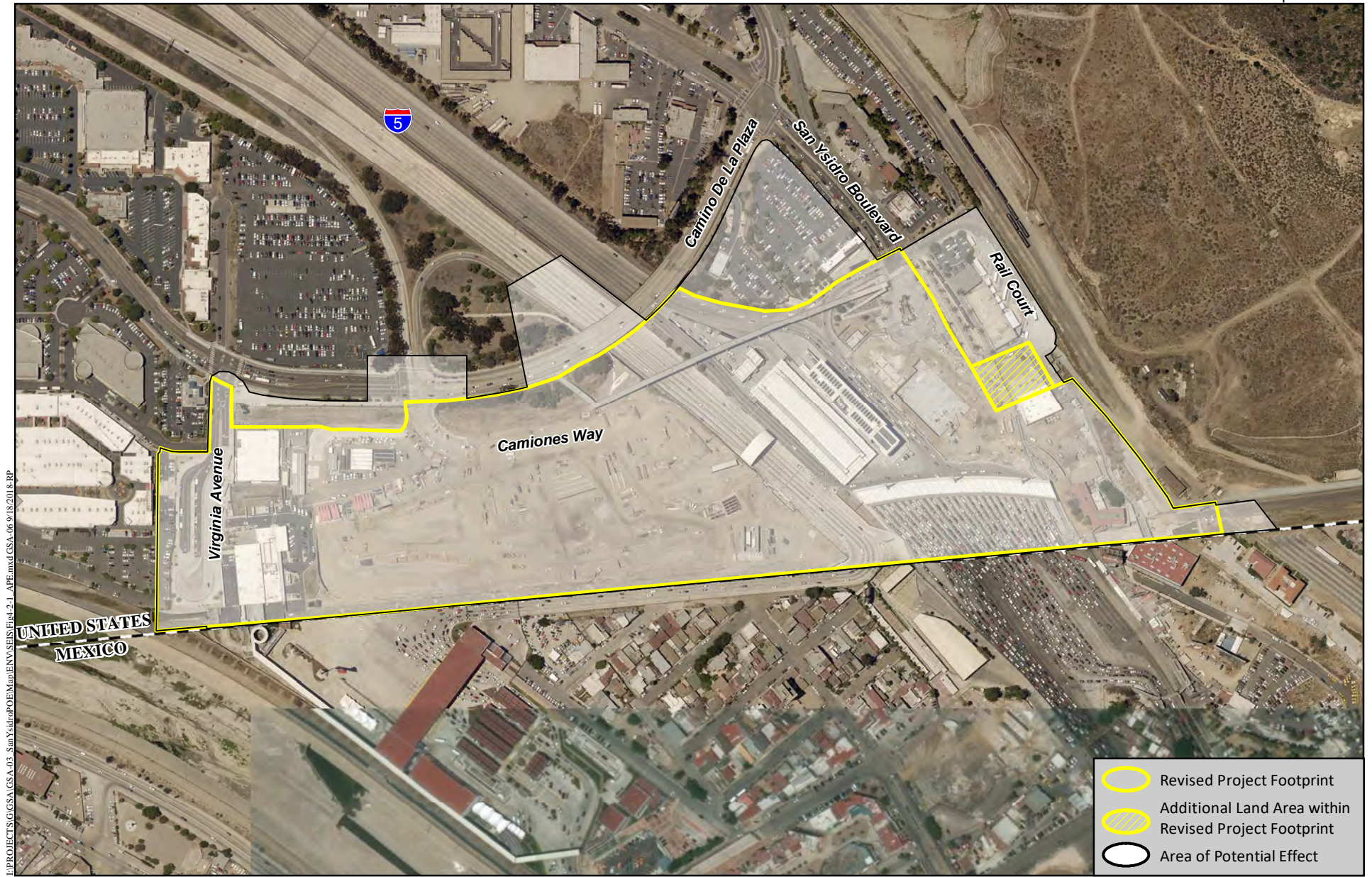
#### 4.2.2.1 Area of Potential Effect

The APE represents the anticipated maximum extent of proposed disturbance, including roadway improvements, staging areas, and temporary impacts resulting from construction. The APE for the Revised Project encompasses the same area as the APE for the Approved Project that was identified in the 2014 Final SEIS because the Additional Land Area was included within the APE of the Approved Project. The Revised Project APE is pictured in Figure 4.2-1, *Area of Potential Effect*.

#### 4.2.2.2 Cultural Background

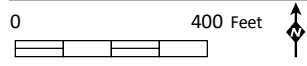
##### Ethnohistory

Two main cultural groups occupied coastal San Diego County, including the Luiseño and Kumeyaay. The Luiseño occupied the northern portion of the county, with their territory encompassing the area from roughly Agua Hedionda Lagoon on the south, Lake Henshaw on the east, Riverside County to the north,



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- Revised Project Footprint
- ▨ Additional Land Area within Revised Project Footprint
- - - Area of Potential Effect



Source: Aerial (SanGIS, 2017), Base Map Layers (SanGIS, 2016)

and the Pacific Ocean to the west. Kumeyaay territory was much larger and extended generally from Agua Hedionda Lagoon eastward into the Imperial Valley and southward into Baja California.

San Ysidro is within the traditional territory of the Kumeyaay people. The Kumeyaay inhabited a diverse environment including marine, foothill, mountain, and desert resource zones. The Kumeyaay speak a form of the Yuman language (related to the large Hokan superfamily). The Kumeyaay were organized bands containing members of non-localized patrilineal, patrilocal lineages that claimed prescribed territories, but did not own the resources except for some minor plants and eagle aeries. Some of the bands occupied procurement ranges that required considerable residential mobility, such as those in the deserts. In the mountains, some of the larger bands occupied a few large residential bases that would be inhabited bi-annually, such as those inhabited in Cuyamaca in the summer and fall, and in Guatay or Descanso during the rest of the year. Many desert and mountain Kumeyaay spent the spring to autumn in larger residential bases in the upland procurement ranges, and wintered in mixed groups in residential bases along the eastern foothills on the edge of the desert (i.e., Jacumba and Mountain Springs). This variability in settlement mobility and organization reflects the great range of environments within Kumeyaay territory.

Acorns were the most important single food source utilized by the Kumeyaay. Kumeyaay villages were usually located near water, which was necessary for leaching acorn meal. Seeds from grasses, manzanita, sage, sunflowers, lemonade berry, chia, and other plants were also used, along with various wild greens and fruits. Deer, small game, and birds were hunted, and fish and marine foods were eaten.

### Prehistory

The San Diego region's prehistory generally can be divided into three periods: Paleo-Indian (also referred to as the San Dieguito complex), Archaic (or the La Jolla and Pauma complexes), and Late Prehistoric (or Cuyamaca complex), which are briefly described below.

#### Paleo-Indian Period

The earliest recognized period of southern California prehistory is termed Paleo-Indian, which is considered to date from 10,000 Before Present<sup>1</sup> (B.P.) until 7,200 B.P., and is represented by the San Dieguito complex. San Dieguito artifact assemblages are composed mostly of flaked stone tools, including scrapers, choppers, and large projectile points. The San Dieguito complex is thought to have lived within a generalized hunter-gatherer society with band-level organization.

#### Archaic Period

The Archaic period extends back at least 7,200 years, possibly as early as 9,000 B.P. Archaic subsistence is generally considered to have differed from Paleo-Indian subsistence in two major ways: (1) gathering activities were emphasized over hunting, with shellfish and seed collecting of particular importance; and (2) milling technology, frequently employing portable ground stone slabs, was developed. In San Diego County, Archaic Period inhabitants are represented by the La Jolla complex. Early Archaic occupations in San Diego County are most apparent along the coast and major drainage systems that extend inland from the coastal plains. Archaic sites are characterized by cobble tools, basin metates, manos, disk-shaped grinding stones, dart points, and flexed burials.

<sup>1</sup> Before Present years is a time scale used in archaeology and other disciplines to specify when events in the past occurred, with the year 1950 as the arbitrary origin of the age scale.

### Late Prehistoric Period

Around 2,000 B.P., Yuman-speaking people from the Colorado River region began migrating into southern California, although some evidence exists that the movement may have been northward from Baja California. Assemblages derived from the Late Prehistoric sites in San Diego County differ in many ways from those in the Archaic tradition, including (1) the occurrence of small, pressure-flaked projectile points; (2) the replacement of flexed inhumations with cremations; (3) the introduction of ceramics; and (4) an emphasis on inland plant food collection, processing, and storage (especially acorns). The centralized and seasonally permanent residential patterns that had begun to emerge during the Archaic period became well established in most areas. This period is represented in the northern part of the county by the San Luis Rey complex and in the south by the Cuyamaca complex. The San Luis Rey complex is the archaeological manifestation of the Shoshonean predecessors of the Luiseño. The Cuyamaca complex reflects the material culture of the Yuman ancestors of the Kumeyaay (also known as the Diegueño).

### Post-contact History

The post-contact period began in 1769 with the Spanish establishment of Mission San Diego de Alcalá and the overlook trek of an exploring party moving northward along the San Diego coast. Prior to missionization, local inhabitants may have been affected by the transmission of Old World diseases. Missionization, along with the introduction of European diseases, greatly reduced the Native American population of southern California by the early nineteenth century. California was conquered and annexed to the U.S. after 1846. The American period (1846 to present) witnessed extensive changes in San Diego County. This period encompassed the rapid rise to dominance by Anglo-Victorian (Yankee) culture and the growth of urban centers, rural communities, and transportation networks.

#### 4.2.2.3 Historical Background

Since the Treaty of Guadalupe-Hidalgo in 1848, an international border has existed between the U.S. and Mexico at present-day San Ysidro. Santiago Argüello's Rancho Tia Juana land grant (1829) spanned Alta and Baja California, but after 1848 small settlements named Tia Juana (in the U.S.) and Tijuana (in Mexico) existed on either side of the border. An experimental agrarian community began in 1909 north of the border and Tia Juana that first known as the Little Landers colony, and subsequently San Ysidro. Over time, the close economic ties between San Ysidro and Tijuana facilitated the development of the community into a town that eventually reached the border.

Locals who crossed the border in the early years met few obstructions and had little concern for the border that officially separated the two countries. Agriculture and mining in the greater Tijuana area increased border crossings, prompting the appointment of border officers in 1871. It was not until the early 1900s that the United States constructed a small customs house at present-day San Ysidro. Years earlier, permanent border officials had been first stationed at a general store and then for a time, border crossers stopped by the U.S. border official's home on their way back into the United States. Early San Ysidro residents continued to freely cross the border to Tijuana until 1917 when the border was closed to protect Americans from vices (e.g., gambling, bullfighting, and boxing) and as a precaution during World War I. The 1920s marked a shift in San Ysidro from an agrarian community to one that was increasingly tied to the tourism economy of Tijuana after the reopening of the border in 1920. The existing LPOE was completed in 1973, and by 1988, San Ysidro had become the busiest LPOE in North America, providing a port of entry and a temporary place of residence for Mexican immigrants.



#### 4.2.2.4 Cultural Resources

Records searches were obtained from the South Coastal Information Center (SCIC) at San Diego State University as part of the referenced cultural resources studies to identify previously recorded cultural resources within and adjacent to the APE. The records searches indicated that 13 cultural resources have been previously recorded within a one-mile radius of the Revised Project APE, including seven prehistoric archaeological sites and six historic resources. No prehistoric archaeological sites are located within the Revised Project APE (including the Additional Land Area); however, three historic resources occur within the Revised Project APE, including the U.S. Customs House, (Old Customs House), the International Building, and the U.S. to Mexico Boundary Marker. The International Building is also located within the Additional Land Area. These resources are summarized in Table 4.2-1, *Recorded Cultural and Historical Resources Within One Mile of the Revised Project APE*.

**Table 4.2-1  
RECORDED CULTURAL AND HISTORICAL RESOURCES WITHIN ONE MILE OF THE  
REVISED PROJECT APE**

Resource Number/Address	Resource Description
<b>Prehistoric Archaeological Resources</b>	
P-37-014989	Core isolate
P-37-014990	Core isolate
P-37-014991	Ceramic scatter (Fiesta ware-type)
P-37-014992	Lithic isolate (utilized flake)
P-37-025680	San Diego and Arizona Railway
SDI-4934	Prehistoric lithic scatter
SDI-5555	Prehistoric lithic quarry, trash scatter
SDI-10206	Prehistoric lithic scatter
SDI-10512	Prehistoric lithic scatter
SDI-10513	Prehistoric lithic scatter
SDI-10613	Prehistoric lithic scatter
SDI-10614	Prehistoric lithic quarry
SDI-19751	Foundations/structure pads, walls/fences
<b>Historic Resources</b>	
101-105 San Ysidro Boulevard	San Ysidro Free Public Library
119 Hall Avenue	Casa Familiar Building
631 E. San Ysidro Boulevard	El Toreador Motel
751-755 San Ysidro Blvd	International Building
0 E. San Ysidro Boulevard	Boundary Marker – U.S. to Mexico Border
0 Virginia Avenue	U.S. Customs House

Source: Cultural Resources Supplemental Study for the San Ysidro Land Port of Entry Project, June 2013.  
Shaded cells denote resources located within the Revised Project APE.

The NAHC was contacted for a records search of their sacred lands files as part of the referenced cultural resources studies to determine if any traditional cultural properties are located within or adjacent to the APE. The results of the search indicated that no sacred lands or traditional cultural properties are located within the APE. Notices were sent to Native American tribal representatives, and no responses from Native American representatives were received.

Field surveys within the APE were also conducted as part of the referenced cultural resources studies. No cultural resources were identified during the field surveys.

#### 4.2.2.5 Historical Resources

An evaluation of buildings and structures was conducted as part of the environmental studies that were completed for the Approved Project. The 2009 Final EIS evaluated 14 buildings and structures, 13 of which are located within the Revised Project APE and one is adjacent to the Revised Project APE. The Old Customs House is listed on the NRHP; the International Building (located within the Additional Land Area) is recommended eligible for the NRHP, CRHP, and City Register; and the San Diego and Arizona Eastern Railway Tracks and Depot (located outside of the Revised Project APE) was recommended eligible for the City Register. No other evaluated buildings met the applicable eligibility criteria for the NRHP, CRHP, or City Register, including the Mercado Internacional 88 Building (the other building located on the Additional Land Area). The identified historical resources and the Mercado Internacional 88 Building within the Revised Project APE are described below.

##### Old Customs House Building

The Old Customs House has been listed on the NRHP since 1982. It was determined eligible for its symbolic role in international relations between the U.S. and Mexico and for its architecture which exemplifies the eclectic Spanish Colonial Revival style that distinguished many public buildings designed in the 1920s and 1930s by the Supervising Architect's Office of the Treasury Department. The boundaries of the historic property include only the building itself with no surrounding land. Since the building is listed on the NRHP, it is automatically eligible for listing in the CRHR and the City Register.

##### International Building

The International Building is a two-story Art Deco commercial building that was constructed in the late 1920s. The façade features four projecting pilasters extending from the ground floor to the roofline, dividing the building into three units. Further vertical pilasters extend above the roofline. The walls have a smooth stucco finish that is painted yellow. It appears to be formed of block construction. The building has lost some integrity due to alterations to the windows and storefronts but retains good overall integrity. The rear of the building has a brick façade with small windows located high on the walls and a centrally-placed double cargo door.

It was previously identified as the sole surviving Art Deco building in San Ysidro and one of the few remaining examples in the City. The International Building is the oldest standing building on East San Ysidro Boulevard and functioned as a general merchandise store. The International Building is recommended eligible to the NRHP and CRHR at a local level of significance and to the City Register, under criteria A and C of the NRHP, criteria 1 and 3 of the CRHR and criteria a and c of the City Register. It is recommended eligible under criterion A/1/a for the role it played in the history of international trade and tourism in San Ysidro since the late 1920s. It is also recommended eligible under criterion C/3/c as an excellent example of the Art Deco style as employed in a modest retail building. It is the only remaining Art Deco style building in San Ysidro, and one of very few extant examples in the City.

##### San Diego and Arizona Eastern Railway Tracks and Depot

The SD&AE Railway Depot was constructed in 1911 and consists of a metal corrugated warehouse that served as the San Ysidro Station for the Tijuana to Tecate railroad line. Both the building and the adjoining railroad tracks maintain good integrity. This railroad line was one of the last major railroads constructed in the U.S. and did not make a significant contribution to the national history of railroad development. The SD&AE railroad tracks and depot are therefore recommended not eligible to the

NRHP and CRHP. However, they are recommended eligible to the City Register because they exemplify an important aspect of San Ysidro's economic development as the border station regulating traffic of goods and people between San Diego and Mexico. The depot embodies distinctive characteristics of a style, type, period, and method of construction, and the tracks are associated with people who have made a significant contribution to the history of San Diego (i.e., John D. Spreckles and Adolph B. Spreckles).

#### Mercado Internacional 88 Building

The Mercado Internacional 88 Building, constructed in 1966, is a one-story retail building adjacent to the International Building. It is a rectangular wood-frame building with a flat roof. The façade on East San Ysidro Boulevard features a mixture of brick veneer, wood siding, stucco, and a false-shingled roof extending the width of the building.

This building is recommended not eligible for listing in the NRHP as it fails to meet the exceptional significance standard as required under Special Consideration G. It is similarly recommended not eligible to the CRHR. While it meets the 45-year-old threshold for eligibility to the City Register, it fails to meet any of the eligibility criteria. It is not associated with persons, events, or trends important in the history of San Ysidro or the region. As a modest, utilitarian retail store, it is lacking in architectural distinction and therefore it does not exemplify special elements of the City's aesthetic or architectural development nor does it embody distinctive characteristics of a style, type, period or method of construction. This building is also not a part of a group of similar buildings or a neighborhood that could be defined as a historical district. It is therefore recommended not eligible for listing in the City Register.

### 4.2.3 Environmental Consequences

#### 4.2.3.1 Action Alternatives

##### Alternative 1 – Demolition of Buildings

##### Archaeological Resources

No prehistoric cultural resources were identified within the Revised Project APE during the previous records search and field surveys. Additionally, Alternative 1 would not impact recorded archaeological sites in the vicinity. Therefore, impacts to archaeological resources are not expected to occur. The measure described in Section 4.2.4, however, would be implemented during construction to ensure that adverse impacts to unknown subsurface resources would be avoided.

##### Historical Resources

The 2009 Final EIS and 2014 Final SEIS identified potential impacts to the NRHP-listed Old Customs House during Phase 1 improvements due to the southbound pedestrian crossing on the east side of the LPOE and during Phase 2 due to the potential to temporarily transfer pedestrian processing operations to this building until the proposed Pedestrian and Administration building is constructed. As discussed in Chapter 1, Phase 1 improvements of the Approved Project have been constructed, including the new southbound pedestrian crossing facility on the east side of the LPOE, which was completed in August 2012. Adverse impacts to the Old Customs House identified in the 2009 Final EIS have been avoided during construction of the Phase 1 improvements of the Approved Project that has already occurred. However, during Phase 2 of Alternative 1, a portion of the Old Customs House would be

renovated to accommodate southbound pedestrian customs operations and the connection to the pedestrian plaza to the north. These renovations to the Old Customs House would result in an adverse direct impact to the NRHP-listed historical property.

Alternative 1 would demolish the International Building, which is recommended eligible for listing on the NRHP, CRHP, and City Register. As part of the Approved Project, the Milo Building which is owned by the federal government and within federal property, is planned to be removed to accommodate the proposed pedestrian plaza. Removal of the International Building is required because it was discovered (during final design of Phase 2 improvements) that the two existing buildings on the Additional Land Area (including the International Building and the Mercado Internacional 88 Building) that are adjacent to the Milo Building exhibit structural integrity deficiencies as free-standing buildings and may not stand on their own if the Milo Building is removed. Implementation of Alternative 1, therefore, would result in an adverse direct impact to the NRHP-eligible International Building.

## Alternative 2 - Renovation/Adaptive Reuse of Buildings

### Archaeological Resources

As with Alternative 1, no prehistoric cultural resources were identified within the Revised Project APE during the previous records search and field surveys, and Alternative 2 would not impact recorded archaeological sites in the vicinity. Therefore, impacts to archaeological resources are not expected to occur under Alternative 2. The measure described in Section 4.2.4, however, would be implemented during construction to ensure that adverse impacts to unknown subsurface resources would be avoided.

### Historical Resources

Under Alternative 2, the same impacts to the NRHP-listed Old Customs House would occur as part of Phase 2 improvements of the Revised Project that are identified above for Alternative 1. A portion of the Old Customs House would be renovated to accommodate southbound pedestrian customs operations and the connection to the pedestrian plaza to the north. These renovations to the Old Customs House would result in an adverse direct impact to the NRHP-listed historical property.

The International Building would not be demolished under Alternative 2, but it would be renovated and incorporated into the design of the pedestrian plaza and LPOE. Renovations would consist of improvements to restore the building's structural integrity so that it would not be in danger of collapsing when the Milo Building is demolished. The renovated building may also be adaptively reused to function as components of the pedestrian plaza or a related accessory use. As part of the renovations, the storefront exterior façade of the International Building (along East San Ysidro Boulevard) may be maintained or renovated to replicate the historic architectural style of the building. Renovations to the International Building would result in an adverse direct impact to this historic resource.

### 4.2.3.2 No Action Alternative

Under the No Action Alternative, GSA would continue to implement the Approved Project except that the Milo Building would not be demolished. As indicated in the 2009 Final EIS and 2014 Final SEIS, the Approved Project would not result in impacts to known archaeological resources. As with the Action Alternatives, the measure described in Section 4.2.4, however, would be implemented during construction to ensure that adverse impacts to unknown subsurface resources would be avoided.

Impacts to the Old Customs House resulting from the No Action Alternative would be the same as those identified above for the Action Alternatives, as the No Action Alternative also would require renovation of a portion of the Old Customs House in Phase 2. The No Action Alternative would result in an adverse direct impact to this NRHP-listed historical property. Direct impacts to the International Building would be avoided since the International Building would not be demolished or renovated under the No Action Alternative.

#### 4.2.4 Avoidance, Minimization, and/or Mitigation Measures

##### 4.2.4.1 Action Alternatives

###### Alternative 1 – Demolition of Buildings

###### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

###### Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

The following measure would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with demolition of the International Building:

- Prior to demolition of the International Building, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

## Alternative 2 – Renovation/Adaptive Reuse of Buildings

### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

### Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with renovation of the International Building:

- All renovation of the International Building should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

#### 4.2.4.2 No Action Alternative

### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

## Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

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## 4.3 HAZARDOUS WASTE/MATERIALS

This subchapter evaluates potential environmental effects related to hazardous waste/materials as a result of the Revised Project. The conclusions are based on the analysis contained in the 2009 Final EIS and 2014 Final SEIS that addressed the Approved Project, as well as additional analysis and environmental studies that were conducted to evaluate the proposed modifications that comprise the Revised Project.

### 4.3.1 Regulatory Setting

Hazardous materials including hazardous substances and wastes are regulated by many federal laws. Statutes govern the generation, treatment, storage and disposal of hazardous materials, substances, and waste, and the investigation and mitigation of waste releases, air and water quality, human health and land use.

The primary federal laws regulating hazardous waste/materials are the Comprehensive Environmental Response, Compensation and Liability Act of 1980 (CERCLA) and the Resource Conservation and Recovery Act of 1976 (RCRA). The purpose of CERCLA, often referred to as “Superfund,” is to identify and clean up contaminated sites so that public health and welfare are not compromised. RCRA provides for “cradle to grave” regulation of hazardous waste generated by operating entities. Other federal laws include:

- Community Environmental Response Facilitation Act (CERFA) of 1992
- Clean Water Act
- Clean Air Act
- Safe Drinking Water Act
- Occupational Safety & Health Act (OSHA)
- Atomic Energy Act
- Toxic Substances Control Act (TSCA)
- Federal Insecticide, Fungicide, and Rodenticide Act (FIFRA)

Section 121(d) of CERCLA requires that remedial action plans include consideration of more stringent state environmental “Applicable or Relevant and Appropriate Requirements” (ARARs). The 1990 National Oil and Hazardous Substances Pollution Contingency Plan (NCP) also requires compliance with ARARs during remedial actions and during removal actions to the extent practicable. As a result, state laws pertaining to hazardous waste management and cleanup of contamination are also pertinent.

In addition to the acts listed above, EO 12088, Federal Compliance with Pollution Control Standards, mandates that necessary actions be taken to prevent and control environmental pollution when federal activities or federal facilities are involved.

Worker and public health and safety are key issues when addressing hazardous materials that may affect human health and the environment. Proper management and disposal of hazardous material is vital if it is encountered, disturbed, or generated during project construction.

### 4.3.2 Affected Environment

The analysis and conclusions presented in this subchapter are based on the Phase I Environmental Site Assessment (Phase I ESA) prepared for the Revised Project (*Phase I Environmental Site Assessment, 747 and 751 East San Ysidro Boulevard*, April 2018), a Phase I ESA prepared for the Virginia Avenue Transit Facility (*Phase I Environmental Site Assessment, Virginia Avenue at San Ysidro Land Port of Entry*, January 2013), and the initial site assessment (ISA; *Initial Site Assessment – San Ysidro Border Station Expansion/Reconfiguration – San Diego, California*, September 2008) that was prepared for the Approved Project. These reports included a review of topographic, geologic, and historic documents and maps; site reconnaissance; and review of regulatory agency databases/files to determine hazardous waste/materials concerns and/or recognized environmental concerns (RECs) within the San Ysidro LPOE and immediately surrounding area. These reports were prepared in accordance with the USEPA's Standards and Practice for All Appropriate Inquiries (40 CFR, Part 312) and the American Society of Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments (Designation E1527-05). The Phase I ESA for the Revised Project was conducted to evaluate hazardous waste/materials impacts not evaluated in the Final EIS or Final SEIS, specifically related to the Additional Land Area of the Revised Project to be added to the LPOE. The results of this analysis are summarized in this subchapter. The 2008 ISA and 2013 Phase I ESA evaluated potential hazardous waste/materials concerns for the Approved Project. Much of the analysis and conclusions of the previous hazardous materials/wastes reports remain applicable to the Revised Project because in addition to the proposed changes to the Approved Project, the Revised Project also includes the other components of the Approved Project that have not changed. Applicable information from the ISA and 2013 Phase I ESA as it relates to the Revised Project is summarized in this subchapter.

#### 4.3.2.1 Hazardous Materials Terminology

##### Recognized Environmental Conditions

RECs are defined as the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property (1) due to any release to the environment, (2) under conditions indicative of a release to the environment, or (3) under conditions that pose a material threat of a future release to the environment. Identification of RECs fall into three categories: existing RECs (as defined above), historical RECs (HRECs), or controlled RECs (CRECs), as defined below:

- HREC: An HREC is defined as a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls). An HREC is an environmental condition, which in the past, would have been considered an REC, but currently may or may not be considered an REC. An example of an HREC may include a former gas station where a release of gasoline had occurred, but the site was cleaned up to an unrestricted land use standard.
- CREC: A CREC is defined as an REC resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (e.g., as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by a regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required

controls (e.g., property use restrictions, activity and use limitations, institutional controls, or engineering controls). An example of a CREC may include a former gas station where a release of gasoline has been cleaned up to a commercial use standard, but it does not meet unrestricted residential cleanup criteria.

### Vapor Encroachment Condition

A vapor encroachment condition (VEC) is the presence or likely presence of potential contaminants of concern vapors in subsurface soils caused by the release of vapors from contaminated soil or groundwater on or near a site.

#### 4.3.2.2 Physical Setting

The Additional Land Area is adjacent to the existing LPOE boundary and is completely developed with commercial uses. The topography slightly slopes to the west and the surface lies at an elevation of approximately 70 feet above mean sea level (AMSL). Underlying soils consist of mostly poorly sorted, moderately permeable, reddish-brown, interfingering strandline beach, estuarine, and colluvial deposits composed of siltstone, sandstone, and conglomerate. No surface waters are present. Groundwater in the vicinity was measured at a depth of approximately 30 feet below ground surface and generally flows westerly. Groundwater levels, gradient, and flow direction can fluctuate due to seasonal variations, groundwater withdrawal or injections, changes in land use, and other factors.

#### 4.3.2.3 Study Area History

Historic land uses within the vicinity of the Revised Project footprint were identified through review of available historical records and maps, including City of San Diego directories, fire insurance maps, aerial photographs, topographic maps, and building records.

The earliest available map dated back to 1904 and showed a road along the eastern boundary of the Additional Land Area with three structures to the west of the road by 1930. The existing railroad corridor to the east was also present at that time. The International Building (751 East San Ysidro Boulevard) was constructed between 1929 and 1932 (ASM 2009) and is shown on reviewed maps dated between 1943 and 1953. During this time, the border crossing was reconfigured with the border road located to the west of the Additional Land Area. Approximately 10 buildings are present to the south and southwest of the International Building and agricultural land occurs further to the west. The Old Customs House to the south was constructed between 1928 and 1949. By 1964, the Mercado Internacional 88 Building (747 East San Ysidro Boulevard) is present along with the Milo Building (adjacent to, and south of, the International Building). The border crossing has been reconfigured again with a station and multi-lane highway. By 1973, the crossing had developed generally into its current configuration, along with I-5, Camiones Way, and Camino de la Plaza. Between 1928 and 1973, the western portion of the Revised Project footprint was used for agriculture and livestock before parking lots and the former commercial cargo vehicle inspection station were constructed. A gas station was located in the northeastern portion of the Revised Project footprint (at 727 East San Ysidro Boulevard) between 1962 and 1972 but has since been redeveloped with a commercial retail building (occupied by McDonalds and other retail stores) adjacent to the San Ysidro Intermodal Transportation Center.

The Additional Land Area remains developed with the International Building and the Mercado Internacional 88 Building, both of which are multi-tenant commercial buildings. The International

Building consists of Sabrosisimos Restaurant, Intercalifornias Bus Terminal, Café de Olivia, a medical insurance business, and a vacant suite. The Mercado Internacional 88 Building consists of ABC Money Exchange, Mercado International 88 (grocery store), a fruit stand business, and Columbia Wireless.

#### 4.3.2.4 Site Reconnaissance

Several site visits were conducted between April and June 2008 and on November 28, 2012 as part of the environmental studies completed for the 2009 Final EIS and 2014 Final SEIS. A field survey of the 0.24-acre Additional Land Area of the Revised Project footprint was conducted on March 21, 2018. Site visits were conducted to access and observe portions of the study area that were considered likely to contain potential environmental concerns and identify RECs. Site observations from the 2018 site survey are presented below in Table 4.3-1, *Hazardous Material Observations During 2018 Site Reconnaissance*.

**Table 4.3-1  
HAZARDOUS MATERIAL OBSERVATIONS DURING 2018 SITE RECONNAISSANCE**

<b>Environmental Condition</b>	<b>Observations</b>
Hazardous Substances/Petroleum Products	Retail-size cleaning products were observed at several suites.
Waste Generation/Storage/Disposal	Construction debris and building materials were observed within the vacant suite of the International Building.
Above-ground Storage Tanks	Not observed.
Potential Evidence of underground storage tanks	Not observed.
Potential polychlorinated biphenyl-containing equipment	Not observed.
Chemical/Petroleum Odors	Not observed or detected.
Concrete Patches/Pads	Concrete patches were observed in the vacant suite of the International Building and the ABC Money Exchange of the Mercado Internacional 88 Building.
Pools of liquid	Not observed.
Sewage discharge pipes	Not observed; however, a metallic cover was observed at the base of the stairs at the International Building that reported provided access to the sewer line.
Floor drains/Sumps	A storm drain was observed on the northeastern portion of the Additional Land Area. The storm drain lateral reportedly runs southwesterly.  Floor drains were observed within the Mercado Internacional 88 Building and janitorial closet. The floor drains at the grocery store flow to a subsurface grease interceptor near the meat department before flowing into the municipal sewer system. The grease interceptor is reportedly serviced on a monthly basis.
Elevator	Not observed.
Wells	Not observed.
Drums	Not observed.
Unidentified substance containers	Not observed.
Stained soil or pavement	Not observed.
Stressed vegetation	Not observed.
Pits, ponds, or lagoons	Not observed.
Wastewater discharges disposal systems	Not observed.

**Table 4.3-1 (cont.)**  
**HAZARDOUS MATERIAL OBSERVATIONS DURING 2018 SITE RECONNAISSANCE**

Environmental Condition	Observations
Septic systems/cesspools	Not observed.
Municipal solid waste disposal areas	Not observed.

Source: Phase I ESA 2018.

#### 4.3.2.5 Regulatory Agency File Review

Regulatory agency databases were reviewed to identify facilities of potential environmental concern located on or in the vicinity of the Revised Project footprint. Listed facilities are summarized below and their locations relative to the Revised Project footprint are illustrated in Figure 4.3-1, *Listed Facilities of Potential Environmental Concern*.

##### Former Red Cab Facility

The site of the former Red Cab facility (803 East San Ysidro Boulevard) is located in the eastern portion of the LPOE approximately 150 feet south-southeast of the Additional Land Area. This site is listed in State Water Resource Control Board's GeoTracker Leaking Underground Storage Tank (LUST) database, the Statewide Environmental Evaluation and Planning System Underground Storage Tank (UST) database, and the San Diego County Hazardous Materials Management Division database. According to DEH files, the Red Cab Taxi Company leased this property from the Metropolitan Transit District as a maintenance and filling station from 1940 until 1994. It previously contained a single-story building, a 6,000-gallon gasoline UST with a dispenser, and a waste oil storage area. The DEH open an unauthorized release case (201329-001) in 2006. Soil and groundwater investigations conducted at the site revealed that soil contamination was found at this site, but it did not extend off the property, and groundwater was not impacted. The site received case closure on December 15, 2011.


##### San Ysidro LPOE

The San Ysidro LPOE is listed twice on the California Regional Water Quality Control Board (RWQCB)'s Spills, Leaks, Investigations, and Cleanups (SLIC) database. During construction activities at the LPOE associated with implementation of the Approved Project (excavation and installation of a utility vault and storm drain), petroleum-contaminated soil was encountered approximately 175 feet southeast of the Additional Land Area near the site of the former Red Cab property. Consequently, a County of San Diego Department of Environmental Health (DEH) Voluntary Assistance Program (VAP) case (H39792-001) was opened on June 13, 2012. Soil vapor samples were collected to evaluate potential risks to utility workers. Health risks were found to be greater than 1 in 1 million and remediation measures were implemented, including removal of approximately 800 cubic yards of contaminated soil that was disposed of at an off-site location and installation of a vapor barrier. The site received case closure on September 19, 2013.

Another DEH VAP case (H02690-001) at the LPOE was opened on February 15, 2011 associated with construction activities of the Approved Project. This site listing is approximately 300 feet west of the Additional Land Area near the new Northbound Headhouse facility. Soils were found to be contaminated with pesticides, arsenic, and lead. A Property Mitigation Plan and Addendum for the segregation and export of contaminated material were submitted to DEH in 2011. This case remains



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- |   |                                    |   |   |
|---|------------------------------------|---|---|
|  Revised Project Footprint                             | <b>A</b> Former Red Cab Facility   | <b>E</b> San Diego Police Southern Facility | <b>I</b> APN# 665-010-38/#665-020-01            |
|  Additional Land Area within Revised Project Footprint | <b>B</b> San Ysidro LPOE           | <b>F</b> Goodwill Industries                | <b>J</b> Coral Gates Soil Disposal              |
|   | <b>C</b> San Ysidro LPOE           | <b>G</b> Las Americas Development           | <b>K</b> San Diego and Imperial Valley Railroad |
|   | <b>D</b> The Outlets of the Border | <b>H</b> Proposed International Gateway     |   |

Source: Aerial (SanGIS,2017), Base Map Layers (Vivid, 2016)

open and in January 2018, DEH requested information from the construction company regarding whether the project was completed and whether a final closure report was prepared.

#### The Outlets at the Border

The Outlets at the Border site is located west of Virginia Avenue in the southeastern portion of the Las Americas shopping center, adjacent to the western LPOE boundary. This site is listed as a DEH VAP case (LSAM-000165) due to petroleum hydrocarbon impacted soils. Remedial activities were completed prior to development of the property. The site received case closure on June 21, 2013.

#### San Diego Police Southern Facility

This listed facility, located at 663 East San Ysidro Boulevard, is the site of the former San Diego Police Southern Facility and approximately 0.3 mile north of the Additional Land Area. The site is currently occupied by buildings associated with the San Ysidro Community Center. Two RWQCB cleanup cases (H01774-01 and H01774-02) were associated with this facility due to failed gasoline UST integrity tests. Both cases have received case closure: one on June 30, 1988, and the other on March 17, 1994.

#### Goodwill Industries

This listed facility is located approximately 0.4 mile northwest of the Revised Project footprint at 630 Front Street. This facility has had one reported RWQCB cleanup case (H39416-001) due to potential soil contamination associated with gasoline; however, this site received case closure on January 8, 2001.

#### Las Americas Development

The Las Americas development is located approximately 0.6 mile west of the Revised Project footprint at 4211 Camino de la Plaza, and currently consists of the regional outlet shopping center. This listed facility had one reported LUST cleanup case (203754-001) but received case closure on December 17, 2009.

#### Proposed International Gateway

This listed site is located south of the Willow Road/Camino de la Plaza intersection and currently is developed as part of the parking lot of the Las Americas shopping center, approximately 0.4 mile northwest of the Revised Project footprint. The site has one recorded RWQCB cleanup case (H39135-001) and received a case closure on June 14, 2001.

#### APN #665-010-38/#665-020-01

This listed facility is located along Camino de la Plaza near the Sipes Road intersection approximately 0.5 mile northwest of the Revised Project footprint. A VAP case (H29996-001) was opened in 1990 due to residual pesticide concentrations in underlying soil due to past agricultural activities in areas where residential development was proposed as part of the Coral Gate subdivision. The case received closure on October 14, 2013.

### Coral Gates Soil Disposal

The Coral Gates soil disposal site is located near the Camino de la Plaza/Sipes Road intersection approximately 0.5 mile northwest of the Revised Project footprint. This land disposal site was used for disposal of inert dredged material. The site received case closure on October 13, 1999.

### San Diego and Imperial Valley Railroad

The San Diego and Imperial Valley (SDIV) Railroad facility is located approximately 0.5 mile north of the Revised Project footprint along the railroad corridor at 2711 East Beyer Boulevard. A UST was removed from this facility in 1998, and soil samples indicated an unauthorized release of petroleum compounds. This LUST cleanup site (H35868-001) received case closure on August 9, 2007.

#### 4.3.2.6 Vapor Encroachment Screen

A preliminary vapor encroachment screen was conducted for the Additional Land Area to identify the potential for VECs using a Vapor Encroachment Screening Matrix (VESM) in accordance with ASTM E 2600-15 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions. The VESM included performing a search distance test to identify if there are any known or suspect contaminated properties surrounding or upgradient of the Additional Land Area, a contaminants of concern (COC) test (for those known or suspect contaminated sites identified within the search distance test) to evaluate whether or not COCs are likely to be present, and critical distance test to evaluate whether or not COCs in a contaminated plume may be within the critical distance of the site (i.e., 100 feet for non-petroleum hydrocarbon contaminants and 30 feet for petroleum hydrocarbon contaminants). Based on the VESM no VECs were found.

#### 4.3.2.7 Hazardous Building Materials

The Additional Land Area contains two existing buildings, including the International Building that was constructed between 1929 and 1932 and the Mercado 88 Internacional Building that was constructed in 1966. Based on the construction dates of these existing buildings and associated infrastructure, there is potential that asbestos-containing materials (ACMs) may be present in building materials in the Revised Project footprint. Lead-containing surfaces (LCSs) also may be present on building material surfaces of structures, and on other surfaces within the Revised Project footprint, such as piping.

Pad-mounted and pole-mounted transformers and utility vaults are located in various areas within and adjacent to the Revised Project footprint. Some of these transformers may contain polychlorinated biphenyls (PCB) dielectric fluids. Although no potential PCB-containing equipment was observed within the Additional Land Area during the 2018 site reconnaissance, transformers are located approximately 35 feet to the east.

### 4.3.3 Environmental Consequences

#### 4.3.3.1 Action Alternatives

Alternative 1 (Demolition of Buildings) and Alternative 2 (Renovation/Adaptive Reuse of Buildings) would occur in the same location with the similar footprints, and would involve demolition or renovation of existing buildings within the Additional Land Area. Therefore, the study area for hazardous waste/materials would be the same for both of the action alternatives. Construction, operation, and



maintenance activities would also be similar because both action alternatives would incorporate the Additional Land Area into the pedestrian plaza on the east side of the LPOE. Therefore, potential impacts related to hazardous waste/materials under both action alternatives would be similar and thus, the following analysis applies to both Alternative 1 and Alternative 2.

#### Listed Facilities of Potential Environmental Concern

The regulatory agency reports were reviewed to evaluate whether the listed properties posed a potential environmental concern, based on their distance from the Revised Project footprint and the Additional Land Area, the assumed direction of groundwater flow, the type of database on which they are listed, the nature of facility or waste generated, and/or their case status. Locations of the listed facilities are shown in Figure 4.3-1. As shown, there are three listed facilities within the Revised Project footprint, but none occur within the Additional Land Area.

##### Former Red Cab Facility

Although the former Red Cab facility located in the eastern portion of the Revised Project footprint previously contained a gasoline UST and waste oil storage area, based on the nature of the contamination and the closed case status, no associated hazardous waste/materials impacts would occur.

##### San Ysidro LPOE

While LPOE operations involve routine use, storage, and disposal of permitted hazardous substances (i.e., diesel, paint, and universal waste), no violations related to unauthorized releases of hazardous materials or waste have occurred. As discussed above, the LPOE has one closed case site and one open case site associated with contaminated soil from past activities. The closed case site is located approximately 175 feet southeast of the Additional Land Area, but no hazardous waste/materials impacts would occur as a result of the Action Alternatives due to the remediation activities that were completed at the site as indicated by the closed case status.

The listed open case site is located approximately 300 feet west of the Additional Land Area near the Northbound Headhouse facility. The Phase I ESA concluded that properties of potential concern in the vicinity (including listed sites within the LPOE) were found not to have the potential to adversely impact the Additional Land Area based on the medium affected (soil releases only) and distance.

##### The Outlets at the Border

Although this site is located adjacent to the western LPOE boundary, the Additional Land Area occurs on the other side of the LPOE, approximately 0.5 mile to the east. Based on this distance and the closed case status, no hazardous waste/materials impacts would occur.

##### San Diego Police Southern Facility

Given the distance of this facility from the Revised Project footprint (approximately 0.3 mile) and the closed status of the two LUST cleanup cases, no hazardous waste/materials impacts would occur.

#### Goodwill Industries

Based on the closed case status and the distance of this listed facility from the Revised Project footprint (approximately 0.4 mile), no hazardous waste/materials impacts would occur.

#### Las Americas Development

Based on the closed status of this LUST cleanup case and distance of this listed facility from the Revised Project footprint (approximately 0.6 mile) and the even greater distance from the Additional Land Area (approximately 1.1 miles), no hazardous waste/materials impacts would occur.

#### Proposed International Gateway

Based on the closed status of this cleanup case and distance of this listed facility from the Revised Project footprint (approximately 0.4 mile) and an even greater distance from the Additional Land Area (approximately 0.8 mile), no hazardous waste/materials impacts would occur.

#### APN #665-010-38/#665-020-01

Based on the closed status of the VAP case and the distance of this listed facility from the Revised Project footprint (approximately 0.5 mile) and an even greater distance from the Additional Land Area (approximately 1.0 mile), no hazardous waste/materials impacts would occur.

#### Coral Gates Soil Disposal

Given the closed case status of this land disposal site and the distance of this facility from the Revised Project footprint (approximately 0.5 mile) and the even greater distance from the Additional Land Area (approximately 1.0 mile), no hazardous waste/materials impacts would occur.

#### San Diego and Imperial Valley Railroad

Based on the distance of this listed facility from the Revised Project footprint (approximately 0.5 mile) and the closed case status, no hazardous waste/materials impacts would occur.

#### Existing and Former Land Uses

A gas station was previously located adjacent to the Revised Project footprint (at 727 East San Ysidro Boulevard), approximately 170 feet north-northwest of the Additional Land Area. Storage and use of fuels at this former facility adjacent to the Revised Project footprint creates a potential environmental concern associated with unauthorized releases of fuels that could have impacted underlying soils and/or groundwater, although there are no records of known releases at this site.

The long-term urban and historical use of the Additional Land Area for commercial and industrial land uses creates the potential for underlying soils to have been impacted by lead and/or other metals from burn ash, lead-based paint, or other sources. Contaminated soil potentially could be encountered during excavation activities associated with the Action Alternatives. The measures described in Subsection 4.3.4 would be implemented during construction to ensure that adverse impacts involving contaminated soils would be avoided.

Construction activities proposed within the Additional Land Area are not expected to occur at depths that would encounter groundwater, which is known to occur at a depth of approximately 30 feet below ground surface in this portion of the LPOE. Furthermore, listed facilities within and adjacent to the LPOE have not had reported cases of groundwater contamination. As a result, no adverse hazardous waste/substance impacts associated with potential groundwater contamination would occur.

#### Hazardous Building Materials

Based on the age of the existing buildings on the Additional Land Area, ACMs and/or LCS may potentially be present. ACMs also may be present in existing piping material. Implementation of the Action Alternatives would remove or modify some of these facilities, which could release associated hazardous building materials.

Additionally, existing electrical transformers are located within approximately 35 feet of the Additional Land Area just south of the East San Ysidro Boulevard cul-de-sac. Implementation of the Action Alternatives is not anticipated to require removal or relocation of these transformers. Therefore, it is unlikely to encounter PCBs during construction of the Action Alternatives and no impacts related to PCBs are expected to occur.

#### 4.3.3.2 No Action Alternative

Under the No Action Alternative, GSA would continue to implement the Approved Project that was analyzed as the Preferred Alternative in the 2009 Final EIS and 2014 Final SEIS and approved in the respective RODs except that the Milo Building would not be demolished. It would remain in place due to the compromised structural integrity of the abutting buildings and the likelihood of their collapse if the Milo Building is removed.

The study area for hazardous waste/materials under the No Action Alternative would be the same as the Action Alternatives, with the exception of the 0.24-acre Additional Land Area in the eastern portion of the LPOE. This area coincides with the footprint of the Approved Project. Construction, operation, and maintenance activities within this area under the No Action Alternative would be very similar to the Approved Project. As a result, potential impacts related to hazardous waste/materials under the No Action Alternative would be comparable to the Approved Project. Therefore, similar to the Approved Project, the No Action Alternative would result in potential adverse impacts due to possible soil and/or groundwater contamination at listed facilities of potential environmental concern, and former and current uses within the Approved Project study area and LPOE. Additionally, potential adverse impacts could occur associated with aerially deposited lead (on exposed soil adjacent to heavily travelled roadways), hazardous building materials, and PCBs.

#### 4.3.4 Avoidance, Minimization, and/or Mitigation Measures

##### 4.3.4.1 Action Alternatives

The following avoidance, minimization, and mitigation measures would effectively avoid or address potential impacts related to hazardous waste/materials from the Action Alternatives:

- Soil sampling should be conducted in areas of the Additional Land Area proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to determine to characterize

the soil for the presence of elevated metal concentrations (e.g., in excess of applicable regulatory standards). If contaminated soil is present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.

- Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.
- Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.
- Wastes and potentially hazardous waste within the Revised Project footprint, including trash, debris piles, and equipment, should be removed and recycled and/or disposed of off site, in accordance with applicable regulatory requirements.
- Prior to renovation or demolition of existing structures, a hazardous building materials survey should be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials should be sampled and analyzed, and if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Contract specifications should include references to the potential to encounter contaminated soil or other regulated wastes during construction activities.

#### 4.3.4.2 No Action Alternative

Avoidance, minimization, and mitigation measures for the No Action Alternative would be the same as those previously identified for the Approved Project (as identified in the 2014 Final SEIS and 2014 ROD), which are listed below. Implementation of these measures would effectively avoid or address potential impacts related to hazardous waste/materials from the No Action Alternative:

- Soil sampling should be conducted in areas within the Revised Project footprint proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to characterize the soil for the presence of hazardous materials (e.g., metals, petroleum hydrocarbons, VOCs, pesticides, etc.). If contaminated soil is present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Health risk assessments should be conducted for facilities within the LPOE in which contamination has been documented to evaluate whether the levels of contaminants would pose a risk to human health.
- Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.
- Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.

- Prior to commencement of excavation activities, a Groundwater Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.
- Existing transformers and elevator equipment within the Revised Project footprint should be sampled for PCB content if proposed to be disturbed and/or moved during construction activities. If PCBs are present, appropriate abatement actions for their disposal should be implemented in accordance with regulatory requirements, and soil beneath transformers and/or elevators should be evaluated for evidence of releases. If present in underlying soils, appropriate abatement actions for removal and disposal should be implemented in accordance with applicable regulatory requirements.
- Wastes and potentially hazardous waste within the Revised Project footprint, including trash, debris piles, and equipment, should be removed and recycled and/or disposed of off site, in accordance with applicable regulatory requirements.
- Prior to renovation or demolition of existing structures, surveys should be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials should be sampled and analyzed, and if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Contract specifications should include references to the potential to encounter contaminated soil, groundwater, or other regulated wastes during construction activities.

## 4.4 AIR QUALITY AND GREENHOUSE GAS EMISSIONS

This subchapter evaluates potential environmental effects related to air quality and GHG emissions as a result of the Revised Project. The conclusions are based on the analysis contained in the 2009 Final EIS and 2014 Final SEIS that addressed the Approved Project, as well as additional analysis and environmental studies that were conducted to evaluate the proposed modifications that comprise the Revised Project.

### 4.4.1 Regulatory Setting

#### Federal Clean Air Act

The federal Clean Air Act (CAA), as amended in 1990, is the federal law that governs air quality. This law and related regulations by the U.S. Environmental Protection Agency (USEPA) set standards for the quantity of pollutants that can be in the air. At the federal level, these standards are called the National Ambient Air Quality Standards (NAAQS); NAAQS have been established for six criteria pollutants that have been linked to potential health concerns. The six major air pollutants of concern, called “criteria pollutants,” include carbon monoxide (CO), sulfur dioxide (SO<sub>2</sub>), nitrogen dioxide (NO<sub>2</sub>), ozone (O<sub>3</sub>), suspended particulate matter (PM), and lead (Pb). Suspended particulate matter is further categorized as particulates less than or equal to 10 microns in diameter (PM<sub>10</sub>) and fine particulate matter less than or equal to 2.5 microns in diameter (PM<sub>2.5</sub>).

In addition to the six criteria pollutants, the USEPA designated 188 substances as hazardous air pollutants under the federal CAA, which are known as Mobile Source Air Toxics (MSATs). MSATs are air pollutants known to cause or suspected of causing serious health effects (such as cancer), or adverse environmental effects. No NAAQS have been established for hazardous air pollutants. However, the USEPA has developed rules that limit emissions of hazardous air pollutants from specific industrial sources. These emissions control standards are known as “maximum achievable control technologies” and “generally achievable control technologies.” They are intended to achieve the maximum degree of reduction in emissions of hazardous air pollutants, taking into consideration the cost of emissions control, non-air quality health and environmental impacts, and energy requirements. Examples of hazardous air pollutants include benzene, which is found in gasoline; perchloroethylene, which is emitted by some dry cleaning facilities; and methylene chloride, a solvent and paint stripper used in some industries. Hazardous air pollutants are regulated under the CAA’s National Emission Standards for Hazardous Air Pollutants, which apply to specific sources of hazardous air pollutants; and under the Urban Air Toxics Strategy, which applies to area sources.

Air pollutants are classified as either primary or secondary pollutants, based on how they are formed. Primary air pollutants are emitted directly into the atmosphere from the source, and retain their chemical form. Examples of primary pollutants are the CO produced by a power plant burning fuel and volatile organic compounds emitted by a dry cleaner. Secondary air pollutants are formed through atmospheric chemical reactions – reactions that usually involve primary air pollutants (or pollutant precursors) and normal constituents of the atmosphere. Ozone, a major component of photochemical smog that is the greatest air quality concern in California, is a secondary air pollutant. Ozone precursors consist of two groups of chemicals: nitrogen oxides (NO<sub>x</sub>) and organic compounds. NO<sub>x</sub> consists of nitric oxide (NO) and NO<sub>2</sub>. Organic compound precursors of ozone are routinely described by various terms, including volatile organic compounds (VOC), reactive organic compounds (ROC), and reactive organic gases (ROG). Finally, some air pollutants are a combination of primary and secondary pollutants. PM<sub>10</sub>

and PM<sub>2.5</sub> are both emitted as primary air pollutants by various mechanical processes (e.g., abrasion, erosion, mixing, or atomization) or combustion processes. They are generated as secondary air pollutants through chemical reactions or through the condensation of gaseous pollutants into fine aerosols.

Air pollutant emissions are reported as the rate (by weight or volume) at which specific compounds are emitted into the atmosphere by a source. Typical units for emission rates from a source are pound (lb) per thousand gallons of fuel burned, lb per U.S. ton of material processed, and grams (g) per vehicle-mile traveled.

Ambient air quality is reported as the atmospheric concentrations of specific air pollutants at a particular time and location. The units of measure are expressed as a mass per unit volume (e.g., micrograms per cubic meter [ $\mu\text{g}/\text{m}^3$ ] of air) or as a volume fraction (e.g., parts per million [ppm] by volume). The ambient air pollutant concentrations measured at a particular location are determined by the pollutant emissions rate, local meteorology, and atmospheric chemistry. Wind speed and direction, the vertical temperature gradient of the atmosphere, and precipitation patterns affect the dispersal, dilution, and removal of air pollutant emissions from the atmosphere.

The NAAQS for each of the regulated pollutants are shown in Table 4.4-1, *Federal Criteria Air Pollutant Standards, Effects, and Sources*.

The air quality management agencies of direct importance to San Diego County (the County) include the USEPA, the California Air Resources Board (CARB), and the San Diego Air Pollution Control District (SDAPCD). The USEPA has established federal ambient air quality standards for which the CARB and the SDAPCD have primary implementation responsibility.

#### San Diego Air Basin Attainment Designation

The USEPA classifies air basins (or portions thereof) as being in “attainment,” “nonattainment,” or “unclassified” for each criteria air pollutant based on whether or not the NAAQS have been achieved. Areas designated as “maintenance” signifies former nonattainment areas. If an area is designated unclassifiable, it is because inadequate air quality data were available as a basis for a nonattainment or attainment designation.

Table 4.4-1, *Federal Criteria Air Pollutant Standards, Effects, and Sources*, lists the federal attainment status of the San Diego Air Basin (SDAB) for the criteria pollutants. The USEPA classifies the SDAB as in attainment for ozone (1-hour), PM<sub>2.5</sub>, NO<sub>2</sub>, SO<sub>2</sub>, and lead, and unclassifiable for PM<sub>10</sub> with respect to federal air quality standards. The SDAB is classified as nonattainment for Ozone (8-hour). The SDAB also has been designated by the USEPA as a federal maintenance area for the CO standard.

**Table 4.4-1  
FEDERAL CRITERIA AIR POLLUTANT STANDARDS, EFFECTS, AND SOURCES**

<b>Pollutant</b>	<b>Averaging Time</b>	<b>Federal<sup>1</sup> Standard</b>	<b>Principal Health and Atmospheric Effects</b>	<b>Typical Sources</b>	<b>Federal Attainment Status</b>
Ozone (O <sub>3</sub> ) <sup>2</sup>	1 hour 8 hours	--- 0.075 ppm (annual fourth highest daily maximum 8-hours averaged over 3 years)	High concentrations irritate lungs. Long-term exposure may cause lung tissue damage and cancer. Long-term exposure damages plant materials and reduces crop productivity. Precursor organic compounds include many known toxic air contaminants and biogenic sources.	Low-altitude ozone is almost entirely formed from reactive organic gases/volatile organic compounds (ROG or VOC) and nitrogen oxides (NO <sub>x</sub> ) in the presence of sunlight and heat. Major sources include motor vehicles and other mobile sources, solvent evaporation, and industrial and other combustion processes.	Attainment (1-hour) Nonattainment (8-hour)
Carbon Monoxide (CO)	1 hour 8 hours	35 ppm 9 ppm	CO interferes with the transfer of oxygen to the blood and deprives sensitive tissues of oxygen. CO also is a minor precursor for photochemical ozone.	Combustion sources, especially gasoline-powered engines and motor vehicles. CO is the traditional signature pollutant for on-road mobile sources at the local and neighborhood scale.	Maintenance
Respirable Particulate Matter (PM <sub>10</sub> )	24 hours Annual	150 µg/m <sup>3</sup> ---	Irritates eyes and respiratory tract. Decreases lung capacity. Associated with increased cancer and mortality. Contributes to haze and reduced visibility. Includes some toxic air contaminants. Many aerosol and solid compounds are part of PM <sub>10</sub> .	Dust- and fume-producing industrial and agricultural operations; combustion smoke; atmospheric chemical reactions; construction and other dust-producing activities; unpaved road dust and re-entrained paved road dust; natural sources (wind-blown dust, ocean spray).	Unclassifiable
Fine Particulate Matter (PM <sub>2.5</sub> )	24 hours  Annual	35 µg/m <sup>3</sup> (98 <sup>th</sup> percentile over 3 years)  15.0 µg/m <sup>3</sup> (annual mean averaged over 3 years)	Increases respiratory disease, lung damage, cancer, and premature death. Reduces visibility and produces surface soiling. Most diesel exhaust particulate matter – a toxic air contaminant – is in the PM <sub>2.5</sub> size range. Many aerosol and solid compounds are part of PM <sub>2.5</sub> .	Combustion including motor vehicles, other mobile sources, and industrial activities; residential and agricultural burning; also formed through atmospheric chemical (including photochemical) reactions involving other pollutants including NO <sub>x</sub> , sulfur oxides (SO <sub>x</sub> ), ammonia, and VOC.	Attainment



**Table 4.4-1 (cont.)  
FEDERAL CRITERIA AIR POLLUTANT STANDARDS, EFFECTS, AND SOURCES**

Pollutant	Averaging Time	Federal <sup>1</sup> Standard	Principal Health and Atmospheric Effects	Typical Sources	Federal Attainment Status
Nitrogen Dioxide (NO <sub>2</sub> )	1 hour	100 ppb <sup>3</sup> (98 <sup>th</sup> percentile over 3 years)	Irritating to eyes and respiratory tract. Colors atmosphere reddish-brown. Contributes to acid rain. Part of the "NO <sub>x</sub> " group of ozone precursors.	Motor vehicles and other mobile sources; refineries; industrial operations.	Attainment
	Annual	0.053 ppm			
Sulfur Dioxide (SO <sub>2</sub> )	1 hour	0.075 ppm <sup>4</sup> (98 <sup>th</sup> percentile over 3 years)	Irritates respiratory tract; injures lung tissue. Can yellow plant leaves. Destructive to marble, iron, steel. Contributes to acid rain. Limits visibility.	Fuel combustion (especially coal and high-sulfur oil), chemical plants, sulfur recovery plants, metal processing; some natural sources like active volcanoes. Limited contribution possible from heavy-duty diesel vehicles if ultra-low sulfur fuel not used.	Attainment
	3 hours	0.5 ppm			
	24 hours	0.14 ppm			
	Annual	0.030 ppm			
Lead (Pb) <sup>3</sup>	Quarterly Rolling 3-month average	1.5 µg/m <sup>3</sup> 0.15 µg/m <sup>3</sup>	Disturbs gastrointestinal system. Causes anemia, kidney disease, and neuromuscular and neurological dysfunction. Also a toxic air contaminant and water pollutant.	Lead-based industrial processes like battery production and smelters. Lead paint, leaded gasoline. Aerially deposited lead from gasoline may exist in soils along major roads.	Attainment

Sources: Based on the USEPA National Ambient Air Quality Standards chart, Six Common Air Pollutants Health Effects (<http://www.epa.gov/airquality/urbanair/>), and Area Designation Maps (<http://www.epa.gov/region9/air/maps/index.html>).

Source: San Diego Air Pollution Control District 2018

Notes: ppm = parts per million; µg/m<sup>3</sup> = micrograms per cubic meter; ppb=parts per billion (thousand million)

1. Federal standards are "not to exceed more than once a year" or as noted in parenthesis above.
2. Final rule signed March 12, 2008. The 1997 ozone standard (0.08 ppm, annual fourth-highest daily maximum 8 hour concentration, averaged over 3 years) and related implementation rules remain in place. In 1997, USEPA revoked the 1-hour ozone standard (0.12 ppm, not to be exceeded more than once per year) in all areas, although some areas have continued obligations under that standard ("anti-backsliding"). The 1-hour ozone standard is attained when the expected number of days per calendar year with maximum hourly average concentrations above 0.12 ppm is less than or equal to 1.
3. Final 1-hour NO<sub>2</sub> NAAQS published in the Federal Register on 2/9/2010, effective 3/9/2010. Initial nonattainment area designations should occur in 2012 with conformity requirements effective in 2013. Project-level hot spot analysis requirements, while not yet required for conformity purposes, are expected. Note: San Diego County have been designated as attainment.
4. USEPA finalized a 1-hour SO<sub>2</sub> standard of 0.075 ppm in June 2010.

## Air Quality Conformity

Under the 1990 CAA Amendments, federal actions must be found to conform to the State Implementation Plan (SIP) for achieving the goals of the CAA requirements related to the NAAQS. Conformity with the CAA takes place on two levels: first, at the regional level and second, at the project level. The proposed action must conform at both the regional- and project- level to be approved. Conformity requirements apply only in nonattainment and maintenance areas for the NAAQS, and only for the specific NAAQS that are or were violated. USEPA regulations at 40 CFR 93 govern the conformity process.

Regional level conformity in California is concerned with how well the region is meeting the standards set for CO, NO<sub>2</sub>, O<sub>3</sub>, and PM. California is in attainment for the other criteria pollutants. At the regional level, a Regional Transportation Plan (RTP) is developed that includes all of the transportation projects planned for a region over a period of years (usually at least 20 years). Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budgets or other tests showing that attainment requirements of the CAA are met. The metropolitan planning organization (MPO) responsible for the preparation of the RTP, the regional transportation improvement program (RTIP), and the associated air quality analyses in the Revised Project area is the San Diego Association of Governments (SANDAG). Any project listed in an RTP and/or RTIP must demonstrate conformity with the SIP. If the RTP projects' conformity is demonstrated, the MPO, such as SANDAG, and the appropriate federal agencies make the determination that the RTP is in conformity with the SIP for achieving the goals of the CAA. Otherwise, the projects in the RTP must be modified until conformity is attained. If the design and scope of a proposed project are the same as described in the RTP, then it is deemed to meet regional conformity requirements for purposes of project-level analysis.

Conformity at the project-level also requires "hot spot" analysis if an area is designated nonattainment or maintenance for CO and/or particulate matter (PM<sub>10</sub> or PM<sub>2.5</sub>). In general, projects must not cause the "hot spot" related standard to be violated, and must not cause any increase in the number and severity of violations in nonattainment areas. If a known CO or particulate matter violation is located in the project vicinity, the project must include measures to reduce or eliminate the existing violation(s) as well.

## Global Climate Change and Greenhouse Gases

Global climate change refers to changes in average climatic conditions on Earth, as a whole, including temperature, wind patterns, precipitation, and storms. Global temperatures are moderated by naturally occurring atmospheric gases that include water vapor, carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), and nitrogen dioxide (N<sub>2</sub>O). These atmospheric gases are known as greenhouse gases (GHG). In addition to the naturally occurring gases, man-made compounds also act as GHG; common examples include hydrofluorocarbons (HFCs), perfluorocarbons (PFCs) and sulfur hexafluoride (SF<sub>6</sub>). These compounds are the result of a number of activities including vehicular use, energy consumption/production, manufacturing, and cattle farming. These man-made compounds increase the natural concentration of GHG in the atmosphere and are commonly believed to result in a phenomenon referred to as "global warming."

Although climate change and GHG reduction is a concern at the federal level, there are currently no regulations or legislation that have been enacted specifically addressing GHG emissions reductions and

climate change at the project level. Neither the USEPA nor GSA has promulgated explicit guidance or methodology to conduct project-level GHG analysis.

In the past, the USEPA has not regulated GHGs under the federal CAA. However, the U.S. Supreme Court ruled on April 2, 2007, in *Massachusetts v. U.S. Environmental Protection Agency* that CO<sub>2</sub> is an air pollutant, as defined under the CAA, and that USEPA has the authority to regulate emissions of GHG. After a thorough examination of the scientific evidence and careful consideration of public comments, the USEPA announced on December 7, 2009 that GHGs threaten the public health and welfare of the American people. The administrator of the USEPA determined that six GHGs taken in combination endanger both the public health and the public welfare of current and future generations. The USEPA specifically identified CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFCs, PFCs, and SF<sub>6</sub> as GHGs.

*Endangerment Finding:* The USEPA Administrator finds that the current and projected concentrations of the six key well-mixed GHGs – CO<sub>2</sub>, CH<sub>4</sub>, N<sub>2</sub>O, HFC, PFC, and SF<sub>6</sub> – in the atmosphere threaten the public health and welfare of current and future generations.

*Cause or Contribute Finding:* The USEPA Administrator finds that the combined emissions of these well-mixed GHG from motor vehicles and motor vehicle engines contribute to the GHG pollution which threatens public health and welfare.

The endangerment findings do not themselves impose any requirements on industry or other entities. However, this action was a prerequisite to finalizing the USEPA's proposed GHG emissions standards for light duty vehicles (Proposed Greenhouse Gas Emission Standards for Light-Duty Vehicles), which were jointly proposed by USEPA and the Department of Transportation's National Highway Traffic Safety Administration (NHTSA) on September 15, 2009. On May 7, 2010 the final Light-Duty Vehicle Greenhouse Gas Emissions Standards and Corporate Average Fuel Economy Standards was published in the Federal Register.

USEPA and the NHTSA are taking coordinated steps to enable the production of a new generation of clean vehicles with reduced GHG emissions and improved fuel efficiency from on-road vehicles and engines. These next steps include developing the first-ever GHG regulations for heavy-duty engines and vehicles, as well as additional light-duty vehicle GHG regulations. These steps were outlined by (former) President Obama in a Presidential Memorandum on May 21, 2010.

The final combined USEPA and NHTSA standards that make up the first phase of this national program apply to passenger cars, light-duty trucks, and medium-duty passenger vehicles, covering model years 2012 through 2016. The standards require these vehicles to meet an estimated combined average emissions level of 250 grams of CO<sub>2</sub> per mile, (the equivalent to 35.5 miles per gallon [MPG] if the automobile industry were to meet this CO<sub>2</sub> level solely through fuel economy improvements). Together, these standards will cut GHG emissions by an estimated 960 million metric tons and 1.8 billion barrels of oil over the lifetime of the vehicles sold under the program (model years 2012 through 2016). On November 16, 2011, USEPA and NHTSA issued their joint proposal to extend this national program of coordinated GHG and fuel economy standards to model years 2017 through 2025 passenger vehicles.

To estimate the global warming potential, the United States quantifies GHG emissions using the 100-year timeframe values established by the Intergovernmental Panel on Climate Change, in accordance with United Nations Framework Convention on Climate Change. All global warming potentials are expressed relative to a reference gas, CO<sub>2</sub>, which is assigned a global warming potential (GWP) equal to 1. The five other GHGs have a greater GWP than CO<sub>2</sub>, ranging from 21 for CH<sub>4</sub>, 310 for

N<sub>2</sub>O, 140 to 6,300 for HFCs, 6,500 to 9,200 for PFCs, and up to 23,900 for SF<sub>6</sub>. To estimate the CO<sub>2</sub> equivalency of a non-CO<sub>2</sub> GHG, the appropriate GWP of that gas is multiplied by the amount of the gas emitted. All six GHGs are multiplied by their GWP and the results are added to calculate the total CO<sub>2</sub>e. The dominant GHG emitted is CO<sub>2</sub>, mostly from fossil fuel combustion (85.4 percent). Weighted by GWP, CH<sub>4</sub> is the second largest component of emissions, followed by N<sub>2</sub>O. GWP-weighted emissions are presented in terms of equivalent emissions of CO<sub>2</sub>, using units of metric tons of CO<sub>2</sub> equivalents (MT CO<sub>2</sub>e).

#### 4.4.2 Affected Environment

The analysis and conclusions presented in this subchapter are based on modeling prepared for the Revised Project. Modeling calculated air emissions associated with construction and operation of only the components of the Revised Project that were not evaluated as part of the Approved Project. Specifically, the Revised Project modeled the emissions generated by the demolition of the two buildings and construction of the expanded paved pedestrian plaza within the Additional Land Area. The Revised Project modeling did not address those components of the Approved Project that would remain unchanged for the Revised Project.

Two Air Quality Technical Reports (AQTRs) were previously prepared for the Approved Project (Air Quality Impact Assessment for the San Ysidro Land Port of Entry Improvements Project, July 2009; San Ysidro Land Port of Entry Improvements Project Air Quality Technical Report, April 2014). Some of the analysis and conclusions of the previous AQTRs remain applicable to the Revised Project because in addition to the proposed changes to the Approved Project, the Revised Project also includes the other components of the Approved Project that have not changed. Applicable information from the 2009 Final EIS and 2014 Final SEIS as it relates to the Revised Project is noted in this subchapter.

#### Climate and Meteorology

The Revised Project Footprint is located in the SDAB, which coincides with San Diego County. The climate of the County is characterized by warm, dry summers and mild, wet winters. One of the main determinants of the climatology is a semi-permanent high pressure area (the Pacific High) in the eastern Pacific Ocean. In the summer, this pressure center is located well to the north, causing storm tracks to be directed north of California. This high pressure cell maintains clear skies for much of the year. When the Pacific High moves southward during the winter, this pattern changes, and low pressure storms are brought into the region causing widespread precipitation. In the County, the months of heaviest precipitation are November through April, averaging about 10 inches annually at the coast (Western Regional Climate Center 2016). The mean temperature recorded at the Chula Vista air quality monitoring station (the closest station to the Revised Project Footprint) is 60.9 degrees Fahrenheit 3) and the mean maximum and mean minimum temperatures are 68.4°F and 53.5°F, respectively.

The Pacific High also influences the wind patterns of California. The predominant wind directions are westerly and west-southwesterly during all four seasons, and the average annual wind speed is 5.6 miles per hour (mph).

A common atmospheric condition known as a temperature inversion affects air quality in San Diego. During an inversion, air temperatures get warmer rather than cooler with increasing height. Subsidence inversions occur during the warmer months (May through October) as descending air associated with the Pacific High comes into contact with cooler marine air. The boundary between the layers of air

represents a temperature inversion that traps pollutants below it. The inversion layer is approximately 2,000 feet AMSL during the months of May through October. However, during the remaining months (November through April), the temperature inversion is approximately 3,000 feet AMSL. Inversion layers are important elements of local air quality because they inhibit the dispersion of pollutants, thus resulting in a temporary degradation of air quality.

#### Existing Ambient Air Quality

Existing air quality conditions in the Revised Project area can be characterized by monitoring data collected in the region. Ambient air pollutant concentrations in the SDAB are measured at multiple monitoring stations. The USEPA maintains an AirData Air Quality Index Summary Report that displays an annual summary for sites around the country. This data was used to determine the ambient air quality summary for the San Diego region. Specific data from Donovan Prison Monitoring Station, a monitoring station near the project site, was used for ozone and PM<sub>10</sub>. Table 4.4-2, *Ambient Air Quality Summary*, presents the excesses of standards and the highest pollutant levels recorded at these stations for the years 2015 to 2017. During this time period at the Donovan Prison Monitoring Station, the NAAQS ozone standards were exceeded once in 2015, four times in 2016, and six times in 2017. No standards were exceeded for any other pollutants during these three years.

**Table 4.4-2  
AMBIENT AIR QUALITY SUMMARY**

Pollutant Standards	2015	2016	2017
<b>Carbon Monoxide (CO)</b>			
Maximum 1-hour concentration (ppm)	3.1	2.2	2
Maximum 8-hour concentration (ppm)	1.9	1.5	1.5
Number of Days Standard Exceeded			
NAAQS 1-hour (>35 ppm)	0	0	0
NAAQS 8-hour (>9 ppm)	0	0	0
<b>Nitrogen Dioxide (NO<sub>2</sub>)</b>			
Maximum 1-hour concentration (ppb)	62	73	74
Annual Average (ppb)	16.57	17.01	16.19
Number of Days Standard Exceeded			
NAAQS 1-hour	0	0	0
NAAQS Annual	0	0	0
<b>Sulfur Dioxide (SO<sub>x</sub>)</b>			
Maximum 1-hour concentration (ppb)	1.2	1.8	1.1
Maximum 24-hour concentration (ppm)	0.4	0.5	0.4
National annual average concentration (ppm)	0.11	0.11	0.11
Number of Days Standard Exceeded			
NAAQS 1-hour (> 75 ppb)	0	0	0
NAAQS 24-hour (>0.14 ppm)	0	0	0
NAAQS 24-hour (>0.030 ppm)	0	0	0
<b>Ozone (O<sub>3</sub>)<sup>1</sup></b>			
Maximum 8-hour concentration (ppm)	0.071	0.075	0.082
Number of Days Standard Exceeded			
NAAQS 8-hour (>0.075 ppm)	1	4	6

**Table 4.4-2 (cont.)**  
**AMBIENT AIR QUALITY SUMMARY**

Pollutant Standards	2015	2016	2017
<b>Particulate Matter (PM<sub>10</sub>)<sup>1</sup></b>			
National maximum 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	136	79	68
National second highest 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	99	66	67
National third highest 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	71	64	62
National fourth highest 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	70	63	56
Number of Days Standard Exceeded			
NAAQS 24-hour ( $>150 \mu\text{g}/\text{m}^3$ )	0	0	0
<b>Particulate Matter (PM<sub>2.5</sub>)</b>			
Maximum 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	33.5	34.4	42.7
Second highest 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	28.6	29.1	32.1
Third highest 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	18.9	23.9	29.3
Fourth highest 24-hour concentration ( $\mu\text{g}/\text{m}^3$ )	15.7	21.7	26.8
Number of Days Standard Exceeded			
NAAQS 24-hour $>35 \mu\text{g}/\text{m}^3$ )	0	0	0

Source: USEPA 2018a; CARB 2018

<sup>1</sup> Data from the Donovan Prison Monitoring Station

### Sensitive Receptors

Air pollutant-sensitive receptors are typically defined as schools (preschool-12<sup>th</sup> grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. The following sensitive receptors are located within 1.5 miles of the Revised Project Footprint:

- San Ysidro Head Start, 249 Willow Road
- San Ysidro Middle School, 4345 Otay Mesa Road
- Willow Elementary School, 226 Willow Road
- Our Lady of Mt. Carmel School, 4141 Beyer Boulevard
- Sunset Elementary School, 3825 Sunset Lane
- La Mirada Elementary School, 222 Avenida de la Madrid
- Smythe Avenue Elementary School, 1880 Smythe Avenue

### 4.4.3 Environmental Consequences

This section presents the results of an assessment of potential air quality and GHG impacts associated with the Revised Project alternatives. The evaluation is based on the Revised Project modeling and addresses the potential for air emissions associated with the short-term construction and long-term operation of the Revised Project. Each alternative (Alternative 1 - Demolition of Buildings, Alternative 2 - Renovation/Adaptive Reuse of Buildings, and No Action Alternative) is analyzed for potential air quality and GHG impacts.

#### 4.4.3.1 Methodologies, Assumptions, and Thresholds

##### Construction

Emissions from the construction activities of the Action Alternatives of the Revised Project were estimated using the California Emission Estimator Model (CalEEMod), version 2016.3.2. CalEEMod contains OFFROAD2011 emission factors and EMFAC2014 emission factors from CARB's models for off-road equipment and on-road vehicles, respectively. The construction analysis includes modeling of the projected construction equipment that would be used during each construction activity and quantities of earth and debris to be moved. The model calculates emissions of CO, PM<sub>10</sub>, PM<sub>2.5</sub>, SO<sub>2</sub>, and the ozone precursors ROG and NOx.

CalEEMod construction assumptions include the demolition of the two buildings totaling 13,250 square feet, grading, and paving of the 0.24-acre Additional Land Area. Heavy construction equipment requirements and associated emissions for site preparation, grading, demolition, and paving activities were based on the default assumptions used by CalEEMod for a project of this size. Emissions associated with worker travel to the construction site and construction truck deliveries were also estimated based on default values in the model. Additionally, to be consistent with SDAPCD Rule 55 for reducing construction emissions, the use of watering (two times daily) to minimize dust was input into the CalEEMod construction analysis. The model estimated that construction of the Revised Project components under Alternative 1 would require approximately one month to complete. Construction of Alternative 2 would require approximately five months.

##### Operational

##### Criteria Pollutant Emission Modeling

Criteria pollutant emissions (CO, PM<sub>10</sub>, PM<sub>2.5</sub>, and ozone precursors, VOC and NOx) associated with operation of the Action Alternatives were estimated using CARB's on-road emission factor model within CalEEMod.

##### Greenhouse Gas Assessment Assumptions and Methodology

GHG emission estimates for the Revised Project components were calculated using CalEEMod. CalEEMod is an air quality modeling program that estimates air pollution emissions for various land uses, area sources, construction projects, and project operations. The methodology used to assess GHG emission impacts is based on the following equation:

$$\text{Metric Tons of GHG} \times \text{GWP} = \text{Metric Tons of CO}_2\text{e emissions}$$

This equation provides the basic calculation required to determine CO<sub>2</sub>e emissions from the total mass of a given GHG using the GWPs published by the International Panel on Climate Change. This method was used to evaluate GHG emissions during construction and operation of the Revised Project. For this analysis, only CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O are the only GHG considered due to the relatively large contribution of these gases in comparison to other GHGs produced during construction and operation phases of the Revised Project.

## Impact Thresholds

The General Conformity Rule of the CAA (40 CFR §§ 51.850-860 and 40 CFR §§ 93.150-160) establishes *de minimis* thresholds, which are emissions thresholds established by the USEPA for air emissions caused by federally sponsored, approved, or funded activities in areas that do not meet the NAAQS thresholds. The *de minimis* threshold established for each pollutant varies by the severity of nonattainment, and sets an emission level, in tons per year, above which further analysis is required to demonstrate that the proposed activities would not cause or contribute to a violation of a NAAQS for a nonattainment pollutant.

The SDAB is currently classified as a non-attainment area for the 8-hour ozone standard, and a maintenance area for carbon monoxide standards. Concentrations of SO<sub>2</sub>, PM<sub>10</sub>, PM<sub>2.5</sub> and Pb are classified as attainment or unclassifiable. Within the SDAB, if net annual emissions remain below 100 tons of CO, ozone precursors (VOCs and NO<sub>x</sub>), impacts would not be considered adverse and no formal CAA conformity determination would be required. For the purpose of NEPA review, a *de minimis* threshold value of 100 annual tons of PM<sub>10</sub> and PM<sub>2.5</sub> is used to determine the severity of impacts for particulates.

Impacts associated with localized CO hot spot emissions were evaluated based on the NAAQS. The federal standard for the 1-hour average CO concentration is 35 ppm, and the 8-hour average concentration is 9 ppm.

To determine when a project results in an adverse GHG impact, the 2009 Final EIS and 2014 Final SEIS used the threshold of 25,000 MT or more of CO<sub>2</sub>e per year. This number is based on guidance from the USEPA's GHG Reporting Implementation Program, which has determined that sources emitting 25,000 MT require mandatory reporting. The 25,000 MT is used in this analysis as the threshold for adverse GHG impacts.

The impact thresholds used in the analysis of the Revised Project's potential impacts related to air quality and GHG emissions are summarized in Table 4.4-3, *Air Quality Impact Thresholds*. In all cases except for operational emissions, impacts are based on whether emissions generated by the Revised Project would exceed the applicable threshold. For operational emissions, impacts are based on the net difference between the Approved Project and the Revised Project to assess the additional operational air emissions of each alternative.

**Table 4.4-3  
AIR QUALITY IMPACT THRESHOLDS**

<b>Emission Source</b>	<b>Threshold</b>
<b><i>Criteria Pollutant Construction and Operational Impacts<sup>1</sup></i></b>	
Carbon Monoxide (CO)	100 tons/year
Oxides of Nitrogen (NO <sub>x</sub> )	100 tons/year
Volatile Organic Compounds (VOC)	100 tons/year
Particulate Matter, 2.5 microns (PM <sub>2.5</sub> )	100 tons/year
Particulate Matter, 10 microns (PM <sub>10</sub> )	100 tons/year
<b><i>GHG Impacts</i></b>	
CO <sub>2</sub> equivalents (CO <sub>2</sub> e)	25,000 annual metric tons
<b><i>CO Hot Spot Impacts<sup>2</sup></i></b>	
CO concentration (1-hour/8-hour average)	35 ppm/8 ppm

<sup>1</sup> USEPA 2018b; <sup>2</sup> USEPA 2018c



#### 4.4.3.2 Alternative 1 – Demolition of Buildings

##### Criteria Pollutants – Construction Impacts

Construction activity is a source of dust and exhaust emissions that can have substantial temporary impacts on local air quality (i.e., exceed the NAAQS for ozone, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>). Temporary construction emissions would result from processes related to demolition, grading/excavation, and paving activities. Pollutant emissions would vary daily, depending on the level of activity, specific operations, and prevailing weather. It is anticipated that construction activities associated with Alternative 1 would begin in and end in a single year.

During construction, short-term degradation of air quality may occur due to the release of particulate emissions (airborne dust) generated by demolition, grading, hauling, and other activities related to construction. Emissions from construction equipment are also anticipated and would include CO, ozone precursors (NOx and VOCs), PM<sub>10</sub>, PM<sub>2.5</sub>, and MSATs such as diesel particulate matter (DPM).

Construction-related effects on air quality are greatest during the demolition phase. If not properly controlled, these activities temporarily generate PM<sub>10</sub>, PM<sub>2.5</sub>, and small amounts of CO, SO<sub>2</sub>, NOx, and VOCs. Sources of fugitive dust would include disturbed soils at the construction site(s) and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the construction site would deposit mud on local streets, which could be an additional source of airborne dust after it dries. PM<sub>10</sub> emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM<sub>2.5</sub> emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of equipment operating. Larger dust particles would settle near the source, while fine particles will be dispersed from the construction site over greater distances.

In addition to dust-related PM<sub>10</sub> emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate exhaust emissions including CO, SO<sub>2</sub>, NOx, VOCs, and some soot particulates (PM<sub>10</sub> and PM<sub>2.5</sub>). If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site(s).

Table 4.4-4, *Alternative 1 Annual Construction Emissions*, summarizes the annual criteria pollutant emissions associated with the demolition of the structures and construction of the expanded pedestrian plaza, as well as the *de minimis* thresholds. Maximum emissions were determined by totaling the annual emissions from all construction activity. As shown in Table 4.4-4, construction emissions generated during construction of Alternative 1 would not exceed the federal *de minimis* thresholds for VOC, NOx, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> and no adverse impacts would occur.

**Table 4.4-4  
ALTERNATIVE 1 ANNUAL CONSTRUCTION EMISSIONS**

Construction Activity	Total Emissions (Tons)				
	VOC	NOx	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
Total Construction Emissions	<1	<1	<1	<1	<1
Thresholds	100	100	100	100	100
Exceeds Threshold?	No	No	No	No	No

Source: CalEEMod results, Appendix D Numbers rounded to whole number - if a non-zero value was less than 1.0, <1 was utilized.

## Criteria Pollutants – Operational Impacts

Following construction, operation of Alternative 1 would involve the operation of a 0.24-acre landscaped pedestrian plaza extension. The previously analyzed operational emissions for the Approved Project were determined to not exceed applicable thresholds. The only new operational emissions sources for the operation of the pedestrian plaza expansion would be from occasional landscaping and maintenance. Therefore, emissions of criteria pollutants (i.e., VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) would be negligible. The addition of negligible emissions from use of the Additional Land Area under Alternative 1 would not exceed those thresholds. Alternative 1 would not violate federal air quality standards, and therefore, would not have an adverse impact on air quality.

## Air Quality Conformity

### Regional Conformity

To determine whether Alternative 1 is consistent with local air quality plans and programs, a regional conformity determination must be made to demonstrate that Alternative 1 would not cause or contribute to a violation of an ambient air quality standard (Table 4.4-1). As stated in Section 4.4.1, the SDAB is currently considered to be a nonattainment area for the federal 8-hour ozone standard. At the regional level, an RTP is developed that includes all of the transportation projects planned for a region over a period of years (usually at least 20 years). Based on the projects included in the RTP, an air quality model is run to determine whether or not the implementation of those projects would conform to emission budget for the basin and that the attainment strategies in the SIP are met. If the design and scope of a proposed project are the same as described in the RTP, then it is deemed to meet regional conformity requirements for the purposes of project-level analysis.

The Approved Project was included in the 2030 San Diego RTP: Pathways for the Future (Table A.2-Phased Highway Projects – Revenue Constrained Plan, page A-9). The Approved Project was also included in the SANDAG 2008 RTIP as MPO ID CAL-56, RTP #08-00 (page 36). A conformity determination for both the 2030 RTP and the 2008 RTIP was made by U.S. Department of Transportation (USDOT) on November 17, 2008. The description of the Revised Project is consistent with the Approved Project included in the 2030 RTP, the 2008 RTIP, and the assumptions in the SANDAG regional emissions analysis. SANDAG's 2030 RTP has now been superseded by San Diego Forward: The Regional Plan, and the 2008 RTIP has now been superseded by the 2016 RTIP. USDOT approved a finding of conformity for the San Diego Forward: The Regional Plan on December 2, 2015 and the 2016 RTIP on December 16, 2016. The San Diego Forward plan includes a description of the improvements in progress at the San Ysidro LPOE, and both the Approved Project and the Revised Project are consistent with this description. Therefore, based on the conformity applicability analysis review, the Revised Project under Alternative 1 would conform to the SIP, and no adverse impact associated with regional air quality conformity would occur.

### Project-Level Conformity

Conformity at the project-level requires a “hot spot” analysis if an area is designated nonattainment or maintenance for CO and/or particulate matter (PM<sub>10</sub> or PM<sub>2.5</sub>). As indicated in Table 4.4-1, the SDAB is designated as a federal maintenance area for the CO standard. During periods of near-calm winds, heavily congested intersections can produce “hot spots” of elevated levels of CO that could potentially impact nearby sensitive receptors.

A CO “hot spot” evaluation is typically conducted when: (1) the LOS of an intersection or roadway decreases to a LOS E or worse as a result of the project; (2) signalization and/or channelization is added to an intersection as a result of the project; and (3) sensitive receptors such as residences, schools, hospitals, etc. are located in the vicinity of the affected intersection or roadway segment.

For the Approved Project, the Caltrans Transportation Project-Level Carbon Monoxide Protocol was followed to determine whether a CO hot spot is likely to form due to traffic generated by the Approved Project. CO concentrations at intersections with LOS E or F near the vicinity of the Revised Project site were modeled using the Caltrans CALINE4 line source dispersion model. The predicted CO concentrations were determined to be below the one-hour and eight-hour federal standard for CO. Alternative 1 would remove existing structures and add the Additional Land Area to the expanded pedestrian plaza. No additional trips are anticipated from Alternative 1 due to the site’s future use as an expansion of the previously approved pedestrian plaza. Therefore, with the demolition of the existing buildings and relocation of businesses throughout the community, no additional trips are anticipated from Alternative 1, and no additional hotspot analysis would be required. No associated adverse air quality impacts would occur under Alternative 1.

#### Mobile Source Air Toxics

Demolition of the existing buildings would lead to redistribution of existing traffic trips generated by the existing businesses within the Additional Land Area throughout the community. Operation of the Revised Project under Alternative 1 would involve an expansion of the pedestrian plaza. Because no additional trips are anticipated due to the site’s future use as an expansion of a pedestrian plaza, no additional traffic would be added to nearby roadways, and no additional MSAT emissions are anticipated.

#### Greenhouse Gas Impacts

##### Construction Emissions

Alternative 1 would emit GHG emissions during construction from the combustion of fossil fuels in construction equipment, worker vehicles, delivery vehicles, and haul trucks accessing the Additional Land Area. Construction emissions were estimated using CalEEMod. Table 4.4-5, *Alternative 1 Annual GHG Construction Emissions*, presents a summary of the GHG emissions resulting from construction activities for Alternative 1.

**Table 4.4-5  
ALTERNATIVE 1 ANNUAL GHG CONSTRUCTION EMISSIONS**

Construction Activity	Emissions (MT/Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Demolition	8	<1	0	8
Site Preparation	<1	<1	0	<1
Grading	1	<1	0	1
Paving	3	<1	0	3
<i>Total Construction Emissions</i>	<i>12</i>	<i>&lt;1</i>	<i>0</i>	<i>12</i>
Threshold				25,000
Exceed Threshold?				No

Source: CalEEMod; Appendix D

Numbers rounded to whole number - if a non-zero value was less than 1.0, <1 was utilized. MT= metric ton

As shown in Table 4.4-5, annual GHG construction emissions generated during the construction phases of Alternative 1 would be approximately 12 MT CO<sub>2</sub>e, which would not exceed the federal annual screening criteria of 25,000 MT. No associated adverse impacts would occur.

#### Operational Emissions

Emissions of GHG generated by Alternative 1 would be negligible as no new sources of emissions would be located within the Additional Land Area. Operations would consist of the use of an expanded pedestrian plaza. With the relocation of the businesses from the existing buildings, operational GHG emissions associated with existing uses would be reallocated to different areas of the community such that there would no net change to overall operational GHG emissions. Additionally, Alternative 1 would not result in a measurable increase in operational GHG emissions. No adverse impacts would occur.

#### 4.4.3.3 Alternative 2 – Renovation/Adaptive Reuse of Buildings

##### Criteria Pollutants – Construction Impacts

Table 4.4-6, *Alternative 2 Annual Construction Emissions*, summarizes the annual criteria pollutant emissions associated with the renovation of the structures and incorporation into the pedestrian plaza, as well as the *de minimis* thresholds. Maximum emissions were determined by totaling the annual emissions from all construction activity. As shown in Table 4.4-6, *Alternative 2 Annual Construction Emissions*, construction emissions generated during the construction phases of Alternative 2 would not exceed the federal *de minimis* thresholds for VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub> and no adverse impacts would occur.

**Table 4.4-6  
ALTERNATIVE 2 ANNUAL CONSTRUCTION EMISSIONS**

Construction Activity	Emissions (Tons/Year)				
	VOC	NO <sub>x</sub>	CO	PM <sub>10</sub>	PM <sub>2.5</sub>
<i>Total Construction Emissions</i>	<1	<1	<1	<1	<1
Thresholds	100	100	100	100	100
Exceeds Threshold?	No	No	No	No	No

Source: CalEEMod results, Appendix D

Numbers rounded to whole number - if a non-zero value was less than 1.0, <1 was utilized

##### Criteria Pollutants – Operational Impacts

Following construction, operation of the Revised Project under Alternative 2 would involve reuse of the existing buildings to function as components of the pedestrian plaza or related accessory uses. Because of this, operational emissions would be less than the existing uses. Furthermore, the previously analyzed operational emissions for the Approved Project were determined not to exceed applicable thresholds. Therefore, the reduced operational emissions from the use of the Additional Land Area under Alternative 2 would not exceed those thresholds. Alternative 2 would not violate federal air quality standards, and therefore, would not have an adverse impact on air quality.

## Air Quality Conformity

### Regional Conformity

As previously discussed under Alternative 1, the description of the Revised Project under Alternative 2 would also be consistent with the Approved Project included in the 2030 RTP, the 2008 RTIP, and the assumptions in the SANDAG regional emissions analysis. Although SANDAG's 2030 RTP has now been superseded by the San Diego Forward: The Regional Plan, and the 2008 RTIP has now been superseded by the 2016 RTIP, both the Approved Project and the Revised Project would be consistent. Therefore, the Revised Project under Alternative 2 would conform to the SIP, and no adverse impact associated with regional air quality conformity would occur.

### Project-Level Conformity

For the Approved Project, the Caltrans Transportation Project-Level Carbon Monoxide Protocol was followed to determine whether a CO hot spot is likely to form due to traffic generated by the Approved Project. CO concentrations at intersections with LOS E or F near the vicinity of the Revised Project site were modeled using the Caltrans CALINE4 line source dispersion model. The predicted CO concentrations were determined to be below the one-hour and eight-hour federal standard for CO. No net increase in trips are anticipated because the reuse of the existing buildings would be less intensive than the existing commercial uses. Therefore, no additional hotspot analysis would be required. No associated adverse air quality impacts would occur under Alternative 2.

### Mobile Source Air Toxics

Operation of the Revised Project under Alternative 2 would involve the use of the existing buildings as part of the expansion of the pedestrian plaza or as accessory uses. The relocation of some previous traffic throughout the community may result from Alternative 2. No additional traffic is anticipated to be added to nearby roadways due to the site's reuse of existing buildings with less intensive uses than the existing commercial uses. Therefore, no additional MSAT emissions are anticipated.

## Greenhouse Gas Impacts

### Construction Emissions

Alternative 2 would emit GHG emissions during construction from the combustion of fossil fuels in construction equipment, worker vehicles, delivery vehicles, and haul trucks accessing the Additional Land Area. Construction emissions were estimated using CalEEMod. Table 4.4-7, *Alternative 2 Annual GHG Construction Emissions*, presents a summary of the GHG emissions resulting from construction activities for the renovation of the existing buildings.

**Table 4.4-7**  
**ALTERNATIVE 2 ANNUAL GHG CONSTRUCTION EMISSIONS**

Construction Activity	Emissions (MT/Year)			
	CO <sub>2</sub>	CH <sub>4</sub>	N <sub>2</sub> O	Total CO <sub>2</sub> e
Demolition	6	<1	0	6
Site Preparation	<1	<1	0	<1
Building Construction	56	<1	0	56
Paving	3	<1	0	3
Architectural Coating				
<i>Total Construction Emissions</i>	66	<1	0	66
Threshold				25,000
Exceed Threshold?				No

Source: CalEEMod, Appendix D

Numbers rounded to whole number - if a non-zero value was less than 1.0, <1 was utilized. MT= metric ton

As shown in Table 4.4-7, annual GHG construction emissions generated during construction of Alternative 2 would be 66 MT CO<sub>2</sub>e, which would not exceed the federal annual screening criteria of 25,000 MT. No associated adverse impacts would occur.

#### Operational Emissions

Existing businesses would be relocated to other areas within the community, and the GHG emissions currently associated with those businesses would remain. New emissions of GHG generated by Alternative 2 would be negligible, as the reuse of the existing buildings would be less intensive than the existing commercial uses. No adverse impacts would occur.

#### 4.4.3.4 No Action Alternative

##### Criteria Pollutants – Construction Impacts

Under the No Action Alternative, no construction would be conducted, as the Additional Land Area would not be acquired and added to the Revised Project Footprint. The Approved Project would remain, except that no demolition of the Milo Building would occur, and construction impacts would therefore be slightly reduced compared to the Approved Project. Previously analyzed construction emissions for the Approved Project were determined not to exceed applicable thresholds, with no assessed adverse impacts. Given that emissions would be less than the Approved Project, no adverse impacts would occur under the No Action Alternative.

##### Criteria Pollutants – Operational Impacts

Operations under the No Action Alternative would continue as analyzed under the Approved Project. Retaining the Milo Building would not change operations of the Approved Project. Thus, no adverse impacts would occur under the No Action Alternative.

## Air Quality Conformity

### Regional Conformity

Under the No Action Alternative, no additional work would be required. The Approved Project was previously determined to be consistent with the 2050 RTP and the 2008 RTIP, and it would remain consistent with the current San Diego Forward: The Regional Plan and 2016 RTIP. Therefore, the No Action Alternative would conform to the SIP, and no adverse impact associated with regional air quality conformity would occur.

### Project-Level Conformity

Under the No Action Alternative, no new operations would be proposed, and no additional emissions would result. No associated adverse air quality impacts would occur.

### Mobile Source Air Toxics

Because no additional traffic would be added to nearby roadways under the No Action Alternative, no additional MSAT emissions are anticipated, and no adverse impacts would occur.

### Greenhouse Gas Impacts

No additional construction or operational GHG emissions would result from the No Action Alternative, as no acquisition of land or new operations would result. The Approved Project would remain, except that no demolition of the Milo Building would occur, thereby reducing construction GHG emissions. Retaining the Milo Building would not change operations of the Approved Project. No adverse impacts would occur.

#### 4.4.4 Avoidance, Minimization, and/or Mitigation Measures

Although the Action Alternatives and the No Action Alternative would not result in adverse air quality or GHG impacts, the following measures would help minimize construction-related criteria air pollutant emissions and GHG emissions to the extent feasible:

- Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.
- Cover trucks when hauling loose material.
- Stabilize the surface of materials stockpiles if not removed immediately.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Trucks should be washed off as they leave the construction site(s), as necessary, to control fugitive dust emissions.
- Track-out reduction measures such as gravel pads should be used at access points to minimize dust and mud deposits on roads affected by construction traffic.

- Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.
- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Provide landscaping where possible, which reduces surface warming and decreases CO<sub>2</sub> through photosynthesis.
- Use lighter color surfaces, such as Portland cement, which helps to increase the albedo effect (i.e., surface reflectivity of the sun's radiation) and cool the surface.
- Use of energy efficient lighting.



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## 4.5 RELATIONSHIP BETWEEN LOCAL SHORT-TERM USES OF THE HUMAN ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

NEPA requires a discussion of a project's relationship of local short-term impacts and use of resources to the maintenance and enhancement of long-term productivity in 40 CFR Section 1502.16 (Environmental Consequences) of the CEQ Regulations. A discussion of the Revised Project alternatives and the No Action Alternative is provided below.

### 4.5.1 Action Alternatives

The Action Alternatives (Alternatives 1 and 2) would involve short-term construction activities that would be necessary for the attainment of short-term and long-term transportation and economic objectives associated with an improved border crossing facility. The local short-term impacts and use of resources by the Action Alternatives are consistent with the maintenance and enhancement of long-term productivity for the San Diego/Tijuana region and beyond. The following short-term and long-term losses and benefits would occur:

Short-term losses would include:

- Economic losses experienced by businesses affected by reduced access and parking during construction;
- Initial economic losses experienced by displaced businesses relocated within the community, and loss of associated tax revenues;
- Temporary construction impacts such as noise, air quality, motorized and non-motorized traffic delays or detours;
- Brief interruptions in utility service where relocation or connections would be required;
- Interruptions in border crossings where temporary lane obstructions would be required during construction; and
- Visual impacts from construction activities.

Short-term benefits would include:

- Increased jobs and revenue generated during construction.

Long-term losses would include:

- Use of construction materials and energy.

Long-term benefits would include:

- Reduction in southbound and northbound wait times at the San Ysidro LPOE and potentially at the Otay Mesa LPOE, improving the free movement of passenger vehicles and people;

- Reduced air emissions due to shorter idling times;
- Improved connections for cross-border travelers to existing and new and existing multi-modal transportation options on both the east and west sides of the LPOE;
- Improvement in security and the ability to conduct inspections at the San Ysidro LPOE;
- Improved productivity, as people spend less time waiting to cross the border and more time working and other productive pursuits;
- Higher tax revenues generated by displaced businesses relocated within the community, due to higher assessed property values at the new locations, which would compensate for any initial loss of tax revenues, and
- Reduction in energy consumption due to reduced wait times at the San Ysidro LPOE and use of energy efficient and sustainable design features at the improved LPOE.

#### 4.5.2 No Action Alternative

The No Action Alternative would be expected to result in similar short- and long-term impacts and benefits to the Action Alternatives. The exception would be the long-term benefit identified above with respect to improved connections for cross-border travelers to multi-modal transportation options near the LPOE.

Under the No Action Alternative, proposed modifications discussed in Section 3.3 would not be implemented, including acquisition of an adjacent parcel and incorporation of that parcel into an expanded pedestrian plaza, either by demolishing or renovating the buildings on the adjacent property. GSA would continue to implement the Approved Project that was analyzed as the Preferred Alternative in the 2009 Final EIS and 2014 Final SEIS and approved in the respective RODs except that the Milo Building would not be demolished. It would remain in place due to the compromised structural integrity of the abutting buildings and the likelihood of their collapse if the Milo Building is removed.

As a result, the pedestrian plaza would not provide as spacious and convenient a direct connection between the pedestrian crossing (both northbound and southbound facilities) and the SYITC, as well as the east-west pedestrian bridge that spans the LPOE and provides access to the west side of the LPOE. In addition, the plaza would be a smaller, less inviting outdoor public space than originally planned, with reduced landscaping, decorative sidewalks, and/or other hardscape treatments.

Compared to the Action Alternatives, the No Action Alternative would have less of a long-term benefit with respect to improved connections for cross-border travelers to new and existing multi-modal transportation options.

## 4.6 IRREVERSIBLE AND IRRETRIEVABLE COMMITMENTS OF RESOURCES THAT WOULD BE INVOLVED IN THE REVISED PROJECT

### 4.6.1 Action Alternatives

Implementation of the Action Alternatives would involve a commitment of a range of natural, physical, human, and fiscal resources. Proposed activities include the demolition of most of the existing LPOE facility and the construction of new border crossing facilities. Considerable amounts of fossil fuels, labor, and construction materials such as cement, aggregate, and bituminous material would be expended in demolition and construction activities. Additionally, large amounts of labor and natural resources would be used in the making of construction materials. These materials are generally not retrievable. However, they are not in short supply and their use would not have an adverse effect upon continued availability of these resources.

Land used in the construction of the proposed facility is considered an irreversible commitment during the time period that the land is used for a border facility. However, most of the subject land is owned by the federal government and consists of the existing LPOE that is already committed for such uses. Currently, the remainder of the land is primarily designated and used for commercial purposes; the conversion of all non-LPOE lands to border crossing facilities associated with the Approved Project was addressed in the 2009 Final EIS and the 2014 Final SEIS. Under the Revised Project, the Additional Land Area to be converted to border crossing facilities is also designated for commercial purposes.

Under the Approved Project or the Revised Project, the commercial uses that are yet to be acquired and/or relocated would occur in accordance with federal regulations. As noted in the 2009 Final EIS and 2014 Final SEIS, it is anticipated that displaced businesses relocated within the community would generate higher tax revenues due to higher assessed property values at the new locations, which would compensate for any initial loss of tax revenues. In addition, increased economic activity throughout the region as a result of implementation of the Approved Project or the Revised Project would be expected to further offset any temporary loss in property tax revenue from the parcel acquisitions. If a greater need arises for use of any of the land developed as part of the Approved Project or the Revised Project, or if the border facility is no longer needed, the land can be converted to another use. At present, there is no reason to believe such a conversion would ever be necessary or desirable, particularly given the regional importance of the San Ysidro LPOE.

Implementation of the Action Alternatives would require a substantial one-time expenditure of federal funds, which are not retrievable; this would be partially offset by savings in energy and time. In addition to the costs of construction, there would be costs for maintenance and personnel. The commitment of these resources is based on the concept that residents in the immediate area, region, state, and nation would benefit from the improved quality and efficiency of the San Ysidro LPOE. These benefits would consist of improved accessibility, greater safety, reduced energy use, and time savings, which are expected to outweigh the commitment of these resources.

#### 4.6.2 No Action Alternative

The No Action Alternative would entail a different design of the cross-border pedestrian plaza than the Action Alternatives, resulting in a slightly reduced, but similar commitment of resources. As in the case of the Action Alternatives, the anticipated project benefits of improved accessibility, greater safety, reduced energy use, and time savings would be expected to outweigh the commitment of these resources.

## 4.7 CUMULATIVE IMPACTS

This subchapter evaluates potential cumulative environmental effects as a result of the Revised Project. The conclusions are based on the analysis contained in the 2009 Final EIS and 2014 Final SEIS that addressed the Approved Project, as well as additional analysis and environmental studies that were conducted to evaluate the proposed modifications that comprise the Revised Project.

### 4.7.1 Regulatory Setting

CEQ regulations implementing NEPA require federal agencies to analyze cumulative effects of their actions on the environment. In accordance with 40 CFR, Section 1508.7 of the CEQ Regulations, cumulative impacts are defined as:

The impact on the environment which results from the incremental impact of the action when added to other past, present, and reasonably foreseeable future actions regardless of what agency (Federal or non-federal) or person undertakes such other actions.

Cumulative impacts can result from individually minor, but collectively substantial impacts taking place over a period of time. Cumulative impacts on resources in the Revised Project area may result from the impacts of the Revised Project together with other past, present, and reasonably foreseeable projects, such as residential, commercial, industrial, and other development. These land use activities may result in cumulative effects on a variety of natural resources, such as species and their habitats, water resources, and air quality. They also can contribute to cumulative impacts on the urban environment, such as changes in community character, traffic patterns, noise, housing availability, and employment.

### 4.7.2 Affected Environment

#### Cumulative Projects

Current and reasonably foreseeable projects in the SYCP Area are identified in Table 4.1-1 and Figure 4.1-3 in Subchapter 4.1, *Land Use and Community Issues*. Information on these projects was obtained through review of public agency databases and available environmental documentation. Table 4.1-1 provides a summary of the public and private development projects within the SYCP Area. Refer to Figure 4.1-3 for the location of these identified cumulative projects.

There are 14 projects in the SYCP Area that have been recently constructed, are under construction, are in various stages of processing/review by the applicable lead agency, or are currently planned for development. These cumulative projects consist of a mixture of residential, and parking land uses, a public park, a library a transit center, and two comprehensive planning documents.

In addition to these projects within the SYCP Area, the 2009 Final EIS and the 2014 Final SEIS considered nearby border crossing projects in the cumulative analyses for the Approved Project; these projects remain relevant for the analysis of cumulative projects for the Revised Project analyzed here, because most Approved Project improvements are incorporated into the Revised Project. One such proposed border project to the east, within the community of Otay Mesa, entails construction of a new four-lane freeway (SR-11), and a new LPOE at east Otay Mesa. A Presidential Permit was granted following the completion of a Program Environmental Impact Report/Program EIS for this project to select the preferred project location. A Tier II (or project-level) environmental document was prepared to evaluate

alternative designs for SR-11 and the new LPOE, and a ROD was signed in 2012. This new LPOE is planned to serve passenger and commercial vehicles, as well as pedestrians, as a toll facility. It is expected to help alleviate congestion at the San Ysidro and Otay Mesa LPOEs and has been shown to be needed with or without the improvements at the San Ysidro LPOE (Caltrans 2012). For this reason, this additional project, although located outside of the cumulative study area for traffic and air quality, has been considered in the cumulative analysis.

Similarly, planned improvements at the existing Otay Mesa LPOE are anticipated to nearly double the number of lanes for non-commercial border crossers, as well as significantly increase this LPOE's capacity to process commercial traffic. As in the case of the new Otay Mesa East LPOE, this improvements project has been considered in the current Revised Project cumulative analysis because it is expected to help alleviate congestion at the San Ysidro LPOE and has been shown to be needed with or without the improvements at the San Ysidro LPOE (GSA 2013).

In addition, in 2015, a privately funded Cross-border Facility project (Cross Border Xpress) was constructed west of the Otay Mesa LPOE and immediately across the U.S-Mexico border from Tijuana's international airport. This facility consists of a direct cross-border access to the airport and associated parking. It is staffed by CBP employees, who process airline ticket holders arriving at or departing from the Tijuana airport. Approved plans propose the eventual expansion of the Cross-border Facility to include a parking structure, as well as industrial and commercial uses. Like the Otay Mesa and Otay Mesa East LPOE projects, the Cross-border Facility project has been considered in the present Revised Project cumulative analysis, because it is expected to help alleviate congestion at the San Ysidro LPOE and has been shown to be needed regardless of whether the improvements at the San Ysidro LPOE is implemented.

## Cumulative Issues

Based on methodologies contained in the CEQ's *Considering Cumulative Effects under NEPA* (CEQ 1997), the cumulative analysis in this subchapter analyzes Cultural Resources and Air Quality and GHG Emissions in detail. Revised Project impacts on other issues/resources would not contribute to adverse cumulative effects. A brief explanation of why the Revised Project would not contribute to cumulative effects of other environmental issues is provided in Section 4.7.3.

## Cumulative Study Areas

The area of cumulative effect varies depending on the resource issue analyzed. The cumulative study areas for land use and community issues, as well as cultural resources and air quality, encompass the SYCP Area. The cumulative GHG study area encompasses the global atmosphere.

### 4.7.3 Environmental Consequences

#### Cumulative Issues Analyzed in Detail

##### Cultural Resources

##### *Action Alternatives*

No recorded archaeological sites are located within in the vicinity of the Revised Project footprint and therefore, no impacts to archaeological resources are expected to occur under the Action Alternatives.

Avoidance, minimization, and mitigation as described in Section 4.7.4 of this SEIS, however, would be implemented during construction to ensure that adverse impacts to unknown subsurface resources would be avoided.

The 2009 Final EIS and the 2014 Final SEIS concluded that the Approved Project had the potential to impact the Old Customs House, which is listed on the NRHP. Pursuant to Section 106 of the NHPA, GSA has consulted with the SHPO, Advisory Council on Historic Preservation, and other parties regarding the potential future use of the Old Customs House. The same modifications to the Old Customs House also would occur under the Revised Project, and so the potential for cultural resource impacts to this resource remains. In addition, the Action Alternatives would impact the International Building, which is recommended eligible for the NRHP, CRHP, and City Register. Alternative 1 would demolish this building, and Alternative 2 would renovate and incorporate it into the design of the pedestrian plaza and LPOE. Impacts to these two historic resources would be adverse at a project level. Avoidance, minimization, and mitigation measures are identified in the 2009 Final EIS and the 2014 Final SEIS to address Project impacts to the Old Customs House. Avoidance, minimization, and mitigation measures to address Project impacts to the International Building under both the current Action Alternatives identified in Section 4.2 and Subsection 4.7.4 of this SEIS.

Similar to the Revised Project, if development of the cumulative projects identified in Table 4.1-1 and Figure 4.1-3 would affect any listed cultural or historical resources, mitigation would be implemented on a project-specific basis to avoid or minimize impacts.

The Revised Project area does not contain any historic districts or assemblage of historical resources or properties. While there may be individual buildings throughout the SYCP Area that potentially could be historic, the Revised Project, in combination with the identified cumulative projects, would not result in the alteration and/or loss of resources that contribute to a historic setting or district. Therefore, the Revised Project Action Alternatives would not contribute to adverse cumulative cultural resources impacts with implementation of the identified avoidance, minimization, and mitigation measures.

#### *No Action Alternative*

As with the Action Alternatives, no recorded archaeological sites are located within in the vicinity of the Revised Project Footprint and therefore, no impacts to archaeological resources are expected to occur under the No Action Alternative. Avoidance, minimization, and mitigation as described in Section 4.2 and Subsection 4.7.4 of this SEIS, however, would be implemented during construction to ensure that adverse impacts to unknown subsurface resources would be avoided.

Under the No Action Alternative, impacts to the Old Customs House would still occur, but impacts to the International Building would be avoided. Adverse cumulative impacts to historical resources would not occur under the No Action Alternative with implementation of the identified avoidance, minimization, and mitigation measures.

#### Air Quality and Greenhouse Gas Emissions

##### *Action Alternatives*

Criteria Pollutants - Construction Impacts. Subchapter 4.4 of this SEIS, *Air Quality and Greenhouse Gas Emissions*, evaluated construction emissions by comparing projected annual construction emissions of the Action Alternatives with *de minimis* thresholds established under 40 CFR Part 93, the General



Conformity Rule, which applies to federal projects in nonattainment areas. As shown in Section 4.4, annual construction emissions of Alternatives 1 and 2 would not exceed the *de minimis* thresholds for any pollutants (refer to Tables 4.4-4 through 4.4-7).

Potentially adverse cumulative construction-related air quality impacts were assessed for the Approved Project (in the 2009 Final EIS and 2014 Final SEIS) under certain conditions. Specifically, if multiple cumulative projects were under construction at the same time, construction emissions of Approved Project, in combination with emissions generated by the other projects under simultaneous construction, potentially may exceed the *de minimis* thresholds. While adverse cumulative air quality impacts were assessed for the overall implementation of the Approved Project, the Revised Project's contribution (associated with the modifications within the Additional Land Area) of criteria pollutant emissions during construction would be negligible (refer to Tables 4.4-4 through 4.4-7). Alternatives 1 and 2, therefore, would not contribute to an adverse cumulative air quality impact during construction. Avoidance, minimization, and mitigation measures were identified in the 2014 Final SEIS that would also be implemented in conjunction with the Revised Project because of the other improvements associated with the Approved Project that would still occur under the Revised Project.

Criteria Pollutants - Operational Impacts. As discussed in Subchapter 4.4, *Air Quality and Greenhouse Gas Emissions*, the 2009 Final EIS and the 2014 Final SEIS determined that the operational emissions for the Approved Project would not exceed applicable thresholds, and the only new operational emissions sources for the operation of the pedestrian plaza expansion would be from occasional landscaping and maintenance. Therefore, emissions of criteria pollutants (i.e., VOC, NO<sub>x</sub>, CO, PM<sub>10</sub>, and PM<sub>2.5</sub>) would be negligible. The addition of negligible emissions from use of the Additional Land Area under the Action Alternatives would not exceed those thresholds. Therefore, Alternatives 1 and 2 would not violate federal air quality standards and would not have an adverse impact on air quality under long term conditions.

Additionally, Alternatives 1 and 2 would conform to the SIP because the description of the Revised Project is consistent with the Approved Project included in the 2030 RTP, the 2008 RTIP, and the assumptions in the SANDAG regional emissions analysis. SANDAG's 2030 RTP has now been superseded by the San Diego Forward: The Regional Plan, and the 2008 RTIP has now been superseded by the 2016 RTIP. The USDOT approved a finding of conformity for the San Diego Forward: The Regional Plan on December 2, 2015 and the 2016 RTIP on December 16, 2016. The San Diego Forward plan includes a description of the improvements in progress at the San Ysidro LPOE, and both the Approved Project and the Revised Project are consistent with this description. Therefore, based on the conformity applicability analysis review, the Revised Project under Action Alternatives would conform to the SIP, and no adverse impact associated with regional air quality conformity would occur.

Because no additional trips are anticipated from Alternatives 1 and 2, the Action Alternatives would also conform to applicable CO standards and would not result in CO hot spots at local intersections under long-term conditions.

Because the Action Alternatives would not result in adverse operational air emissions under long-term conditions and would conform to the SIP and applicable CO standards, operational emissions of the Action Alternatives would not contribute to adverse cumulative operational air quality impacts.

Greenhouse Gas Emissions Impacts. Individual projects do not generate enough GHG emissions to influence global climate change, but their incremental contribution combined with any increase of all other sources of GHG may result in cumulative impacts.

As discussed in Subchapter 4.4, *Air Quality and Greenhouse Gas Emissions*, annual GHG construction emissions of Alternatives 1 and 2 would not exceed the federal annual screening criteria of 25,000 metric tons (refer to Tables 4.4-5 and 4.4-7). Emissions of GHG generated by either Action Alternative would be negligible as no new sources of emissions would be located within the Additional Land Area. With the relocation of the businesses from the existing buildings, operational GHG emissions associated with existing uses would be reallocated to different areas of the community such that there would no net change to overall operational GHG emissions under Alternative 1 and a negligible increase due to the reuse of the existing buildings under Alternative 2. Consequently, no adverse cumulative GHG impacts would occur.

#### *No Action Alternative*

Criteria Pollutants – Construction Impacts. The 2009 Final EIS and the 2014 Final SEIS evaluated construction emissions by comparing projected annual construction emissions of the Approved Project with *de minimis* thresholds established under 40 CFR Part 93, the General Conformity Rule, which applies to federal projects in nonattainment areas. As concluded in the 2009 Final EIS and the 2014 Final SEIS, annual emissions for each individual phase of the Approved Project would be below the *de minimis* thresholds for all criteria pollutants during construction of the Approved Project. Under the No Action Alternative, the Approved Project would continue to be implemented, except that the Milo Building would not be demolished, and construction emissions would therefore be slightly reduced compared to the Approved Project.

If multiple cumulative projects (refer to Table 4.1-1) are constructed at the same time, the No Action Alternative’s construction emissions, in combination with emissions generated by the other projects under simultaneous construction, potentially may exceed the *de minimis* thresholds. As concluded in the 2009 Final EIS and the 2014 Final SEIS, the No Action Alternative, therefore, could contribute to an adverse cumulative air quality impact during construction.

Criteria Pollutants - Operational Impacts. As concluded in the 2009 Final EIS and the 2014 Final SEIS, the description of the Approved Project is consistent with the 2030 RTP, the 2008 RTIP, and the assumptions in the SANDAG regional emissions analysis, which occurred prior to the now adopted San Diego Forward: The Regional Plan and 2016 RTIP documents. The San Diego Forward: The Regional Plan and 2016 RTIP include a description of the improvements in progress at the San Ysidro LPOE, and the Approved Project is consistent with this description. Therefore, the No Action Alternative would conform to the SIP.

As concluded in the 2009 Final EIS and the 2014 Final SEIS, the CO “hot spot” analysis prepared for the Approved Project would not result in emissions in excess of the one-hour or eight-hour CO standards under horizon year conditions. Under the No Action Alternative, no new operations would be proposed, and no additional emissions would result. Operational air emissions would still occur from vehicles on I-5, I-805, local surface streets, and vehicles idling at the border.

Because the Approved Project would conform to the SIP and applicable CO standards, and would not result in a net increase in operational air emissions, operational emissions of the No Action Alternative would not contribute to adverse cumulative air quality impacts.

**Greenhouse Gas Emissions Impacts.** As concluded in the 2009 Final EIS and the 2014 Final SEIS, and similar to the Action Alternatives, the No Action Alternative would result in a net decrease in GHG emissions compared to existing conditions. The Approved Project is designed to reduce congestion and vehicle time delays by expanding the LPOE at the border. Due to the reduction in vehicle idling times at the border crossing, vehicle hours traveled, and improved traffic flow resulting from the Approved Project, GHG emissions at the LPOE would be reduced compared to existing levels. No additional construction or operational GHG emissions would result from the No Action Alternative, as no acquisition of land or new operations would result. The Approved Project would continue to be implemented, except that demolition of the Milo Building would not occur, thereby reducing construction GHG emissions. Retaining the Milo Building would not change operations of the Approved Project. Consequently, no adverse cumulative GHG impacts would occur under the No Action Alternative.

### Issues That Would Not Contribute to Cumulative Impacts

Revised Project impacts on the environmental issues/resources below would not contribute to adverse cumulative effects. A brief discussion of each environmental issue/resource is provided below.

#### Land Use and Community Issues

##### *Land Use*

Proposed uses at the LPOE under the Action Alternatives would be compatible with the underlying commercial and industrial land use designations/zones of relevant adopted local land use plans. The new facilities would function and integrate with surrounding uses in the same manner as the existing LPOE facility or the LPOE under the No Action Alternative. The improved LPOE would be compatible with surrounding commercial uses and transportation facilities, including existing regional freeways (I-5 and I-805), and would be consistent with relevant local, state, and federal plans and policies. No public parks or recreational facilities would be impacted either. Presumably, all cumulative projects in the SYCP Area also would be designed to be consistent with existing land uses and all relevant local, state, and federal plans and policies, or could require plan amendments to avoid or mitigate potential impacts. Overall, no associated adverse cumulative land use impacts would be anticipated.

##### *Community Cohesion and Community Character*

The SYCP Area, inclusive of the Revised Project Footprint, does not experience a high level of community cohesion due to the existing border facilities, functions, and associated activities. The SYCP Area is furthermore divided by transportation corridors that traverse the community, including I-5, I-805, and the trolley line. The Revised Project would be consistent with the existing SYCP, and would not further divide the established community. On the contrary, the Approved Project has constructed a pedestrian bridge spanning the I-5 and LPOE that restores some connectivity and mobility between the divided eastern and western sides of the community. The Approved Project also includes a bi-directional pedestrian crossing facility in the western portion of the LPOE would further improve mobility within the SYCP Area.

All alternatives under the Revised Project would include the pedestrian bridge and bi-directional pedestrian crossing facility described above, so they, too, would restore some connectivity and mobility to the community. In addition, Alternatives 1 and 2 would expand the pedestrian plaza proposed under the Approved Project, which would enhance north-south access and connections. The No Action

Alternative would result in a slightly smaller pedestrian plaza than previously included in the Approved Project, and would not enhance access and connections as well as the Approved Project; it would, nevertheless, improve mobility in the community.

Development of the cumulative projects (as identified in Table 4.1-1 and Figure 4.1-3), which primarily consist of mixed-use, residential, and commercial retail uses, would generally be compatible within the developed community. As described in Subchapter 4.1, *Land Use and Community Issues*, the Revised Project would not substantially impact community character through negative impacts to circulation/access, parking, property values, and employment opportunities. Therefore, the Revised Project, together with the identified cumulative projects, would not contribute to adverse cumulative community cohesion and community character impacts.

#### *Traffic and Transportation/Pedestrian and Bicycle Facilities*

The Proposed Action under any of the proposed alternatives would not directly generate a substantial volume of traffic, but would accommodate existing and projected border crossing demand. With the removal of the businesses currently operating in the two buildings proposed to be demolished or renovated and incorporated into the design of the pedestrian plaza and LPOE under the Revised Project, vehicular traffic in the vicinity of the Additional Land Area might actually decline slightly, but overall, it is anticipated that traffic patterns in the LPOE area would be comparable to those anticipated under the Approved Project. While adverse cumulative traffic impacts were assessed in the 2014 Final SEIS for the overall implementation of the Approved Project, the Revised Project's contribution (associated with the modifications within the Additional Land Area) would be negligible and would not be considered adverse.

With regard to pedestrian and bicycle facilities, both the Action Alternatives would provide expanded facilities that would improve mobility within the Revised Project area. Pedestrian and bicycle access to and from Mexico would be improved with the proposed expanded pedestrian plaza. No adverse cumulative pedestrian or bicycle circulation impacts would occur.

#### *Visual/Aesthetics*

The Revised Project Footprint is located in an area that is almost entirely developed. The implementation of the Revised Project (either Action Alternative), in combination with other identified cumulative projects in the Revised Project area (as presented in Table 4.1-1 and Figure 4.1-3), would cause incrementally more visual change in the viewshed than would the Approved Project alone. A total of seven cumulative projects are located within a one-mile radius of the Revised Project and Approved Project viewshed. These include two multi-family residential projects and a private parking project, as well as the coverage areas of the San Ysidro Community Plan Update and the San Ysidro Historic Village Specific Plan that are within the developed portion of the viewshed. In addition, the proposed SYITC transit project and the Virginia Avenue Parking Structure are located adjacent to the Revised Project Footprint. The residential projects, the Virginia Avenue Parking Structure, and the SYITC would be the most visible and would result in the highest level of change within the Revised Project viewshed. The seven projects located further from the Revised Project Footprint thus, would not be highly noticeable within the existing visual environment. Thus, taken together, the cumulative projects would result in a low to moderate level of change in the viewshed, given the existing developed visual environment and the similarity between existing and proposed land uses.

Additionally, both the Approved Project and the Revised Project would replace existing border facilities with new border facilities, and the conversion of the two commercial buildings to a larger pedestrian plaza within the Additional Land Area would not be a highly noticeable change within the overall viewshed of the LPOE, particularly since the Additional Land Area would be a continuation of the adjacent pedestrian plaza and would be viewed as a seamless element. Views and viewer response to the Revised Project would be similar to the existing condition, since land uses and facility types would not substantially change. The area of the expanded pedestrian plaza would visually (and functionally) be connected to the larger pedestrian plaza. Therefore, the Revised Project's contribution to visual change within the viewshed would not result in adverse cumulative visual effects.

#### *Water Quality/Hydrology/Floodplain*

Implementation of the Revised Project would result in the generation of short- and long-term contaminants, and would contribute to cumulative water quality impacts in downstream receiving waters, including the Tijuana River and Estuary. Identified short- and long-term project-specific water quality impacts associated with the Revised Project would be reduced through conformance with existing regulatory permit requirements (i.e., NPDES Construction Permit and associated City Storm Water Standards) and incorporation of BMPs. Because it would not be possible for these efforts to completely eliminate the generation of contaminants, the Revised Project would incrementally contribute to cumulative water quality impacts. These cumulative impacts are not considered adverse, however, based on the following considerations: (1) all identified project-level water quality impacts would be avoided or reduced through site-specific Revised Project design features and conformance with existing regulatory requirements; and (2) the Revised Project and identified cumulative projects are subject to the same water quality standards intended to limit urban runoff contaminants, conform with Basin Plan water quality objectives and beneficial uses, and address regional (i.e., cumulative) water quality impacts on a watershed-wide basis, and therefore would be required to implement measures to minimize water quality impacts as well.

The Revised Project would not result in hydrology or flooding impacts related to drainage alteration, increased runoff volumes/velocities, or storm drain capacity due to proposed design elements (refer to the introduction to Chapter 4.0). Presumably, all cumulative projects in the SYCP Area would be designed to accommodate their runoff volumes and velocities by constructing appropriate facilities such that drainage basins and storm drain systems are not adversely impacted. Therefore, no associated adverse cumulative impacts would occur.

#### *Geology and Soils*

All potential project-specific geotechnical impacts associated with the Revised Project would be avoided or reduced through conformance with established regulatory requirements and geotechnical recommendations of the comprehensive geotechnical evaluation that would be conducted prior to final design of the Revised Project. Potential geology and soils effects are inherently site-specific and would not combine with other planned or proposed development to contribute to adverse cumulative impacts.

#### *Paleontology*

All potential project-specific impacts to paleontological resources associated with the Revised Project would be effectively avoided or addressed through identified avoidance and minimization measures. Cumulative projects (as identified in Table 4.1-1 and Figure 4.1-3) would be subject to similar analysis

and (if applicable) similar avoidance, minimization, and mitigation requirements for paleontological resources (pursuant to applicable regulatory guidelines).

The importance of individual paleontological resources is related to the inherent scientific data and associated research value. Information gained from the paleontological monitoring program within the Revised Project Footprint and other locations having paleontological resource impacts would be presented in reports and filed with appropriate regulatory agencies and scientific institutions with permanent paleontological collections, such as the San Diego Natural History Museum. Any fossils collected during grading activities associated with the Revised Project or cumulative projects would be curated at such a scientific institution and would be available to other paleontologists for further study. Based on the required compliance of both the Revised Project and applicable cumulative projects with monitoring, collection, and analysis regulatory requirements for paleontological resources, the Revised Project would not contribute to adverse cumulative paleontological resource impacts.

#### *Hazardous Waste/Materials*

As described in Subchapter 4.3, *Hazardous Waste/Materials*, under any of the Revised Project alternatives, project-specific impacts to hazardous waste/materials associated with the Revised Project would be reduced through conformance with applicable regulatory requirements and implementation of appropriate avoidance, minimization, and mitigation measures. Similar measures would be required of other projects in the vicinity that contain, or are adjacent to, known hazardous materials sites. As a result, adverse Revised Project cumulative impacts related to the increased exposure of people to public health and safety risks from hazardous materials would not occur.

#### *Biological Resources*

As analyzed in the 2009 Final EIS and the 2014 Final SEIS, the Approved Project would directly impact 0.02 acre of disturbed wetland vegetation and 0.07 acre of non-wetland WUS. Indirect impacts to sensitive vegetation communities, jurisdictional areas, and nesting birds would potentially occur due to construction and operation of facilities. Potential indirect impacts to biological resources could also occur due to decreased water quality. Impacts of the Revised Project would be the same as those of the Approved Project. The Additional Land Area is completely developed; no biological resources occur within or adjacent to the Additional Land Area. Under any of the Revised Project alternatives, all impacts to biological resources would be addressed through implementation of avoidance, minimization, and mitigation measures described in the 2014 Final SEIS.

Compensatory mitigation would not result in a net loss of wetlands and therefore, would not cumulatively contribute to the loss of habitat region-wide. Avoidance/minimization measures would also prevent adverse indirect impacts. Similar avoidance, minimization, and mitigation measures would be required of other projects in the vicinity with the potential to result in direct or indirect impacts to biological resources. As a result, adverse Revised Project cumulative impacts to biological resources would not occur.

#### 4.7.4 Avoidance, Minimization, and/or Mitigation Measures

##### Cultural Resources

##### Action Alternatives

##### *Alternative 1 – Demolition of Buildings*

##### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

##### Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

The following measure would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with demolition of the International Building:

- Prior to demolition of the International Building, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

##### *Alternative 2 – Renovation/Adaptive Reuse of Buildings*

##### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

### Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

The following measure would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with renovation of the International Building:

- All renovation of the International Building should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

### No Action Alternative

#### *Archaeological Resources*

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

### *Historical Resources*

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.



## Air Quality and Greenhouse Gas Emissions

### Action Alternatives and No Action Alternative

Implementation of the following measures derived from the 2014 Final SEIS would help minimize cumulative construction-related air pollutant emissions and GHG emissions to the extent feasible:

- Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.
- Cover trucks when hauling loose material.
- Stabilize the surface of materials stockpiles if not removed immediately.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.
- Trucks should be washed off as they leave the construction site(s), as necessary, to control fugitive dust emissions.
- Track-out reduction measures such as gravel pads should be used at access points to minimize dust and mud deposits on roads affected by construction traffic.
- Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.
- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Provide landscaping where possible, which reduces surface warming and decreases CO<sub>2</sub> through photosynthesis.
- Use lighter color surfaces, such as Portland cement, which helps to increase the albedo effect (i.e., surface reflectivity of the sun's radiation) and cool the surface.
- Use of energy efficient lighting.

## 5.0 COMMENTS AND COORDINATION

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### 5.1 INTRODUCTION

Early and continuing coordination with the general public agencies is an essential part of the environmental process to determine the scope of environmental documentation; the level of analysis; potential impacts; avoidance, minimization and mitigation measures; and related environmental requirements. Agency consultation and public participation for the Revised Project have been accomplished through a variety of formal and informal methods, including meetings, interagency coordination, and the public scoping process. This chapter summarizes the results of GSA's efforts to fully identify, address, and resolve Revised Project-related issues through early and continuing consultation.

### 5.2 PUBLIC SCOPING PROCESS

#### 5.2.1 Notice of Intent

Pursuant to NEPA, an NOI was prepared for the Revised Project and published in Vol. 82, No. 210 of the *Federal Register* on Wednesday, November 1, 2017. The NOI invited agencies and the public to submit comments regarding the scope of the SEIS. During the public comment period for the scoping process (November 1, 2017 through November 30, 2017), which included the public scoping meeting, one e-mail was received from one individual (identified as Jean Public). The e-mail comment was a general statement in opposition of the Proposed Action.

#### 5.2.2 Public Scoping Meeting

A public scoping meeting was held on Wednesday, November 8, 2017 from 4:00 p.m. to 6:00 p.m. at The Front, located at 147 West San Ysidro Boulevard, San Ysidro, CA 92173, to give the community an opportunity to review and comment on the Revised Project. The notice for the scoping meeting was published in the *Federal Register* as part of the NOI on November 1, 2017 and in the *San Diego Union Tribune* (November 3 and November 4, 2017). One person attended the scoping meeting. Comments were encouraged, and comment cards were made available at the meeting. The comment period on the NOI ended on November 30, 2017, and as noted in section 5.2.1, *Notice of Intent*, one comment was received from one individual. Input from the public scoping process was considered in the SEIS for the Revised Project.

### 5.3 CONSULTATION AND COORDINATION WITH PUBLIC AGENCIES

GSA consulted with USFWS on biological resource issues for the Approved Project. The USFWS Carlsbad Field Office was contacted in February 2009 to request USFWS's assessment for potential presence of federally listed threatened, endangered, or proposed for listing species. In June 2013, USFWS was contacted again through their online system to request comparable information for the additional area that was incorporated into the footprint of the Approved Project. USFWS was not consulted in regard to the Revised Project because the Additional Land Area is entirely developed; there are no biological resources within or adjacent to the Additional Land Area and there is no potential to affect biological resources associated with implementation of the proposed modifications that comprise the Revised Project.

GSA will coordinate with the Corps for any required permits associated with the other components of the Revised Project (i.e., improvements of the Approved Project that have not changed, such as the southbound roadway).

The NAHC was contacted for a records search of their Sacred Lands files in December 2008. The results of the search indicated that no sacred lands are recorded in or adjacent to the Approved Project area. Consultation with local Native American tribes was recommended, and a list of Native American contacts was provided. Letters describing the Approved Project and a map of the study area were mailed to local Native American representatives in January 2009. In May of 2013, the NAHC was contacted again, requesting a search of their Sacred Lands File for the additional area that was incorporated into the footprint of the Approved Project. The results of this search indicated that no known sacred lands or traditional cultural properties are located within the APE associated with the Approved Project. A list of Native American tribes and individuals to contact regarding the Project was provided. On May 20, 2013, letters were sent to each of the individuals and tribes listed by the NAHC. No responses were received. No additional records searches from NAHC were conducted for the Revised Project because the APE for the Revised Project encompasses the same area as the APE for the Approved Project that was identified in the 2014 Final SEIS because the Additional Land Area was included within the APE of the Approved Project.

Per Section 106 of the NHPA, GSA consulted with the SHPO, Advisory Council on Historic Preservation, for the Approved Project with regard to the Old Customs House. GSA initiated consultation with the SHPO for the Revised Project and associated impacts to the International Building on June 6, 2017. GSA will continue to consult with SHPO for the Revised Project.

Ongoing coordination between GSA and CBP has occurred regarding the design of Approved Project. Caltrans, FHWA, SANDAG, and the City have also been consulted in regards to the Approved Project and its interface with transportation and community facilities. Additionally, GSA coordinated with the U.S. Department of State to obtain a Presidential Permit for the Approved Project; this Presidential Permit would also apply to the Revised Project

## 5.4 PUBLIC PARTICIPATION

In addition to the public scoping process described above in Section 5.2, GSA formed a Community Representative Committee (CRC) in 2004, which is comprised of key community representatives and stakeholders. GSA held CRC meetings regularly during the environmental and design phases of the Approved Project. GSA has continued to periodically host CRC meetings to provide updates on the design and construction of the Approved Project, and to discuss and solicit input on the proposed Revised Project modifications.

GSA also provides information on the status and schedule of LPOE improvements on their website at: <http://www.gsa.gov/portal/category/21521>.

## 6.0 LIST OF PREPARERS

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This SEIS was prepared by HELIX Environmental Planning, Inc. for GSA. The following persons participated in preparation of the SEIS and/or its associated technical studies:

GSA

Anthony Kleppe, Senior Asset Manager/Region 9 Land Port of Entry Program Manager, Portfolio Management Division

Osmahn Kadri, Regional Environmental Quality Advisor/NEPA Project Manager, Portfolio Management Division

Jill Manzi, Project Manager, Design and Construction Division

Emma Cocks, Deputy Director, Real Property Utilization and Disposal Division

HELIX Environmental Planning, Inc.

Tim Belzman, Senior Project Manager

Stacy Hall de Gomez, Environmental Planner

Vanessa Brice Toscano, Environmental Planner

Jason Runyan, Environmental Planner

Ron Phillips, GIS Specialist

Ana Topete, Word Processor/Document Specialist

Joanne M. Dramko, AICP, Principal Planner, QA/QC

Ninyo and Moore

Stephan Beck, Manager, Environmental Sciences Division

Adrian Olivares, Senior Project Environmental Scientist

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# Appendix A

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Summary of Avoidance,  
Minimization, and/or Mitigation  
Measures

## APPENDIX A

### SUMMARY OF AVOIDANCE, MINIMIZATION, AND/OR MITIGATION MEASURES

#### Utilities/Emergency Services/Life Safety

##### **Alternative 1, Alternative 2, and No Action Alternative**

#### Utilities

Implementation of the following measure would avoid or reduce potential impacts related to utilities:

- The construction contractor should coordinate with responsible utility providers to protect systems in place or arrange for the temporary or permanent relocation of existing utility lines.

#### Emergency Services

Implementation of the following measures would avoid or reduce potential impacts related to emergency services during construction:

- A Traffic Management Plan (TMP) should be implemented to provide for emergency access on roadways that would be temporarily affected during the construction period.
- The construction contractor should contact local emergency service providers prior to the start of construction to ensure construction activities would not impede provision of emergency services within the Project area during the construction period.

#### Life Safety

The following protective design measures should be incorporated to ensure the safety of people at the San Ysidro LPOE:

- Bollards and barriers should be used to protect structural elements from vehicle damage. Anti-ram barriers must be provided wherever moving vehicles approach booths or buildings.
- Exterior walls and interior walls in high-risk areas, such as lobbies and public screening spaces, should be reinforced with cast-in-place or precast reinforced concrete.
- Exterior windows and interior windows between high-risk areas and occupied space should be thermally tempered or laminated glass.
- Bullet resistant glazing should be provided on windows that face inspection areas, on-coming traffic, or the border.
- Building perimeters and doors between inspection areas should be designed to resist forced entry.
- Utilities critical to LPOE operations should be located within the Central Plant building, which would be structurally reinforced.

- Where utilities are located within occupied buildings they should be separated from inspection and public lobby areas by at least 25 feet or by reinforced walls and floors.
- Air intakes should be secured.
- Mechanical equipment should not be placed at grade and directly adjacent to vehicle movement pathways.
- Utilities and feeders should not be located adjacent to vehicle pathways, or on the Mexican side of the primary inspection lanes.

### **Traffic and Transportation/Pedestrian and Bicycle Facilities**

#### **Alternative 1, Alternative 2, and No Action Alternative**

A primary Project goal in support of the Project purpose is to increase the processing capacity and efficiency of the LPOE in response to the need that is created by the current and projected demand for vehicles and persons to cross the border. Thus, none of the alternatives would directly generate a substantial volume of traffic but would accommodate existing and projected border crossing demand. They would also modify the patterns of traffic flow in the Project area. The purpose and need for the Revised Project does not include local roadway improvements; however, feasible improvements have been identified that may be implemented by others to achieve acceptable level of service (LOS), based on commonly accepted local roadway segment and intersection standards. These potential improvements to be implemented by others are described below.

Implementation of the following avoidance, minimization, and mitigation measure would avoid or reduce traffic impacts to roadway segments for near-term conditions:

- Widening the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps, to Four-Lane Collector standards.

In addition to the measures listed above under near-term conditions, implementation of the following avoidance, minimization, and mitigation measures would avoid or reduce traffic impacts to roadway segments and intersections for long-term year conditions:

- Widening the segment of Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard, to Four-Lane Major standards.
- Widening of Camino de la Plaza to provide an additional dedicated right-turn lane onto East San Ysidro Boulevard.
- Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection (this measure was implemented by others subsequent to the 2014 Final SEIS).

## Visual/Aesthetics

### **Alternative 1, Alternative 2, and No Action Alternative**

Although no adverse visual impacts would occur, implementation of the following minimization measures would provide increased visual quality within the LPOE:

- A comprehensive landscape concept plan should be developed and implemented, including landscape features such as:
  - Drought tolerant and sustainable plant palettes.
  - Vine planting at fences and walls to reduce the visual scale and to act as a graffiti deterrent.
- Street trees and landscaping should be retained to the highest extent possible during construction.
- Architectural treatments should be consistent throughout the proposed LPOE buildings.
- Metal fencing and safety railing should be consistent throughout the proposed pedestrian walkways.
- Where possible, integrate new public art consistent with the international border setting.

## Cultural Resources

### **Alternative 1**

#### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

#### Historical Resources

The following measures would avoid, minimize, or mitigate direct impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

The following measure would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with demolition of the International Building:

- Prior to demolition of the International Building, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

## **Alternative 2**

### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

### Historical Resources

The following measures would avoid, minimize, or mitigate direct impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to *The Secretary of the Interior's Standards for the Treatment of Historic Properties*.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources associated with demolition of the International Building:

- All renovation of the International Building should conform to The Secretary of the Interior's Standards for the Treatment of Historic Properties.
- Prior to alteration or removal of building features, detailed documentation of the International Building should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

## **No Action Alternative**

### Archaeological Resources

Implementation of the following avoidance, minimization, and mitigation measure would avoid adverse impacts to unknown subsurface archaeological resources:

- If cultural materials are discovered during construction, all earth-moving activity within and around the immediate discovery area should be avoided until a qualified archaeologist can assess the nature and significance of the find.

### Historical Resources

The following measures would avoid, minimize, or mitigate direct adverse impacts to historical resources during renovation of the Old Customs House:

- All renovation of the Old Customs House should conform to The Secretary of the Interior's Standards for the Treatment of Historic Properties.
- Prior to alteration or removal of building features, detailed documentation of the Old Customs House should be completed as agreed to in the Section 106 consultation process.

If all adverse effects cannot be avoided, then other mitigation measures as determined through Section 106 consultation would be implemented.

## **Hydrology and Floodplain**

### **Alternative 1, Alternative 2, and No Action Alternative**

Recommendations to effectively avoid or address potential impacts related to hydrology and floodplain issues include BMPs with respect to appropriate design, sizing, and location of proposed storm drain facilities, incorporation of applicable recommendations from detailed geotechnical investigations, and consideration of the location and extent of proposed retention/infiltration basins with respect to potential surficial saturation issues.

### **Water Quality and Stormwater**

#### **Alternative 1, Alternative 2, and No Action Alternative**

Water quality and stormwater runoff impacts would be addressed through conformance with the applicable NPDES Construction Permit, Municipal Permit and related City standards. Associated BMPs and the Project SWPPP would define measures to address potential effects associated with short-term construction (erosion and sedimentation, construction-related hazardous materials, demolition-related debris generation, and disposal of extracted groundwater) and long-term operation and maintenance (site design/low impact development BMPs, source control BMPs, treatment control BMPs, and post-construction BMP monitoring/maintenance schedules and responsibilities).

## **Geology/Soils/Seismicity/Topography**

### **Alternative 1, Alternative 2, and No Action Alternative**

Avoidance, minimization, and mitigation recommendations related to geotechnical issues would include incorporation of appropriate design and construction measures to accommodate potential seismic and non-seismic hazards, if applicable, pursuant to associated industry/regulatory standards (e.g., the IBC) and subsequent detailed geotechnical analysis.

## **Paleontology**

### **Alternative 1, Alternative 2, and No Action Alternative**

Avoidance, minimization, and mitigation recommendations related to paleontology would involve preparing and implementing a Paleontological Monitoring Plan to be approved by the Project applicant. The Paleontological Monitoring Plan would likely include the following types of measures in accordance with standard construction practices in southern California, with detailed requirements to be determined during the plan preparation and approval process:

- A Qualified Paleontologist should be present at pre-grading meetings to consult with grading/excavation contractors regarding the potential location and nature of paleontological resources and associated monitoring/recovery operations. A Qualified Paleontologist is defined as an individual with an M.S. or Ph.D. in paleontology or a related field, and who has knowledge of local paleontological resources and documented experience in field identification and collection of fossil materials.
- A Qualified Paleontologist or Paleontological Monitor (working under the direction of the Qualified Paleontologist), should be on site to monitor for paleontological resources during all original grading/excavation activities involving previously undisturbed areas of the Otay Formation and/or Old Paralic Deposits. A Paleontological Monitor is defined as an individual with at least one year of experience in field identification and collection of fossil materials.
- If paleontological resources are discovered, the Qualified Paleontologist (or Paleontological Monitor) should implement appropriate salvage operations, potentially including simple excavation, plaster-jacketing of large and/or fragile specimens, or quarry excavations for richly fossiliferous deposits. The Qualified Paleontologist and Paleontological Resources Monitor should be authorized to halt or divert construction work in salvage areas to allow for the timely recovery of fossil remains.
- Paleontological resources collected during the monitoring and salvage portion of the mitigation program should be cleaned, repaired, sorted, and cataloged pursuant to accepted industry methods.
- Prepared fossils, along with copies of all pertinent field notes, photos and maps, should be deposited in an approved scientific institution with paleontological collections.
- A final report should be prepared by the Qualified Paleontologist to describe the results of the mitigation program, including field and laboratory methods, stratigraphic units encountered, and the nature and significance of recovered paleontological resources.



## **Hazardous Waste/Materials**

### **Alternative 1 and Alternative 2**

The following avoidance, minimization, and mitigation measures would effectively avoid or address potential impacts related to hazardous waste/materials:

- Soil sampling should be conducted in areas of the Additional Land Area proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to determine to characterize the soil for the presence of elevated metal concentrations (e.g., in excess of applicable regulatory standards). If contaminated soil is present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.
- Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.
- Wastes and potentially hazardous waste within the Revised Project footprint, including trash, debris piles, and equipment, should be removed and recycled and/or disposed of off site, in accordance with applicable regulatory requirements.
- Prior to renovation or demolition of existing structures, a hazardous building materials survey should be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials should be sampled and analyzed, and if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Contract specifications should include references to the potential to encounter contaminated soil or other regulated wastes during construction activities.

### **No Action Alternative**

- Soil sampling should be conducted in areas within the Revised Project footprint proposed to be disturbed and/or excavated prior to soil export, reuse, or disposal to characterize the soil for the presence of hazardous materials (e.g., metals, petroleum hydrocarbons, VOCs, pesticides, etc.). If contaminated soil is present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Health risk assessments should be conducted for facilities within the LPOE in which contamination has been documented to evaluate whether the levels of contaminants would pose a risk to human health.
- Prior to commencement of excavation activities, a Site and Community Health and Safety Plan should be prepared to manage potential health and safety hazards to workers and the public.

- Prior to commencement of excavation activities, a Soil Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances that may be encountered during construction activities.
- Prior to commencement of excavation activities, a Groundwater Management Plan should be prepared to address the notification, monitoring, sampling, testing, handling, storage, and disposal of potentially contaminated groundwater.
- Existing transformers and elevator equipment within the Revised Project footprint should be sampled for PCB content if proposed to be disturbed and/or moved during construction activities. If PCBs are present, appropriate abatement actions for their disposal should be implemented in accordance with regulatory requirements, and soil beneath transformers and/or elevators should be evaluated for evidence of releases. If present in underlying soils, appropriate abatement actions for removal and disposal should be implemented in accordance with applicable regulatory requirements.
- Wastes and potentially hazardous waste within the Revised Project footprint, including trash, debris piles, and equipment, should be removed and recycled and/or disposed of off site, in accordance with applicable regulatory requirements.
- Prior to renovation or demolition of existing structures, surveys should be conducted to evaluate the presence, locations, and quantities of hazardous building materials (ACMs and LCSs). Suspect materials should be sampled and analyzed, and if present, appropriate abatement actions should be implemented in accordance with applicable regulatory requirements.
- Contract specifications should include references to the potential to encounter contaminated soil, groundwater, or other regulated wastes during construction activities.

### **Air Quality and Greenhouse Gas Emissions**

#### **Alternative 1, Alternative 2, and No Action Alternative**

Although no adverse air quality or GHG impacts would occur, the following measures would help minimize construction-related criteria air pollutant emissions and GHG emissions to the extent feasible:

Although no adverse air quality impacts would occur, implementation of the following minimization measures would minimize air pollution emissions during construction:

- Suspend grading and earth moving when wind gusts exceed 25 mph unless the soil is wet enough to prevent dust plumes.
- Cover trucks when hauling loose material.
- Stabilize the surface of materials stockpiles if not removed immediately.
- Limit vehicular paths on unpaved surfaces and stabilize any temporary roads.

- Trucks should be washed off as they leave the construction site(s), as necessary, to control fugitive dust emissions.
- Track-out reduction measures such as gravel pads should be used at access points to minimize dust and mud deposits on roads affected by construction traffic.
- Construction equipment and vehicles should be properly tuned and maintained. Low sulfur fuel should be used in all construction equipment.
- Minimize unnecessary vehicular and machinery activities.
- Sweep paved streets at least once per day where there is evidence of dirt that has been carried on to the roadway.
- Revegetate disturbed land, including vehicular paths created during construction to avoid future off-road vehicular activities.
- Locate construction equipment and truck staging and maintenance areas as far as feasible and nominally downwind of schools, active recreation areas, and other areas of high population density.
- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related air quality impacts caused by idling vehicles along local roads during peak travel times.
- Provide landscaping where possible, which reduces surface warming and decreases CO<sub>2</sub> through photosynthesis.
- Use lighter color surfaces, such as Portland cement, which helps to increase the albedo effect (i.e., surface reflectivity of the sun's radiation) and cool the surface.
- Use of energy efficient lighting.

### **Energy**

#### **Alternative 1, Alternative 2, and No Action Alternative**

The following avoidance and minimization measures would be implemented during construction activities:

- Construction equipment and vehicles should be properly tuned and maintained.
- Idling times of construction equipment should be minimized, to the extent practical.
- To the extent feasible, construction traffic should be routed and scheduled to reduce congestion and related energy impacts caused by idling vehicles along local roads during peak travel times.

## **Biological Resources**

### **Alternative 1, Alternative 2, and No Action Alternative**

- Prior to the commencement of construction, jurisdictional areas and sensitive vegetation within the Revised Project BSA should be fenced with orange plastic exclusionary fencing, and no personnel, debris, or equipment would be allowed within the jurisdictional areas.
- Impacts to 0.07 acre of non-wetland Waters of the U.S. should be mitigated at a 1:1 ratio through purchase of mitigation credits equal to 0.08 acre of ephemeral drainage at an approved mitigation bank.
- Impacts to 0.02 acre of disturbed wetland should be mitigated at a 2:1 ratio through a combination of creation, restoration, enhancement, and acquisition (at an approved mitigation bank) of 0.04 acre of wetlands.
- If removal of habitat and/or construction activities is necessary adjacent to nesting habitat during the bird breeding season (January 15 to September 15), the GSA shall retain an approved biologist to conduct a pre-construction survey to determine the presence or absence of: (1) non-listed nesting migratory birds on, or within, 100 feet of the construction area; (2) Federally- or State-listed birds on, or within, 300 feet of the construction area; and (3) nesting raptors within 500 feet of the construction area. The pre-construction survey will be conducted within 10 calendar days prior to the start of construction. The results of the survey will be submitted to the GSA for review and approval prior to initiating any construction activities.
- If nesting birds are detected by the approved biologist, the following buffers will be established: (1) no work will occur within 100 feet of a non-listed nesting migratory bird nest; (2) no work will occur within 300 feet of a listed bird nest; and (3) no work will occur within 500 feet of a raptor nest. If construction within these buffers cannot be avoided, GSA, in consultation with the resource agencies, will determine the appropriate buffer.
- Potential indirect impacts to biological resources due to decreased water quality would be addressed through the measures identified above under Water Quality and Stormwater Runoff.

## **Cumulative Impacts**

### **Alternative 1, Alternative 2, and No Action Alternative**

A primary Project goal in support of the Project purpose is to increase the processing capacity and efficiency of the LPOE in response to the need that is created by the current and projected demand for vehicles and persons to cross the border. Thus, none of the alternatives would directly generate a substantial volume of traffic but would accommodate existing and projected border crossing demand. They would also modify the patterns of traffic flow in the Project area. The purpose and need for the Revised Project does not include local roadway improvements; however, feasible improvements have been identified that may be implemented by others to achieve acceptable LOS, based on commonly accepted local roadway segment and intersection standards. These potential improvements to be implemented by others are described below.

Implementation of the following avoidance, minimization, and mitigation measure would avoid or reduce cumulative traffic impacts to roadway segments intersections:

- Widening the segment of Camino de la Plaza, between Virginia Avenue and the I-5 southbound ramps, to Four-Lane Collector standards.
- Widening the segment of Camino de la Plaza, between the I-5 southbound ramps and East San Ysidro Boulevard, to Four-Lane Major standards.
- Widening of Camino de la Plaza to provide an additional dedicated right-turn lane onto East San Ysidro Boulevard.
- Installation of a traffic signal at the Camino de la Plaza/Virginia Avenue intersection (this measure was implemented by others subsequent to the 2014 Final SEIS).

#### Air Quality and Greenhouse Gas Emissions

##### **Alternative 1, Alternative 2, and No Action Alternative**

Implementation of the avoidance, minimization, and mitigation measures identified previously above for Air Quality and Greenhouse would avoid or reduce cumulative air quality impacts.

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# Appendix B

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## Phase 1 Environmental Site Assessment

# Phase I Environmental Site Assessment

747 and 751 East San Ysidro Boulevard

San Diego, California

APN: 667-020-2400

United States General Services Administration

50 United Nations Plaza | San Francisco, California 94102

April 19, 2018 | Project No. 108566001



Geotechnical | Environmental | Construction Inspection & Testing | Forensic Engineering & Expert Witness

Geophysics | Engineering Geology | Laboratory Testing | Industrial Hygiene | Occupational Safety | Air Quality | GIS

**Ninyo & Moore**

Geotechnical & Environmental Sciences Consultants



# Phase I Environmental Site Assessment

747 and 751 East San Ysidro Boulevard  
San Diego, California  
APN: 667-020-2400

Mr. Oshman A. Kadri  
United States General Services Administration  
50 United Nations Plaza | San Francisco, California 94102

April 19, 2018 | Project No. 108566001



**Adrian Olivares**  
Senior Project Environmental Scientist

AO/SB/gg



**Stephan A. Beck, PG 4375**  
Manager, Environmental Sciences Division

Distribution: (1) Addressee (via e-mail)  
(1) Mr. Tim Belzman, Helix Environmental Planning, Inc. (via e-mail)

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# 1 INTRODUCTION

Ninyo & Moore was retained by Helix Environmental Planning, Inc. on behalf of the United States General Services Administration (GSA) (herein referred to as the client) to perform a Phase I Environmental Site Assessment (ESA) of the property located at 747 and 751 East (E.) San Ysidro Boulevard in San Diego, California (hereinafter referred to as the site). The following sections discuss the purpose, the involved parties, the scope of services, and the limitations and exceptions associated with the Phase I ESA.

## 1.1 Purpose

In accordance with the ASTM International (ASTM) Standard Practice for ESAs on Commercial Real Estate E1527-13, the objective of the Phase I ESA is to identify recognized environmental conditions (RECs). The term recognized environmental conditions means “the presence or likely presence of any hazardous substances or petroleum products in, on, or at a property: (1) due to any release to the environment; (2) under conditions indicative of a release to the environment; or (3) under conditions that pose a material threat of a future release to the environment. *De minimis* conditions are not recognized environmental conditions.”

Identification of RECs fall into the following three categories: existing RECs (as defined above); Historical RECs (HRECs); or Controlled RECs (CRECs). HRECs and CRECs are defined as follows:

- **HREC** – An HREC is defined as “a past release of any hazardous substances or petroleum products that has occurred in connection with the property and has been addressed to the satisfaction of the applicable regulatory authority or meeting unrestricted use criteria established by a regulatory authority, without subjecting the property to any required controls (for example, property use restrictions, activity and use limitations [AULs], institutional controls, or engineering controls).” An HREC is an environmental condition, which in the past, would have been considered a recognized environmental condition, but currently may or may not be considered a recognized environmental condition. An example of an HREC may be a former gas station where a release of gasoline had occurred, but the site was cleaned up to an unrestricted land use standard.
- **CREC** – A CREC is defined as a “recognized environmental condition resulting from a past release of hazardous substances or petroleum products that has been addressed to the satisfaction of the applicable regulatory authority (for example, as evidenced by the issuance of a no further action letter or equivalent, or meeting risk-based criteria established by a regulatory authority), with hazardous substances or petroleum products allowed to remain in place subject to the implementation of required controls (for example, property use restrictions, AULs, institutional controls, or engineering controls).” An example of a CREC could be a former gas station where a release of gasoline has been cleaned up to a commercial use standard, but does not meet unrestricted residential cleanup criteria.

## 1.2 Scope of Services

Ninyo & Moore's scope of services for this Phase I ESA included the activities listed below.

- Reviewed physical setting and background information.
- Performed a site reconnaissance.
- Reviewed federal, state, tribal, and local regulatory agency databases for the site and for properties located within a specified radius of the site.
- Reviewed reasonably ascertainable local regulatory agency files for the site, as applicable.
- Reviewed historical information for the site, such as historical aerial photographs, historical topographic maps, reverse street directories, Sanborn fire insurance maps, and building department records, as available.
- Reviewed user-provided information, as available.
- Interviewed the property owner representative and occupants regarding the environmental status of the site.
- Performed a preliminary vapor encroachment screen to evaluate the potential for vapor encroachment conditions.
- Prepared this Phase I ESA report, summarizing findings and providing opinions and conclusions regarding RECs at the site.

## 1.3 Significant Assumptions

Ninyo & Moore assumes the information sources from the third-party environmental database vendor, regulatory agencies, and interviewees utilized for this report provided adequate and accurate information. No other significant assumptions were made during the preparation of this report.

## 1.4 Limitations and Exceptions

The environmental services described in this report have been conducted in general accordance with current regulatory guidelines and the standard of care exercised by environmental consultants performing similar work in the project area. No warranty, expressed or implied, is made regarding the professional opinions presented in this report.

This document is intended to be used only in its entirety. No portion of the document, by itself, is designed to completely represent any aspect of the project described herein. Ninyo & Moore should be contacted if the reader requires any additional information or has questions regarding the content, interpretations presented, or completeness of this document.

The findings, opinions, and conclusions are based on an analysis of the observed site conditions and the referenced literature. It should be understood that the conditions of a site could change with time as a result of natural processes or the activities of man at the subject site or nearby sites. In addition, changes to the applicable laws, regulations, codes, and standards of practice may occur due to government action or the broadening of knowledge. The findings of this report may, therefore, be invalidated over time, in part or in whole, by changes over which Ninyo & Moore has no control. Ninyo & Moore cannot warrant or guarantee that not finding indicators of any particular hazardous material means that this particular hazardous material or any other hazardous materials do not exist on the site. Additional research, including invasive testing, can reduce the uncertainty, but no techniques now commonly employed can eliminate the uncertainty altogether.

## **1.5 Special Terms and Conditions**

This study did not include an evaluation of geotechnical conditions or potential geologic hazards. In addition, unless otherwise indicated in this report, this Phase I ESA does not include analysis of the following, which is not intended to be all-inclusive: asbestos-containing materials, methane gas, radon, lead-based paint, lead-containing surfaces, lead in drinking water, wetlands, regulatory compliance, cultural and historic resources, industrial hygiene, health and safety, ecological resources, endangered species, or mold.

## **1.6 User Reliance**

This report may be relied upon by, and is intended exclusively for, the client and its assigns. Any use or reuse of the findings, opinions, and/or conclusions of this report by parties other than the above-referenced client is undertaken at said parties' sole risk.

## **1.7 Involved Parties**

Mr. Adrian Olivares, Senior Project Environmental Scientist, conducted interviews on April 2 and 9, 2018, the site reconnaissance on March 21, 2018, and performed regulatory and historical research. Mr. Stephan Beck, Environmental Manager, performed project oversight and quality review.

## **2 SITE DESCRIPTION**

The following table provides a general description of the subject site. Photographs taken during the site reconnaissance are provided in Appendix A.

**Table 1 – General Site Setting**

General Site Setting	Description
Location	The site is located adjacent to the southwest of the southern terminus of E. San Ysidro Boulevard, and south of Rail Court, approximately 420 feet north of the International Border with Mexico, in San Diego, California (Figure 1).
Assessor Parcel No. (APN)	667-020-2400
Property Owner	J&M International LTD
Size (approximate)	0.3 acre
Structures / Site Use / Occupants	<p>The site is improved with two multi-tenant commercial buildings totaling approximately 10,500 square feet. Site occupants include the following</p> <p><b><u>747 E. San Ysidro Boulevard</u></b></p> <ul style="list-style-type: none"> <li>- ABC Money Exchange</li> <li>- Mercado International 88 (grocery store)</li> <li>- Fruit Stand business</li> <li>- Columbia Wireless</li> </ul> <p><b><u>751 E. San Ysidro Boulevard</u></b></p> <ul style="list-style-type: none"> <li>- Sabrosisimos restaurant</li> <li>- Intercalifornias Bus Terminal</li> <li>- Vacant suite</li> <li>- Café de Olla</li> <li>- Medical Insurance business</li> </ul>
Roads	Roads are not present at the site. Site access is from E. San Ysidro Boulevard and Rail Court from the north.
Electricity and Natural Gas Provider	San Diego Gas and Electric (SDG&E)
Sewer Disposal Provider	City of San Diego
Potable Water Provider	City of San Diego
Site Vicinity Description	GSA property to the south and west, commercial businesses to the north, and railroad support structures to the east.

### 3 USER-PROVIDED INFORMATION

Ms. Emma-Louise Cocks, Deputy Director for the Real Property Utilization and Disposal Division with United States General Services Administration, completed the User Questionnaire on April 2, 2018. The following table summarizes information provided by Ms. Cocks. A copy of the questionnaire is provided in Appendix B.

**Table 2 – Summary of User-Provided Information**

User's Responsibilities	User's Responses
Title Records	Title records were not provided by the client.
Environmental Liens or Activity and Use Limitations (AULs)	None.
Specialized Knowledge	None.
Commonly Known or Reasonably Ascertainable Information	The property was used for commercial / retail purposes and was occupied by a grocery store, cash exchange business, food vendor, and bus ticket company.
Valuation Reduction for Environmental Issues	The purchase price being paid reasonably reflects the fair market value.
Reason for Performing Phase I ESA	The United States seeks to purchase the property in furtherance of the San Ysidro Land Port of Entry Renovation and Expansion project.



## 4 RECORDS REVIEW

The following sections summarize records reviewed for the site.

### 4.1 Standard Environmental Record Source - Environmental Databases

A computerized, environmental information database search was performed by Environmental Data Resources, Inc. (EDR) on March 19, 2018. The search included federal, state, tribal, and local databases. A summary of the environmental databases searched, their corresponding search radii, and number of noted properties of potential environmental concern, is presented in the EDR report (Appendix C). The review was conducted to evaluate whether the site or properties within the site vicinity have been documented as having experienced significant unauthorized releases of hazardous substances or other events with potentially adverse environmental effects.

#### 4.1.1 Geocoded (Mapped) Listings

The site was not listed in the environmental databases searched. Off-site properties within 1 mile of the site appeared on various regulatory agency databases. The following table lists ASTM standard environmental databases that were searched and the number of listings (excluding unmapped properties).

Database Name	Search Radius (mile)	Number of Listings
<b>FEDERAL DATABASES</b>		
NPL (National Priority List)	1	0
Proposed NPL	1	0
NPL LIENS (Federal Superfund Liens)	site	0
Delisted NPL	1	0
FEDERAL FACILITY (Federal Facility Site Information listing)	1	0
SEMS (Superfund Enterprise Management System; formerly Comprehensive Environmental Response Compensation and Liability Information System)	0.5	0
SEMS-ARCHIVE (Superfund Enterprise Management System Archive)	0.5	0
CORRACTS (facilities subject to Corrective action under RCRA)	1	0
RCRA-TSDF (hazardous waste treatment, storage, or disposal facilities)	0.5	0
RCRA-LQG (large quantity generator)	0.25	0
RCRA-SQG (small quantity generator)	0.25	1
RCRA-CESQG (conditionally exempt SQG)	0.25	0
US ENGINEERING CONTROL (EC)	0.5	0
US INSTITUTIONAL CONTROL (IC)	0.5	0
ERNS (Emergency Notification System)	site	0

**Table 3 – ASTM Standard Environmental Databases**

Database Name	Search Radius (mile)	Number of Listings
<b>STATE/TRIBAL DATABASES</b>		
RESPONSE (State Response Sites, State- and Tribal- equivalent NPL)	1	0
ENVIROSTOR (The DTSC's Site Mitigation and Brownfields Reuse Program; CERCLIS-equivalent)	1	1
SWF/LF (Solid Waste Information System)	0.5	0
LUST (Geotracker's Leaking Underground Fuel Tank Report)	0.5	1
Brownfields	0.5	0
San Diego Co. SAM	0.5	2
SLIC (Spills, Leaks, Investigation and Cleanup database by the California Regional Water Quality Control Board)	0.5	4
UST (registered underground storage tanks [USTs])	0.25	0
AST (registered aboveground storage tanks [ASTs])	0.25	1
FEMA UST (Underground Storage Tank Listing)	0.25	0
VCP (Voluntary Cleanup Program Properties)	0.5	0

Off-site properties/facilities listed in the database report were evaluated as to their potential to impact soil and/or groundwater at the site. To supplement the information in the EDR report, the State Water Resources Control Board (SWRCB) GeoTracker online database was reviewed. Information from the EDR database report and GeoTracker database is included in the facilities of potential concern summaries below. The following property was interpreted to represent a potential environmental concern to the site, based on their proximity to the site and the nature of the database on which it was listed.

**Table 4 – Off-Site Facilities of Potential Concern**

Facility Name / Address	Distance/ Direction from Site	Database	Summary
<b>Red Cab Co of SD Inc.</b> 803 E. San Ysidro Boulevard	8 feet WNW	HMMD LUST SWEEPS UST	The property has a closed unauthorized release (UAR) case (201329-001), associated with a former auto maintenance facility. The maintenance area was located approximately 150 feet south-southeast of the site. Several Phase II ESAs were conducted at the property to evaluate petroleum-related impacts to soil and groundwater. Soil contamination was found at the property; however, it did not extend off the property, and groundwater was not impacted. Based on the case closed status and the limited extent of the soil-only plume, the listing is not a concern to the site at this time.

**Table 4 – Off-Site Facilities of Potential Concern**

Facility Name / Address	Distance/ Direction from Site	Database	Summary
<b>San Ysidro Land Port of Entry</b> 801 E. San Ysidro Boulevard	6 feet WNW	SLIC	In June 2012, a County of San Diego, Department of Environmental Health (DEH) Voluntary Assistance Program (VAP) case (H39792-001) associated with petroleum-impacted soil encountered during installation of a utility vault and storm drain at the Red Cab property, discussed above, was opened. Soil vapor samples were collected to evaluate potential risks to utility workers. Health risks were found to be greater than 1 in 1 million and mitigation measures were performed. Approximately 800 cubic yards of impacted soil was removed and disposed of offsite and a vapor barrier was installed. The case was closed in September 2013. Based on the distance to the site, case closed status, and removal of the secondary source material, the listing is not a concern to the site at this time.
<b>San Ysidro Land Port of Entry</b> 720 E. San Ysidro Boulevard	413 feet NW	SLIC	In February 2011, a DEH VAP case (H02690-001) was opened for the redevelopment project at the San Ysidro Land Port of Entry. The area of excavation is located approximately 300 feet west of the site. Soils impacted with pesticides, arsenic, and lead, above Regional Water Quality Control Board (RWQCB), Tier 1 reuse thresholds, were encountered during preliminary construction activities and DEH oversight regarding segregation and export of the material was requested. A Property Mitigation Plan and Addendum were submitted to the DEH in 2011. In January 2018, the DEH requested information from the construction company regarding whether the project was completed and whether a final closure report was prepared. Based on the distance to the site and medium affected (soil only), this listing is not a concern to the subject site.

**Notes:**

- Distances and direction provided by EDR
- A complete description of each database is provided in the EDR Report (Appendix C).

It is our opinion that there is a low likelihood that the remaining listings for off-site properties appearing in the database report represent a REC to the site at the current time. This opinion is based on one or more of the following factors:

- The nature of the database(s) on which the property appears, and/or because the property did not appear on a database that reports unauthorized releases of hazardous substances;
- Reported regulatory agency status (i.e., case closed);
- Reported nature of the case (i.e., soil contamination only);
- Reported distance of the property from the site; and/or
- Location of the property in relation to the site with respect to topography or expected groundwater flow direction (west).

#### **4.1.2 Non-Geocoded (Unmapped) Listings**

This portion of the regulatory database report includes properties for which regulatory agencies did not report sufficient address information to be plotted by EDR. The listings were reviewed to evaluate their potential impact to the site, based on their interpreted distance/direction from the site, and/or the nature of the database in which they were listed. It is our opinion that there is a low likelihood that the non-geocoded listings represent an environmental concern to the site at the current time.

### **4.2 Additional Environmental Record Sources**

According to the ASTM Standard, “if the property or any of the adjoining properties is identified on one or more of the standard environmental record sources, pertinent regulatory files and/or records associated with the listing should be reviewed.” Adjoining properties were not listed in the standard environmental record sources. The review of regulatory agency records for the site is discussed in the following sections. Regulatory records were requested for the current site addresses or APN, as well as for 755 E. San Ysidro Boulevard, which was used by a former tenant. Regulatory agency responses are provided in Appendix D.

#### **4.2.1 County of San Diego Department of Environmental Health**

According to a representative of the DEH on March 20, 2018, no records were found for the site addresses / APN.

#### **4.2.2 San Diego Air Pollution Control District**

According to a representative of the San Diego Air Pollution Control District (APCD) on March 20 and April 2, 2018, no records were found for the site addresses.

#### **4.2.3 Regional Water Quality Control Board, San Diego Region**

According to a representative of the Regional Water Quality Control Board (RWQCB) on March 21 and 30, 2018, no records were found for the site addresses.

#### **4.2.4 City of San Diego Fire Department**

According to a representative of the City of San Diego Fire Department on April 2, 2018, no records were found for the site addresses.

#### 4.2.5 City of San Diego Industrial Wastewater Control Program

According to a representative of the City of San Diego Industrial Wastewater Control Program (IWCP) on March 20, 2018, no records were found for the site addresses.

#### 4.2.6 Online Regulatory Databases

Online regulatory databases were reviewed by Ninyo & Moore to supplement the environmental database search conducted by EDR. The following is a summary of pertinent information.

Online Database/Website	Findings
DTSC Envirostor	Neither the site nor properties within 1,000 feet were listed.
SWRCB GeoTracker	The site was not listed. Three properties within 1,000 feet of the site were listed and the cases are summarized in Section 4.1.1.
California Department of Resources Recycling and Recovery (CalRecycle) Solid Waste Information System	Neither the site nor properties within 1,000 feet were listed.
United States Pipeline and Hazardous Materials Safety Administration, National Pipeline Mapping System Map Viewer	Pipelines were not depicted on or adjacent to the site.

### 4.3 Physical Setting

The following table summarizes topographic, geologic, and hydrogeologic conditions in the vicinity of the site, based upon the referenced documents reviewed and/or our visual reconnaissance of the site.

Physical Settings	Reference	Summary
Topography	A	The site is situated at an elevation of approximately 70 feet above mean sea level and slopes westerly.
Site Geology	B	The site is underlain by late- to middle-Pleistocene-age old paralic deposits, which consist of mostly poorly sorted, moderately permeable, reddish-brown, interfingering strandline, beach, estuarine and colluvial deposits composed of siltstone, sandstone, and conglomerate.
Surface Water	A	Surface waters are not present at the site.
Groundwater	C, D	The site is located in the Water Tanks Subarea (911.12) of the Tijuana Valley Hydrologic Area within the Tijuana Hydrologic Unit. Potential beneficial uses for groundwater within this hydrologic area include municipal, agricultural, and industrial service supply uses.  Groundwater was measured at the Red Cab facility, approximately 150 feet south-southeast of the site at a depth of approximately 30 feet below ground surface (bgs) in 2010. The groundwater flow was measured to the north-northeast. Regional groundwater is expected to mimic topography and flow westerly. Groundwater levels, gradient, and flow direction can fluctuate due to seasonal variations, groundwater withdrawal or injection, changes in land use, and other factors.

**References:**

- A = United States Geological Survey (USGS), Imperial Beach, California, 7.5-minute quadrangle map (USGS, 2012)
- B = Geologic Map of the San Diego 30' x 60' Quadrangle (Kennedy & Tan, 2008)
- C = RWQCB Water Quality Control Plan for the San Diego Basin (RWQCB, 2016)
- D = EnviroApplications, 2010

## 4.4 Site Historical Use Information

Ninyo & Moore conducted a historical-record search for the site. This included a review of city directories, fire insurance maps, aerial photographs, topographic maps, and building department records. The following sections summarize information obtained from the historical sources utilized for this assessment.

### 4.4.1 City Directories

Available historical reverse street directories from 1970 through 2014 were researched by EDR. The table below summarizes listings for the site addresses, which includes 747, 751, and 755 E. San Ysidro Boulevard.

<b>Year</b>	<b>E. San Ysidro Boulevard Addresses</b>
1970	747 – International M. 751 – La Especial Clothing, Oscar's Drive In
1976	747 – International Mrc, Lim JE Co Inc 751 – xxxx 755 – Zapateria La Barata
1982	747 – Mercado Inter Corp
1987	747 – International Money Exchange, Mercado International 88 Inc
1992	747 – International Money Exchange, Mercado International 88 Inc, Saroma Inc
1995	747 – Eng Raul Lim, Lillys, Mercado International 88 Inc, Saroma Inc 751 – Transportes Intercalifornias 755 – Regalo Perfecto
2000	747 - Eng Raul Lim, Saroma Inc 751 – Transportes Intercalifornias 755 – Regalo Perfecto
2005	747 – El Corre Caminos, Eng Raul Lim, Herrera Herrera & Assoc Inc, Saroma inc 751 – Executive Lines, Transportes Intercalifornias 755 – Regalo Perfecto
2010	747 – El Corre Caminos, Eng Raul Lim, Herrera Herrera & Assoc Inc, Saroma inc 751 – Executive Lines, Transportes Intercalifornias
2014	747 – ABC Currency Services, Herrera Herrera & Assoc Inc 751 – Executive Lines, Samys Place, Transportes Intercalifornias

The site addresses consisted primarily of commercial listings. A gasoline station (Stephens Chvrn Stn) was listed at 727 E. San Ysidro Boulevard in the 1970 city directory, which is interpreted to be located north of the Rail Court. The EDR City Directory Report is provided in Appendix E.

### 4.4.2 Sanborn® Fire Insurance Maps

Sanborn® fire insurance maps were requested from EDR; however, according to EDR's Certified Sanborn Map Report, there is no map coverage in the site vicinity (Appendix E).

### 4.4.3 Historical Aerial Photographs and Topographic Maps

Historical aerial photographs and topographic maps were provided by EDR for select years from 1904 through 2014. Additionally, aerial photographs were reviewed online using Google Earth. A listing of the sources reviewed and summary of notable observations from the photograph review are provided in the table below. EDR-provided photographs and maps are included in Appendix E.

<b>Table 8 – Aerial Photographs and Topographic Map Summary</b>	
<b>Date - Source</b>	<b>Summary</b>
1904 – B 1928 – A 1930 – B	A generally northwest to southeast road is present along the eastern site boundary. Three structures are present to the west of the road. A portion of one of the structures may be on the western portion of the site. Railroad tracks are visible approximately 170 feet east of the site and the United States – Mexico border is present approximately 420 feet to the south of the site.
1943 – B 1949 – A 1953 – A, B	The site is developed with the 751 E. San Ysidro Boulevard site building on the southern portion of the site. The northern portion of the site appears vacant. The border crossing has been reconfigured and the border crossing road is located adjacent to the west of the site. Approximately 10 buildings are present to the south and southwest of the site. Approximately 300 feet west of the site agricultural land is visible.
1964 – A 1966 – A 1970 – A	The current site buildings are present, along with the adjacent building to the south of the site. The border crossing has been reconfigured. The road adjacent to the west of the site ends at a cul-de-sac to the south of the site. A small structure, possible a canopy associated with a gasoline service station, is located approximately 170 feet north-northwest of the site. A border station is present to the south of the site, but is differently configured than the current station. A multi-lane highway for northbound traffic from Mexico is present, approximately 360 feet south of the site. The agricultural land to the west of the site appears fallow.
1975 – B 1979 – A 1985 – A 1989 – A 1991 – B	The site appears similar to the previous aerial photograph. Additional development is visible at the border station. A pedestrian overpass / building and secondary vehicle inspection area are visible. The possible gasoline service station is no longer present north of the site. The present-day multi-tenant commercial building is visible to the north of the site, across Rail Court. In the 1985 aerial photograph, the railroad transformers are visible to the east of the site and trolley tracks are visible to the northwest of the site.
1994 – A 1996 – B 2005 – A 2010 – A 2012 – B 2014 – A 2015 – C	The site and adjacent properties to the north, east, and south appear similar to present-day. Adjacent to the west of the site, there is additional development at the border station.
2016 – C	The site and adjacent properties appear similar to the present-day. The border crossing structure adjacent to the west has been demolished and the area appears to be under construction.

**Sources:** A – EDR Aerial Photographs  
B – EDR Topographic Maps  
C – Google Earth

### 4.4.4 Building Department Records

Building permits were reviewed on April 16, 2018 at the City of San Diego, Development Services Department. Building records included sign permits, building permit for a new exterior door, and tenant improvements. Environmental concerns were not found during the building permit review. Notable building permits are included in Appendix E.

## 4.5 Previous Reports

Previous reports were not provided by the client.

## 4.6 Adjacent Property History

The adjacent properties and surrounding area have been developed since at least 1904. Due to the several international border configurations, the adjacent properties have been part of roadways or developed with commercial / retail use businesses and border-related support structures. A historical gasoline station (727 E. San Ysidro Boulevard) was located approximately 170 feet north-northwest of the site in the 1960s and 1970s vicinity of the present-day multi-tenant building).

# 5 SITE RECONNAISSANCE

The objective of the site reconnaissance was to obtain information indicating the potential for RECs in connection with the site. Mr. Adrian Olivares conducted the reconnaissance on March 21, 2018 and was accompanied by Mr. Osmahn Kadri, Regional Environmental Quality Advisor with GSA. A site plan is provided as Figure 2 and photographic documentation is provided in Appendix A.

## 5.1 Methodology and Limiting Conditions

The site reconnaissance consisted of walking on the site and along public sidewalks (for viewing of adjacent/nearby properties). Limiting conditions were generally not encountered during the site reconnaissance.

## 5.2 General Site Setting

At the time of the site reconnaissance, the site was improved with two multi-tenant commercial /retail buildings. The 747 E. San Ysidro Boulevard building is a single-story building located on the northern half of the site. Access to the building is from the west end of the building. A fruit vendor and wireless cellular business occupy small suites on the northern portion of the site building. The 751 E. San Ysidro Boulevard building is a two-story building located on the southern half of the site. The building is occupied by Sabrosisimos Restaurant, Intercalifornias Bus Terminal, a vacant suite, Café de Olla, and a medical insurance business. At the vacant suite, it appeared that tenant improvements had begun; however had not been completed. Building material and construction debris were present within the suite. Access to the ground level occupants is from the west side of the building and the main access to the 2<sup>nd</sup> floor suites is from the east site. Heating and cooling units, along with a chiller, were observed on the roofs of the buildings.



The site and vicinity generally slope to the west. A storm drain is located on the northeastern portion of the site and reportedly connects to the municipal storm water system to the west of the site. Surface drainage is expected to flow into the storm drains and flow into the municipal storm water system.

### 5.3 Adjacent Property Observations

Adjacent properties were observed from the site and from publicly accessible vantage points (e.g., streets, sidewalks) during the site reconnaissance. The properties adjacent to the site are as follows and as depicted on Figure 2:

- **North:** Rail Court followed by trolley tracks and a multi-tenant commercial building to the northwest, and E. San Ysidro Boulevard to the northeast.
- **East:** A walkway followed by railroad transformers and railroad right-of-way.
- **Southeast:** A commercial building (795 E. San Ysidro Boulevard), which is utilized as the temporary northbound pedestrian processing facility.
- **West:** The San Ysidro Land Port of Entry Renovation and Expansion project construction area and to the northwest by MTS trolley tracks.

### 5.4 Site Observations

Ninyo & Moore evaluated the site for evidence of the following potential environmental concerns:

Conditions	Observed or Noted	Comments
Hazardous Substances/Petroleum Products	X	Retail-size cleaning products were observed at several suites.
Waste Generation/Storage/Disposal	X	Construction debris and building materials were observed within the vacant suite (751 E. San Ysidro Boulevard).
ASTs		Not observed
Potential Evidence of USTs		Not observed
Potential PCB-Containing Equipment		Not observed
Chemical/Petroleum Odors		Not observed
Concrete Patches/Pads		Concrete patches were observed in the vacant suite and in the ABC Money Exchange suite (747 E. San Ysidro Boulevard).
Pools of Liquid		Not observed
Sewage Discharge Pipes		Not observed; however, a metallic cover was observed at the base of the stairs at the 751 E. San Ysidro Blvd suite, and reportedly provided access to the sewer line.

**Table 9 – On-Site Observations**

Conditions	Observed or Noted	Comments
Floor Drains/Sumps	X	A storm drain was observed on the northeastern portion of the site. The storm drain lateral reportedly runs southwesterly toward the west end of the site building.  Floor drains were observed within the Mercado Internacional (747 E. San Ysidro Boulevard) building and janitorial closet. The floor drains at the grocery store flow to a subsurface grease interceptor near the meat department before flowing to the municipal sewer system. The grease interceptor is reportedly serviced on a monthly basis.
Elevator		Not observed
Wells		Not observed
Drums		Not observed
Unidentified Substance Containers		Not observed
Stained Soil or Pavement		Not observed
Stressed Vegetation		Not observed
Pits, Ponds, or Lagoons		Not observed
Wastewater Discharges Disposal Systems		Not observed
Septic Systems/Cesspools		Not observed
Municipal Solid Waste Disposal Areas		Not observed

## 6 VAPOR ENCROACHMENT/INTRUSION

The purpose of the preliminary vapor encroachment screen is to identify a vapor encroachment condition (VEC), which is the presence or likely presence of potential contaminants of concern (COC) vapors in subsurface soils at the site caused by the release of vapors from contaminated soil or groundwater either on or near the site. The potential for VECs beneath the site was evaluated using a Vapor Encroachment Screening Matrix (VESM) in accordance with ASTM E 2600-15 Standard Guide for Vapor Encroachment Screening on Property Involved in Real Estate Transactions. The VESM included performing a Search Distance Test to identify if there are any known or suspect contaminated properties surrounding or upgradient of the site within specific search radii, a COC Test (for those known or suspect contaminated sites identified within the Search Distance Test) to evaluate whether or not COCs are likely to be present, and a Critical Distance Test to evaluate whether or not COCs in a contaminated plume may be within the critical distance of the site (100 feet for non-petroleum hydrocarbon contaminants and 30 feet for petroleum hydrocarbon contaminants).

Based on the completion of the VESM, a VEC was not found and no further investigation is recommended at this time. A copy of the VESM is included in Appendix F.

## 7 INTERVIEWS

Interviews were conducted by Ninyo & Moore with the objective of obtaining information regarding potential RECs in connection with the site. Interviews with present owners, operators, and/or occupants of the site, as well as other knowledgeable parties as appropriate, is mandated by ASTM E 1527-13. A summary of the interviews conducted is provided in the table below.

Table 10 – Interviews	
Representative	Summary
Property Owner Representative	<p>Mr. Santiago Lim, a member of the ownership family, completed the property background questionnaire on April 9, 2018. According to Mr. Lim, the site has historically been used for retail purposes. Mr. Lim is not aware of when the site buildings were constructed. Hazardous materials or wastes have not been stored at the site. He is not aware of environmental issues with the site or of potential soil or groundwater contamination.</p> <p>During the site reconnaissance, Mr. Jerry Herrera, the property owner's son, was also interviewed. Information provided by Mr. Herrera is incorporated in Section 5.</p>
Occupant	Occupants were interviewed during the site reconnaissance. Information provided by the site occupants is incorporated in Section 5.
Past Owners	Past ownership entities were not made available to Ninyo & Moore during the preparation of this ESA. Therefore, interviews with past site owners were not conducted.

## 8 FINDINGS

Based upon the results of this Phase I ESA, the following findings are provided.

- The site consists of one approximately 0.3 acre parcel and is located adjacent to the southwest of the southern terminus of E. San Ysidro Boulevard, and south of Rail Court, approximately 420 feet north of the International Border with Mexico, in San Diego, California.
- At the time of the site reconnaissance, the site was improved with two multi-tenant commercial /retail buildings. The 747 E. San Ysidro Boulevard building is a single-story building located on the northern half of the site. Access to the building is from the west end of the building. A fruit vendor and wireless cellular business occupy small suites on the northern portion of the site building. The 751 E. San Ysidro Boulevard building is a two-story building located on the southern half of the site. The building is occupied by Sabrosisimos Restaurant, Intercalifornias Bus Terminal, a vacant suite, Café de Olla, and a medical insurance business. At the vacant suite, it appeared that tenant improvements had begun; however had not been completed. Building material and construction debris were present within the suite. Access to the ground level occupants is from the west side of the building and the main access to the 2nd floor suites is from the east site. Heating and cooling units, along with a chiller, were observed on the roofs of the buildings.
- The site and vicinity generally slope to the west. A storm drain is located on the northeastern portion of the site and reportedly connects to the municipal storm water system to the west of the site. Surface drainage is expected to flow into the storm drains and flow into the municipal storm water system

- Based on a review of historical resources, the site was developed with the current 751 E. San Ysidro Boulevard building sometime from 1930 to 1943 and the 747 E. San Ysidro Boulevard building sometime from 1953 to 1964. Prior to the construction of the 751 E. San Ysidro building and since at least 1928, a road, which led to the border crossing, was present along the eastern site boundary. A portion of an unknown building, may have been located on the western portion of the site at that time.
- Regulatory agency records were requested from the DEH, RWQCB, APCD, and City of San Diego Fire Department, and IWCP; however no records were found for the site.
- The site was not listed in the environmental databases searched.
- Properties of potential concern in the site vicinity were researched and were not found to have the potential to adversely impact the site, based on medium affected (soil only releases) and distance to the site. A historical gasoline station (727 E. San Ysidro Boulevard) was located approximately 170 feet north-northwest of the site in the 1960s and 1970s in the vicinity of the present-day multi-tenant building; however, there is no record of a release and the property was redeveloped in the mid- to late-1970s.
- Based on the completion of the VESM, a VEC was not found.

## 9 OPINIONS

The rationale for concluding whether the conditions listed in Section 8, above, represent RECs, HRECs, or CRECs (i.e., the presence or likely presence of hazardous substances or petroleum products on a property due to any release to the environment, under conditions indicative of a release, or a material threat of a future release of hazardous substances, pollutants, contaminants, and/or petroleum/petroleum products at the site) is provided below.

### 9.1 Evaluation of Recognized Environmental Conditions

It is our opinion that the long-term urban and historical usage of the site and vicinity is considered a REC based on the potential for shallow soils to have been impacted with potentially elevated levels of lead and/or other metals from burn ash, lead-based paint, or other sources.

### 9.2 Data Gaps

Significant data gap that would affect the ability of the environmental professional to identify conditions indicative of releases or threatened releases were not encountered.

### 9.3 Additional Appropriate Investigation

It is our opinion that additional appropriate investigation to evaluate RECs at the site is not required.

## 10 CONCLUSIONS

We have performed a Phase I ESA, in conformance with the scope and limitations of the ASTM Practice E 1527-13, of the located at 747 and 751 E. San Ysidro Boulevard in San Diego, California. Any exceptions to, or deletions from, this practice are described in Section 1.4 and in the body of this report. This assessment has revealed no evidence of RECs in connection with the property, except for the following:

**REC** – Based on the long-term urban and historical usage of the site and vicinity, there is the potential for shallow soils to have been impacted with potentially elevated levels of lead and/or other metals from burn ash, lead-based paint, or other sources.

## 11 RECOMMENDATIONS

Ninyo & Moore recommends the followings:

- Based on the age of the buildings, hazardous building materials (asbestos-containing materials and lead-based paint) may be present. Prior to renovating or razing of the buildings, a hazardous building material survey should be performed.
- If soil disturbance activities are planned, testing of the soil should be performed to evaluate whether elevated levels of metals are present. If elevated levels are present, proper worker health and safety procedures / monitoring may be required. Additionally, soil generated from the site may require additional testing prior to offsite reuse / disposal.

## 12 REFERENCES

- ASTM International, 2013, Standard Practice for Environmental Site Assessments: Phase I Environmental Site Assessment Process, Designation E-1527-13.
- California Department of Toxic Substances Control, 2018, EnviroStor Website: <http://www.envirostor.dtsc.ca.gov/public/>: accessed in March.
- California Integrated Waste Management Board, 2018, Solid Waste Information System database, <http://www.ciwmb.ca.gov/SWIS>: accessed in March.
- California Regional Water Quality Control Board, San Diego Region, 2016, Water Quality Control Plan for the San Diego Basin: with amendments through May 17.
- EnviroApplications, Inc., 2010, Additional Site Assessment Report for Former Red Cab Facility, 803 E. San Ysidro Boulevard, San Diego, California: dated May 28.
- Environmental Data Resources Inc., 2018, Certified Sanborn Map Report, 751 E San Ysidro Blvd, San Ysidro, CA: dated March 19.
- Environmental Data Resources Inc., 2018, The EDR Aerial Photograph Decade Package, 751 E. San Ysidro Blvd, San Ysidro, CA: dated March 20.
- Environmental Data Resources Inc., 2018, EDR Historical Topo Map Report, 751 E San Ysidro Blvd, San Ysidro, CA: dated March 19.
- Environmental Data Resources Inc., 2018, The EDR-City Directory Image Report, 751 E San Ysidro Blvd, San Ysidro, CA: dated March 20.
- Environmental Data Resources Inc., 2018, The EDR Radius Map Report with GeoCheck, 751 E. Sab Ysidro Blvd: dated March 19.
- Kennedy, M.P. and Tan, S.S., 2008, Geologic Map of the San Diego 30' X 60' Quadrangle, California: California Department of Conservation.
- State Water Resources Control Board, 2018, Geotracker Online Database: <http://geotracker.swrcb.ca.gov>: accessed in March.
- United States Geological Survey, 2012, Imperial Beach, California: 7.5-minute series (topographic), Scale 1:24,000.

### 13 PROFESSIONAL STATEMENT

As required by 40 CFR §312.21(d) and Section 12.13 of ASTM 1527-13, the following statement is included:

*I declare that, to the best of my professional knowledge and belief, I meet the definition of Environmental Professional as defined by §312.10 of 40 CFR 312. I have the specific qualifications based on education, training, and experience to assess a property of the nature, history, and setting of the subject property. I have developed and performed the all appropriate inquiries in conformance with the standards and practices set forth in 40 CFR Part 312.*



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**Adrian Olivares**

Senior Project Environmental Scientist

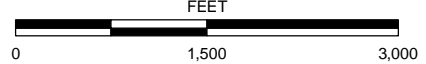
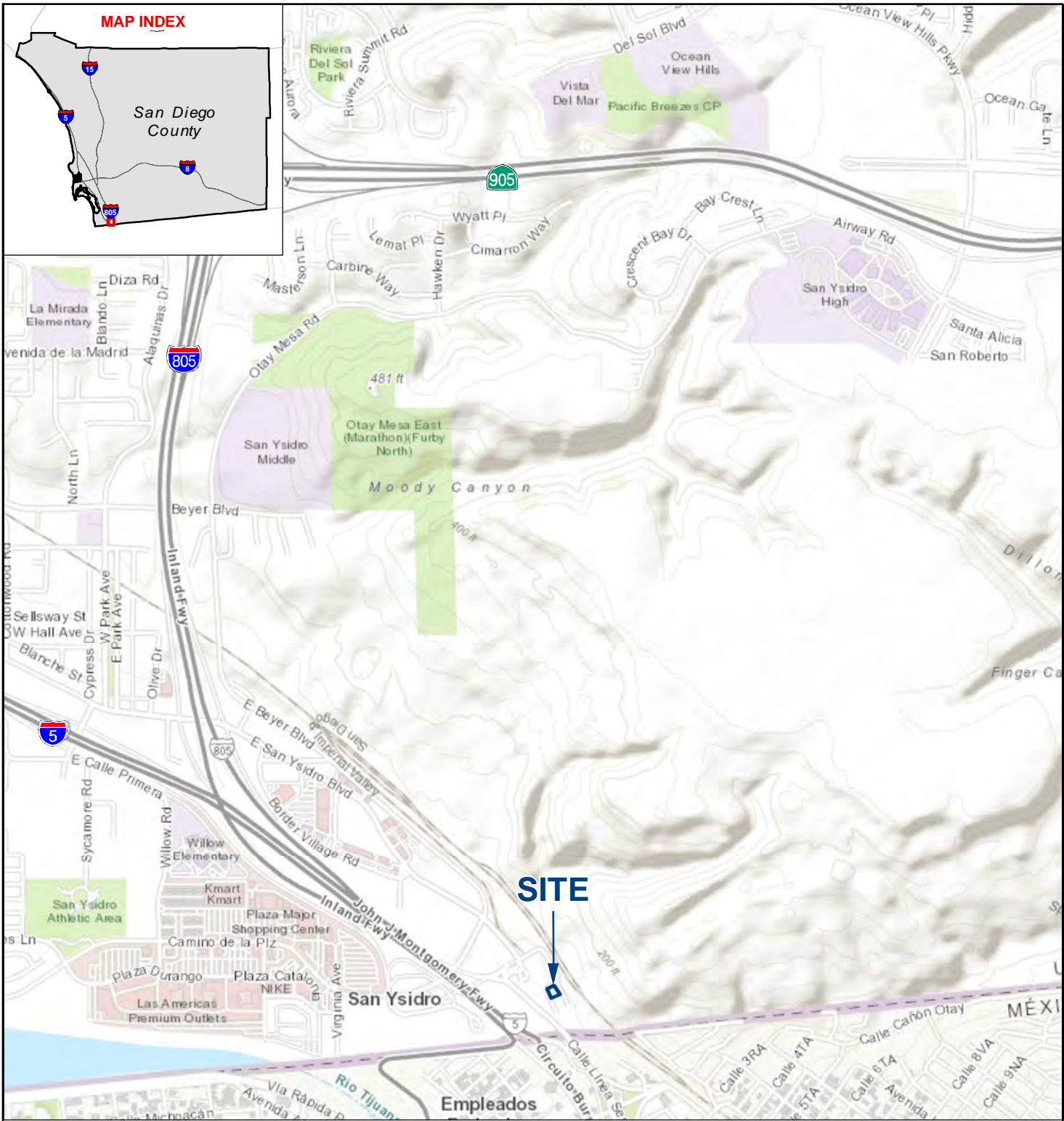
### 14 QUALIFICATIONS OF ENVIRONMENTAL PROFESSIONAL

Resumes, which document the professional qualifications, pursuant to 40 CFR §312.10(b)(2), of the persons that prepared and reviewed this report are provided as Appendix G.



# FIGURES





NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE. | SOURCE: ESRI WORLD TOPO, 2018

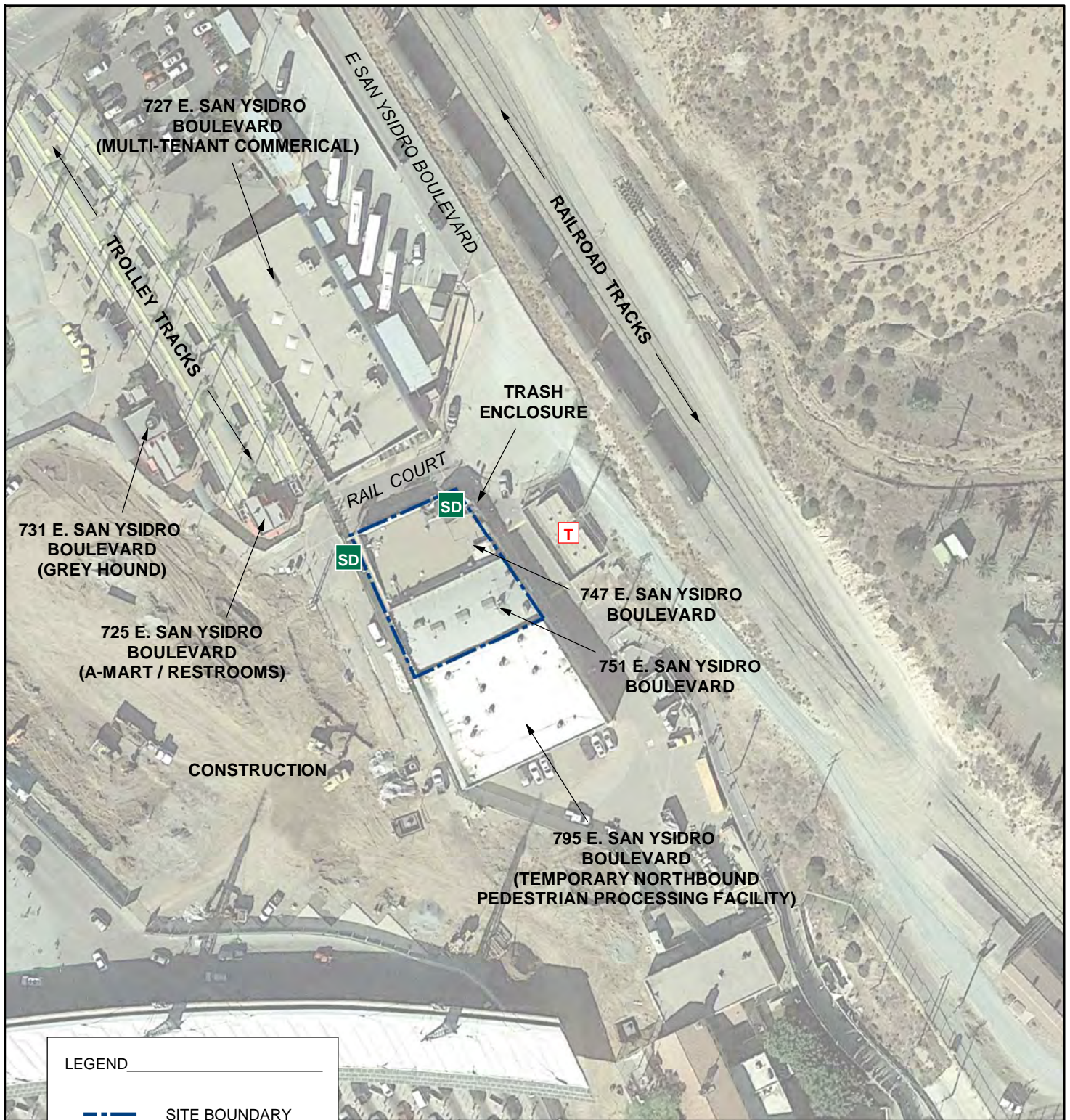
**FIGURE 1**

**SITE LOCATION**




747 AND 751 E. SAN YSDIRO BOULEVARD  
SAN DIEGO, CALIFORNIA

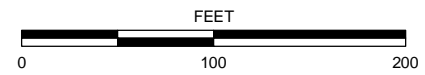
108566001 | 4/18

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**LEGEND**

-  SITE BOUNDARY
-  STORM DRAIN
-  TRANSFORMER



NOTE: DIRECTIONS, DIMENSIONS AND LOCATIONS ARE APPROXIMATE. | SOURCE: GOOGLE EARTH, 2018

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**FIGURE 2**

**SITE AND VICINITY**

747 AND 751 E. SAN YSIDRO BOULEVARD  
SAN DIEGO, CALIFORNIA



# APPENDIX A

## Photographs



**Photograph 1:** View of the northwestern portion of the site (747 E. San Ysidro Boulevard).



**Photograph 2:** View of the eastern portion of the site (747 and 751 E. San Ysidro Boulevard), facing southeast.

**FIGURE A-1**



**Photograph 3:** View of the 751 E. San Ysidro site building, facing north-northwest.



**Photograph 4:** View within the vacant suite of 751 E. San Ysidro Boulevard building.

**FIGURE A-2**



**Photograph 5:** First floor view of the Intercalifornias Bus Terminal suite (751 E. San Ysidro Boulevard).



**Photograph 6:** Second floor view of the Intercalifornias Bus Terminal suite (751 E. San Ysidro Boulevard)

**FIGURE A-3**



Photograph 7: View of the Sabrosisimos Restaurant suite (751 E. San Ysidro Boulevard).



Photograph 8: View of Café de Olla suite at the upper level of 751 E. San Ysidro Boulevard.

FIGURE A-4



**Photograph 9:** View of medical insurance suite within the 751 E. San Ysidro Boulevard.



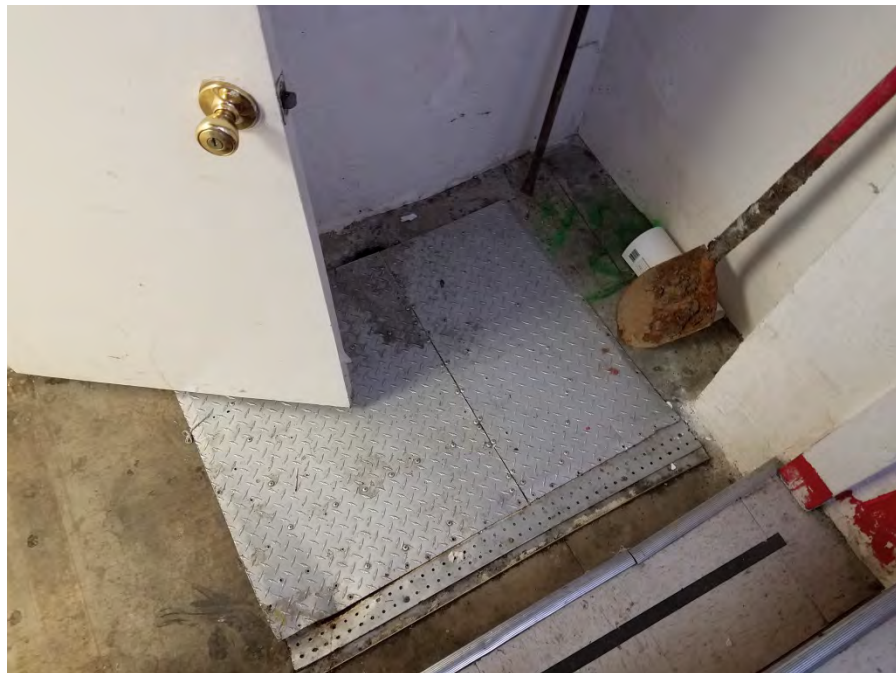
**Photograph 10:** View within the ABC Money Exchange suite (747 E. San Ysidro Boulevard).

**FIGURE A-5**





**Photograph 11:** View within the Mercado International 88 suite (747 E. San Ysidro Boulevard).



**Photograph 12:** View of plate covering utility excavation at the base of the stairway at 747 E. San Ysidro Boulevard.

**FIGURE A-6**



**Photograph 13:** View of grease interceptor access panel, located at the meat department of the Mercado International 88 suite (747 E. San Ysidro Boulevard).



**Photograph 14:** View of sink drain at the meat department of the Mercado International 88 suite (747 E. San Ysidro Boulevard).

**FIGURE A-7**



**Photograph 15:** View of fruit stand area on the west side of the 747 E. San Ysidro Boulevard.



**Photograph 16:** View of storm drain near the fruit stand area.

**FIGURE A-8**



**Photograph 17:** Roof view of the 747 E. San Ysidro Boulevard building, facing west.



**Photograph 18:** Chiller enclosure on the roof of the 747 E. San Ysidro Boulevard building.

**FIGURE A-9**



**Photograph 19:** View from the site, facing north.



**Photograph 20:** View to the northeast of the site of electrical transformers.

**FIGURE A-10**



**Photograph 21:** View from the east side of the site, facing southeast.



**Photograph 22:** View from the west side of the site, facing southeast.

**FIGURE A-11**



**Photograph 23:** View along Rail Court, facing southwest.



**Photograph 24:** View of multi-tenant commercial property, adjacent to the northwest of the site.



# APPENDIX B

## User and Property Owner Provided Information



**PHASE I ESA  
USER QUESTIONNAIRE**

Property Name/Address: **751 East San Ysidro Boulevard  
San Diego, California  
APN: 667-020-2400**

Please respond to all of the following questions to the best of your knowledge. The purpose of this questionnaire is to assist the user (the client or party seeking to use the Phase I ESA) and the environmental professional in gathering information from the user that may be material to documenting Recognized Environmental Conditions (RECs) at the site. Please note that the user of the Phase I ESA (the client), if seeking protection from CERCLA liability, must adhere to a set of user responsibilities as defined by the ASTM International (ASTM) Standard Practice E1527-13 and the United States Environmental Protection Agency (EPA) 40 Code of Federal Regulations Part 312 titled "Standards and Practices for all Appropriate Inquiries (AAI)". Failure to provide this information could result in a determination that AAI is not complete.

Per Section 6 of ASTM Standard E1527-13 and 40 CFR Part 312 of the AAI rule, the user's responsibilities include, but are not limited to, the following:

- review reasonably ascertainable land title records, lien records, and/or judicial records to search for environmental cleanup liens or activity and use limitations (AULs) against the site filed or recorded under federal, tribal, state, or local law, or engage a title company to review such records. Evidence of environmental liens and/or activity and use limitations on the site, if discovered, must be provided to the environmental consultant;
- report to the environmental professional specialized knowledge or experience material to RECs in connection with the property;
- report to the environmental professional knowledge of environmental liens or AULs encumbering or in connection with the property;
- consider the relationship of the purchase price of the property to its fair market value and whether a lower purchase price is related to potential contamination;
- report to the environmental professional commonly known or reasonably ascertainable information material to RECs; and
- report to the environmental professional the reason for conducting the Phase I ESA.

User responsibilities, CERCLA liability relief, and AAI components are discussed in the AAI rule and in the ASTM E1527-13 standard.

**1) Environmental cleanup liens that are filed or recorded against the property (40 CFR 312.25).**

Did a search of recorded land title records (or judicial records where appropriate) identify environmental liens filed or recorded against the property under federal, tribal, state or local law?

Yes  No

**2) Activity and use limitations (AULs) that are in place on the property or that have been filed or recorded against the property (40 CFR 312.26(a)(1)(v) and (vi)).**

Did a search of recorded land title records (or judicial records where appropriate) identify any AULs, such as engineering controls, land use restrictions or institutional controls, that are in place at the property and/or have been filed or recorded against the property under federal, tribal, state or local law?

Yes  No

**3) Specialized knowledge or experience of the person seeking to qualify for the liability protections (40 CFR 312.28).**

As the user of this Phase I ESA do you have any specialized knowledge or experience related to the property or nearby properties? For example, are you involved in the same line of business as the current or former occupants of the property or an adjoining property so that you would have specialized knowledge of the chemicals and processes used by this type of business?

Yes  No If yes, please describe:

**4) Relationship of the purchase price to the fair market value of the property if it were not contaminated (40 CFR 312.29).**

a) Does the purchase price being paid for this property reasonably reflect the fair market value of the property?

Yes  No  Not applicable (No Property Purchase Involved)

b) If you conclude that there is a difference, have you considered whether the lower purchase price is because contamination is known or believed to be present at the property?

Yes  No  Not applicable

c) If there is a price difference, please describe:

**PHASE I ESA  
USER QUESTIONNAIRE**

Property Name/Address: **751 East San Ysidro Boulevard  
San Diego, California  
APN: 667-020-2400**

**5) Commonly known or reasonably ascertainable information about the property (40 CFR 312.30).**

Are you aware of commonly known or reasonably ascertainable information about the property that would help the environmental professional to identify conditions indicative of releases or threatened releases? For example, as the user,

a) Do you know the past uses of the property?

Yes    No   If yes, please describe: **Commercial/retail: grocery store, cash exchange, food vendor, bus tickets.**

b) Do you know of specific chemicals that are present or once were present at the property?

Yes    No   If yes, please describe:

c) Do you know of spills or other chemical releases that have taken place at the property?

Yes    No   If yes, please describe:

d) Do you know of any environmental cleanups that have taken place at the property?

Yes    No   If yes, please describe:

**6) The degree of obviousness of the presence of likely presence of contamination at the property, and the ability to detect the contamination by appropriate investigation (40 CFR 312.31).**

As the user of this ESA, based on your knowledge and experience related to the property are there any obvious indicators that point to the presence or likely presence of contamination at the property?

Yes    No   If yes, please describe:

**7) What is the reason for having the Phase I ESA performed (ASTM 1527-13, Section 6.8)?**

The United States seeks to purchase the property in furtherance of the San Ysidro Land Port of Entry Renovation and Expansion project.

**8) Are you aware of any previously prepared documentation for the site, such as:**

- previous Phase I ESA or Phase II ESA reports
- environmental sampling, compliance audit, or assessment reports
- environmental permits
- registrations for aboveground or underground storage tanks
- registrations for underground injections systems
- material safety data sheets (MSDS)
- community right-to-know plans,
- safety plans; preparedness and prevention plans; spill prevention, countermeasure, and control plans
- geotechnical or hydrogeologic reports
- storm water documents
- risk assessments
- hazardous waste generator notices

Yes    No   If yes, please describe:

Completed By:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

\_\_\_\_\_  
Printed Name

\_\_\_\_\_  
Title

**PROPERTY BACKGROUND INFORMATION QUESTIONNAIRE**

Site Address:	751 East San Ysidro Boulevard San Diego, California APN: 667-020-2400	Project No.	108566001
---------------	---	-------------	-----------

**\*Please answer in good faith and to the best of your ability and elaborate as much as possible on any question answered "yes."**

**General Environmental**

1) Describe the current uses of the site. How long has the site been used for these purposes?

Retail

2) Describe the structures previously present at the site and their usage/occupants and age.

Retail

3) When were the structures constructed, if known?

Unknown

4) What is the historical land use of the site? Describe the past uses, owners, and operators of the site. (Be as detailed as possible and note approximate time periods, if known.)

Unknown

5) Are there currently, or were there previously any underground storage tanks (USTs) at the site? If so, please describe their capacities and contents.

Unknown

6) Have all USTs been removed from the site? If so, when?

Unknown

7) Was associated underground piping associated with the USTs removed?

Unknown

8) Was soil and/or groundwater sampling conducted at the time of UST removal? If so, please describe.

Unknown

9) Are you aware of any environmental issues associated with the site or of potential soil and/or groundwater contamination?

Yes  No

10) Have fill soils been brought to the property?

**PROPERTY BACKGROUND INFORMATION QUESTIONNAIRE**

Site Address:	751 East San Ysidro Boulevard San Diego, California APN: 667-020-2400	Project No.	108566001
---------------	---	-------------	-----------

Yes  No  Unknown

11) Has there been storage of hazardous materials or wastes on the property?

Yes  No  Unknown

12) Have any of the following items been stored on the site in containers greater than 5 gallons?

Paint  Yes  No  Unknown

Chemicals  Yes  No  Unknown

Pesticides/Herbicides  Yes  No  Unknown

Automotive-Related Oils/Fuels  Yes  No  Unknown

13) Have there been any spills or releases of chemicals, hazardous substances, or wastes on the property?

Yes  No  Unknown

14) Have any hazardous substances, petroleum products, unidentified waste materials, tires, automotive or industrial batteries, or other waste materials been dumped aboveground, buried, or burned on the site?

Yes  No  Unknown

15) Is the site hooked up to a municipal sanitary sewer system or is there a septic tank/system?

Sanitary Sewer  Septic

16) Are/were there any subsurface wastewater features, such as sumps, clarifiers, discharge systems, at the site?

Yes  No  Unknown

17) Does the site discharge wastewater, other than domestic wastewater or storm water, into the sewer or onto another property?

Yes  No  Unknown

18) Other than permission for domestic hookup, have any city, county, or other permits for wastewater discharge been issued to the site?

Yes  No  Unknown

19) Is there a transformer, capacitor, or other equipment that may contain PCBs on the site?

**PROPERTY BACKGROUND INFORMATION QUESTIONNAIRE**

Site Address:	751 East San Ysidro Boulevard San Diego, California APN: 667-020-2400	Project No.	108566001
---------------	---	-------------	-----------

Yes  No  Unknown

20) Other than small quantities of legal pesticides used for landscape maintenance (e.g., Roundup), have pesticides, herbicides, or insecticides been applied on the site?

Yes  No  Unknown

21) Are/were there any wells on the site (e.g., water supply wells, groundwater monitoring wells, etc.)

Yes  No  Unknown

22) Are there currently, or were there previously, any pits, ponds, or lagoons on the site?

Yes  No  Unknown

23) Are there currently, or were there previously, areas on the site with stained soil?

Yes  No  Unknown

24) To your knowledge, have adjoining properties been used for industrial activities, such the following? (Please note that an adjoining property is a property that is contiguous with, or directly across the street from the site.)

- Gasoline Station  Yes  No  Unknown
- Printing Facility  Yes  No  Unknown
- Metal Plating/Manufacturing  Yes  No  Unknown
- Landfill  Yes  No  Unknown
- Auto Repair Facility  Yes  No  Unknown
- Dry Cleaners  Yes  No  Unknown
- Junkyard  Yes  No  Unknown
- Waste or Wastewater Treatment  Yes  No  Unknown
- Storage, Disposal, or Recycling Facility  Yes  No  Unknown

25) Are there any known issues related to spills/contamination with adjoining or nearby properties?

Yes  No  Unknown

26) Are you aware of any previously prepared documentation for the site, such as:

- environmental sampling, compliance audit, or assessment reports
- environmental permits
- registrations for aboveground or underground storage tanks
- material safety data sheets (MSDS)
- community right-to-know plans
- safety plans; preparedness and prevention plans; spill prevention, countermeasure, and control plans
- geotechnical or hydrogeologic reports
- storm water documents
- risk assessments

**PROPERTY BACKGROUND INFORMATION QUESTIONNAIRE**

Site Address:	751 East San Ysidro Boulevard San Diego, California APN: 667-020-2400	Project No.	108566001
---------------	---	-------------	-----------

(If so, are they available for review?) Not aware of any previously prepared documentation.

**Legal/Activity and Use Limitations**

27) Are you aware of any environmental cleanup liens or activity and use limitations such as engineering controls, land use or deed restrictions or institutional controls associated with the site that are filed or recorded under federal, tribal, state, or local law?

Yes  No

28) Are you aware of any pending, threatened, or past litigation or administrative proceedings relevant to hazardous substances or petroleum products in, on, or from the property?

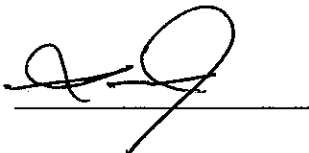
Yes  No

29) Are you aware of any notices from any governmental entity regarding any possible violation of environmental laws or possible liability relating to hazardous substances or petroleum products?

Yes  No

Santiago Lim  
NAME (IN PRINT)

04-09-18  
DATE



SIGNATURE

Owner  Occupant  Owner Representative  Other:

**\*When complete, return questionnaire via email, fax, and/or mail to the following:**

Mr. Adrian Olivares  
Senior Project Environmental Scientist  
Ninyo and Moore  
5710 Ruffin Road  
San Diego, California 92123 [aolivares@ninyoandmoore.com](mailto:aolivares@ninyoandmoore.com)  
(858) 576-1000 Office  
(858) 576-9600 FAX



# APPENDIX C

## Environmental Database Report

**751 E SAN YSIDRO BLVD**  
751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173

Inquiry Number: 5224553.2s  
March 19, 2018

## The EDR Radius Map™ Report with GeoCheck®



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)



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***Thank you for your business.***  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

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## EXECUTIVE SUMMARY

A search of available environmental records was conducted by Environmental Data Resources, Inc (EDR). The report was designed to assist parties seeking to meet the search requirements of EPA's Standards and Practices for All Appropriate Inquiries (40 CFR Part 312), the ASTM Standard Practice for Environmental Site Assessments (E 1527-13), the ASTM Standard Practice for Environmental Site Assessments for Forestland or Rural Property (E 2247-16), the ASTM Standard Practice for Limited Environmental Due Diligence: Transaction Screen Process (E 1528-14) or custom requirements developed for the evaluation of environmental risk associated with a parcel of real estate.

### TARGET PROPERTY INFORMATION

#### ADDRESS

751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173

#### COORDINATES

Latitude (North): 32.5439170 - 32° 32' 38.10"  
Longitude (West): 117.0287760 - 117° 1' 43.59"  
Universal Transverse Mercator: Zone 11  
UTM X (Meters): 497298.1  
UTM Y (Meters): 3600538.2  
Elevation: 117 ft. above sea level

### USGS TOPOGRAPHIC MAP ASSOCIATED WITH TARGET PROPERTY

Target Property Map: 5622818 IMPERIAL BEACH, CA  
Version Date: 2012

### AERIAL PHOTOGRAPHY IN THIS REPORT

Portions of Photo from: 20140805  
Source: USDA

MAPPED SITES SUMMARY

Target Property Address:  
 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173

Click on Map ID to see full detail.

MAP ID	SITE NAME	ADDRESS	DATABASE ACRONYMS	RELATIVE ELEVATION	DIST (ft. & mi.) DIRECTION
<a href="#">A1</a>	SAN YSIDRO LAND PORT	801 EAST SAN YSIDRO	SLIC	Lower	6, 0.001, WNW
<a href="#">A2</a>	RED CAB CO OF SD INC	803 E SAN YSIDRO BLV	SWEEPS UST	Lower	8, 0.002, WNW
<a href="#">A3</a>	RED CAB CO OF SD INC	803 E SAN YSIDRO BL	LUST, San Diego Co. HMMD	Lower	8, 0.002, WNW
<a href="#">A4</a>	FORMER RED CAB	803 E SAN YSIDRO BLV	SAN DIEGO CO. SAM	Lower	8, 0.002, WNW
<a href="#">A5</a>	GREYHOUND BUS STATIO	799 E SAN YSIDRO BLV	RCRA-SQG, HAZNET	Higher	118, 0.022, SSE
<a href="#">A6</a>	STEPHENS LEWIS G	727 E SAN YSIDRO	EDR Hist Auto	Higher	126, 0.024, NNW
<a href="#">B7</a>	SAN YSIDRO LAND PORT	720 EAST SAN YSIDRO	SLIC	Lower	413, 0.078, NW
<a href="#">B8</a>	GSA SAN YSIDRO BORDE	720 E SAN YSIDRO BLV	AST, SWEEPS UST	Lower	413, 0.078, NW
<a href="#">B9</a>	SAN DIEGO BORDER STA	720 E SAN YSIDRO BLV	HIST UST	Lower	413, 0.078, NW
<a href="#">B10</a>	STEPHENS L G CHEVRON	727 E SAN YSIDRO BLV	EDR Hist Auto	Lower	462, 0.087, NW
<a href="#">11</a>	SDCTY-POLICE SOUTHER	663 E SAN YSIDRO BL	SAN DIEGO CO. SAM, SLIC, San Diego Co. HMMD,...	Lower	1667, 0.316, NW
<a href="#">C12</a>	GOODWILL INDUSTRIES	630 FRONT (SB) ST	SLIC, San Diego Co. HMMD	Lower	2127, 0.403, WNW
<a href="#">C13</a>	GOODWILL PROPERTY	626-630 FRONT STREET	ENVIROSTOR	Lower	2188, 0.414, WNW

# EXECUTIVE SUMMARY

## TARGET PROPERTY SEARCH RESULTS

The target property was not listed in any of the databases searched by EDR.

## DATABASES WITH NO MAPPED SITES

No mapped sites were found in EDR's search of available ("reasonably ascertainable ") government records either on the target property or within the search radius around the target property for the following databases:

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

NPL..... National Priority List  
Proposed NPL..... Proposed National Priority List Sites  
NPL LIENS..... Federal Superfund Liens

### ***Federal Delisted NPL site list***

Delisted NPL..... National Priority List Deletions

### ***Federal CERCLIS list***

FEDERAL FACILITY..... Federal Facility Site Information listing  
SEMS..... Superfund Enterprise Management System

### ***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE..... Superfund Enterprise Management System Archive

### ***Federal RCRA CORRACTS facilities list***

CORRACTS..... Corrective Action Report

### ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF..... RCRA - Treatment, Storage and Disposal

### ***Federal RCRA generators list***

RCRA-LQG..... RCRA - Large Quantity Generators  
RCRA-CESQG..... RCRA - Conditionally Exempt Small Quantity Generator

### ***Federal institutional controls / engineering controls registries***

LUCIS..... Land Use Control Information System  
US ENG CONTROLS..... Engineering Controls Sites List  
US INST CONTROL..... Sites with Institutional Controls

## EXECUTIVE SUMMARY

### ***Federal ERNS list***

ERNS..... Emergency Response Notification System

### ***State- and tribal - equivalent NPL***

RESPONSE..... State Response Sites

### ***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF..... Solid Waste Information System

### ***State and tribal leaking storage tank lists***

INDIAN LUST..... Leaking Underground Storage Tanks on Indian Land

### ***State and tribal registered storage tank lists***

FEMA UST..... Underground Storage Tank Listing

UST..... Active UST Facilities

INDIAN UST..... Underground Storage Tanks on Indian Land

### ***State and tribal voluntary cleanup sites***

VCP..... Voluntary Cleanup Program Properties

INDIAN VCP..... Voluntary Cleanup Priority Listing

### ***State and tribal Brownfields sites***

BROWNFIELDS..... Considered Brownfields Sites Listing

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### ***Local Brownfield lists***

US BROWNFIELDS..... A Listing of Brownfields Sites

#### ***Local Lists of Landfill / Solid Waste Disposal Sites***

WMUDS/SWAT..... Waste Management Unit Database

SWRCY..... Recycler Database

HAULERS..... Registered Waste Tire Haulers Listing

INDIAN ODI..... Report on the Status of Open Dumps on Indian Lands

ODI..... Open Dump Inventory

DEBRIS REGION 9..... Torres Martinez Reservation Illegal Dump Site Locations

IHS OPEN DUMPS..... Open Dumps on Indian Land

#### ***Local Lists of Hazardous waste / Contaminated Sites***

US HIST CDL..... Delisted National Clandestine Laboratory Register

HIST Cal-Sites..... Historical Calsites Database

SCH..... School Property Evaluation Program

CDL..... Clandestine Drug Labs

## EXECUTIVE SUMMARY

San Diego Co. HMMD..... Hazardous Materials Management Division Database  
Toxic Pits..... Toxic Pits Cleanup Act Sites  
US CDL..... National Clandestine Laboratory Register

### **Local Lists of Registered Storage Tanks**

CA FID UST..... Facility Inventory Database

### **Local Land Records**

LIENS..... Environmental Liens Listing  
LIENS 2..... CERCLA Lien Information  
DEED..... Deed Restriction Listing

### **Records of Emergency Release Reports**

HMIRS..... Hazardous Materials Information Reporting System  
CHMIRS..... California Hazardous Material Incident Report System  
LDS..... Land Disposal Sites Listing  
MCS..... Military Cleanup Sites Listing  
SPILLS 90..... SPILLS 90 data from FirstSearch

### **Other Ascertainable Records**

RCRA NonGen / NLR..... RCRA - Non Generators / No Longer Regulated  
FUDS..... Formerly Used Defense Sites  
DOD..... Department of Defense Sites  
SCRD DRYCLEANERS..... State Coalition for Remediation of Drycleaners Listing  
US FIN ASSUR..... Financial Assurance Information  
EPA WATCH LIST..... EPA WATCH LIST  
2020 COR ACTION..... 2020 Corrective Action Program List  
TSCA..... Toxic Substances Control Act  
TRIS..... Toxic Chemical Release Inventory System  
SSTS..... Section 7 Tracking Systems  
ROD..... Records Of Decision  
RMP..... Risk Management Plans  
RAATS..... RCRA Administrative Action Tracking System  
PRP..... Potentially Responsible Parties  
PADS..... PCB Activity Database System  
ICIS..... Integrated Compliance Information System  
FTTS..... FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)  
MLTS..... Material Licensing Tracking System  
COAL ASH DOE..... Steam-Electric Plant Operation Data  
COAL ASH EPA..... Coal Combustion Residues Surface Impoundments List  
PCB TRANSFORMER..... PCB Transformer Registration Database  
RADINFO..... Radiation Information Database  
HIST FTTS..... FIFRA/TSCA Tracking System Administrative Case Listing  
DOT OPS..... Incident and Accident Data  
CONSENT..... Superfund (CERCLA) Consent Decrees  
INDIAN RESERV..... Indian Reservations  
FUSRAP..... Formerly Utilized Sites Remedial Action Program  
UMTRA..... Uranium Mill Tailings Sites  
LEAD SMELTERS..... Lead Smelter Sites  
US AIRS..... Aerometric Information Retrieval System Facility Subsystem

## EXECUTIVE SUMMARY

US MINES.....	Mines Master Index File
ABANDONED MINES.....	Abandoned Mines
FINDS.....	Facility Index System/Facility Registry System
UXO.....	Unexploded Ordnance Sites
DOCKET HWC.....	Hazardous Waste Compliance Docket Listing
ECHO.....	Enforcement & Compliance History Information
FUELS PROGRAM.....	EPA Fuels Program Registered Listing
CA BOND EXP. PLAN.....	Bond Expenditure Plan
Cortese.....	"Cortese" Hazardous Waste & Substances Sites List
CUPA Listings.....	CUPA Resources List
DRYCLEANERS.....	Cleaner Facilities
EMI.....	Emissions Inventory Data
ENF.....	Enforcement Action Listing
Financial Assurance.....	Financial Assurance Information Listing
HAZNET.....	Facility and Manifest Data
ICE.....	ICE
HIST CORTESE.....	Hazardous Waste & Substance Site List
HWP.....	EnviroStor Permitted Facilities Listing
HWT.....	Registered Hazardous Waste Transporter Database
MINES.....	Mines Site Location Listing
MWMP.....	Medical Waste Management Program Listing
NPDES.....	NPDES Permits Listing
PEST LIC.....	Pesticide Regulation Licenses Listing
PROC.....	Certified Processors Database
Notify 65.....	Proposition 65 Records
UIC.....	UIC Listing
WASTEWATER PITS.....	Oil Wastewater Pits Listing
WDS.....	Waste Discharge System
WIP.....	Well Investigation Program Case List

### EDR HIGH RISK HISTORICAL RECORDS

#### ***EDR Exclusive Records***

EDR MGP.....	EDR Proprietary Manufactured Gas Plants
EDR Hist Cleaner.....	EDR Exclusive Historical Cleaners

### EDR RECOVERED GOVERNMENT ARCHIVES

#### ***Exclusive Recovered Govt. Archives***

RGA LF.....	Recovered Government Archive Solid Waste Facilities List
RGA LUST.....	Recovered Government Archive Leaking Underground Storage Tank

### SURROUNDING SITES: SEARCH RESULTS

Surrounding sites were identified in the following databases.

Elevations have been determined from the USGS Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified. Sites with an elevation equal to or higher than the target property have been differentiated below from sites with an elevation lower than the target property.

Page numbers and map identification numbers refer to the EDR Radius Map report where detailed data on individual sites can be reviewed.

Sites listed in ***bold italics*** are in multiple databases.

Unmappable (orphan) sites are not considered in the foregoing analysis.

# EXECUTIVE SUMMARY

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal RCRA generators list***

RCRA-SQG: RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

A review of the RCRA-SQG list, as provided by EDR, and dated 12/11/2017 has revealed that there is 1 RCRA-SQG site within approximately 0.25 miles of the target property.

<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GREYHOUND BUS STATIO</b>	<b>799 E SAN YSIDRO BLV</b>	<b>SSE 0 - 1/8 (0.022 mi.)</b>	<b>A5</b>	<b>16</b>

### ***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

A review of the ENVIROSTOR list, as provided by EDR, and dated 10/30/2017 has revealed that there is 1 ENVIROSTOR site within approximately 1 mile of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GOODWILL PROPERTY</b> Facility Id: 37000082 Status: Refer: 1248 Local Agency	<b>626-630 FRONT STREET</b>	<b>WNW 1/4 - 1/2 (0.414 mi.)</b>	<b>C13</b>	<b>25</b>

### ***State and tribal leaking storage tank lists***

LUST: Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the LUST list, as provided by EDR, has revealed that there is 1 LUST site within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>RED CAB CO OF SD INC</b> Database: LUST, Date of Government Version: 12/11/2017	<b>803 E SAN YSIDRO BL</b>	<b>WNW 0 - 1/8 (0.002 mi.)</b>	<b>A3</b>	<b>9</b>



## EXECUTIVE SUMMARY

Status: Completed - Case Closed  
Global Id: T06019796328

SAN DIEGO CO. SAM: The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

A review of the SAN DIEGO CO. SAM list, as provided by EDR, and dated 03/23/2010 has revealed that there are 2 SAN DIEGO CO. SAM sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
FORMER RED CAB Case Number: 1030351 Facility Status: Preliminary Assessment	803 E SAN YSIDRO BLV	WNW 0 - 1/8 (0.002 mi.)	A4	16
<b>SDCTY-POLICE SOUTHER</b> Case Number: H01774-001 Case Number: H01774-002 Facility Status: Closed Case	<b>663 E SAN YSIDRO BL</b>	<b>NW 1/4 - 1/2 (0.316 mi.)</b>	<b>11</b>	<b>21</b>

SLIC: Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

A review of the SLIC list, as provided by EDR, has revealed that there are 4 SLIC sites within approximately 0.5 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SAN YSIDRO LAND PORT Database: SLIC, Date of Government Version: 12/11/2017 Facility Status: Completed - Case Closed Global Id: T10000004140	801 EAST SAN YSIDRO	WNW 0 - 1/8 (0.001 mi.)	A1	8
SAN YSIDRO LAND PORT Database: SLIC, Date of Government Version: 12/11/2017 Facility Status: Open - Site Assessment Global Id: T10000002836	720 EAST SAN YSIDRO	NW 0 - 1/8 (0.078 mi.)	B7	18
<b>SDCTY-POLICE SOUTHER</b> Database: SLIC, Date of Government Version: 12/11/2017 Facility Status: Completed - Case Closed Global Id: T0608123730 Global Id: T0608148063	<b>663 E SAN YSIDRO BL</b>	<b>NW 1/4 - 1/2 (0.316 mi.)</b>	<b>11</b>	<b>21</b>
<b>GOODWILL INDUSTRIES</b> Database: SLIC, Date of Government Version: 12/11/2017 Facility Status: Completed - Case Closed Global Id: T0608172902	<b>630 FRONT (SB) ST</b>	<b>WNW 1/4 - 1/2 (0.403 mi.)</b>	<b>C12</b>	<b>23</b>

## EXECUTIVE SUMMARY

### ***State and tribal registered storage tank lists***

AST: A listing of aboveground storage tank petroleum storage tank locations.

A review of the AST list, as provided by EDR, and dated 07/06/2016 has revealed that there is 1 AST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
<b>GSA SAN YSIDRO BORDE</b>	<b>720 E SAN YSIDRO BLV</b>	<b>NW 0 - 1/8 (0.078 mi.)</b>	<b>B8</b>	<b>19</b>

### **ADDITIONAL ENVIRONMENTAL RECORDS**

#### ***Local Lists of Registered Storage Tanks***

SWEEPS UST: Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

A review of the SWEEPS UST list, as provided by EDR, and dated 06/01/1994 has revealed that there are 2 SWEEPS UST sites within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
RED CAB CO OF SD INC Status: A Tank Status: A Comp Number: 4947	803 E SAN YSIDRO BLV	WNW 0 - 1/8 (0.002 mi.)	A2	8
<b>GSA SAN YSIDRO BORDE</b> Status: A Tank Status: A Comp Number: 2690	<b>720 E SAN YSIDRO BLV</b>	<b>NW 0 - 1/8 (0.078 mi.)</b>	<b>B8</b>	<b>19</b>

HIST UST: Historical UST Registered Database.

A review of the HIST UST list, as provided by EDR, and dated 10/15/1990 has revealed that there is 1 HIST UST site within approximately 0.25 miles of the target property.

<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
SAN DIEGO BORDER STA Facility Id: 00000060684	720 E SAN YSIDRO BLV	NW 0 - 1/8 (0.078 mi.)	B9	20

### **EDR HIGH RISK HISTORICAL RECORDS**

#### ***EDR Exclusive Records***

## EXECUTIVE SUMMARY

EDR Hist Auto: EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

A review of the EDR Hist Auto list, as provided by EDR, has revealed that there are 2 EDR Hist Auto sites within approximately 0.125 miles of the target property.

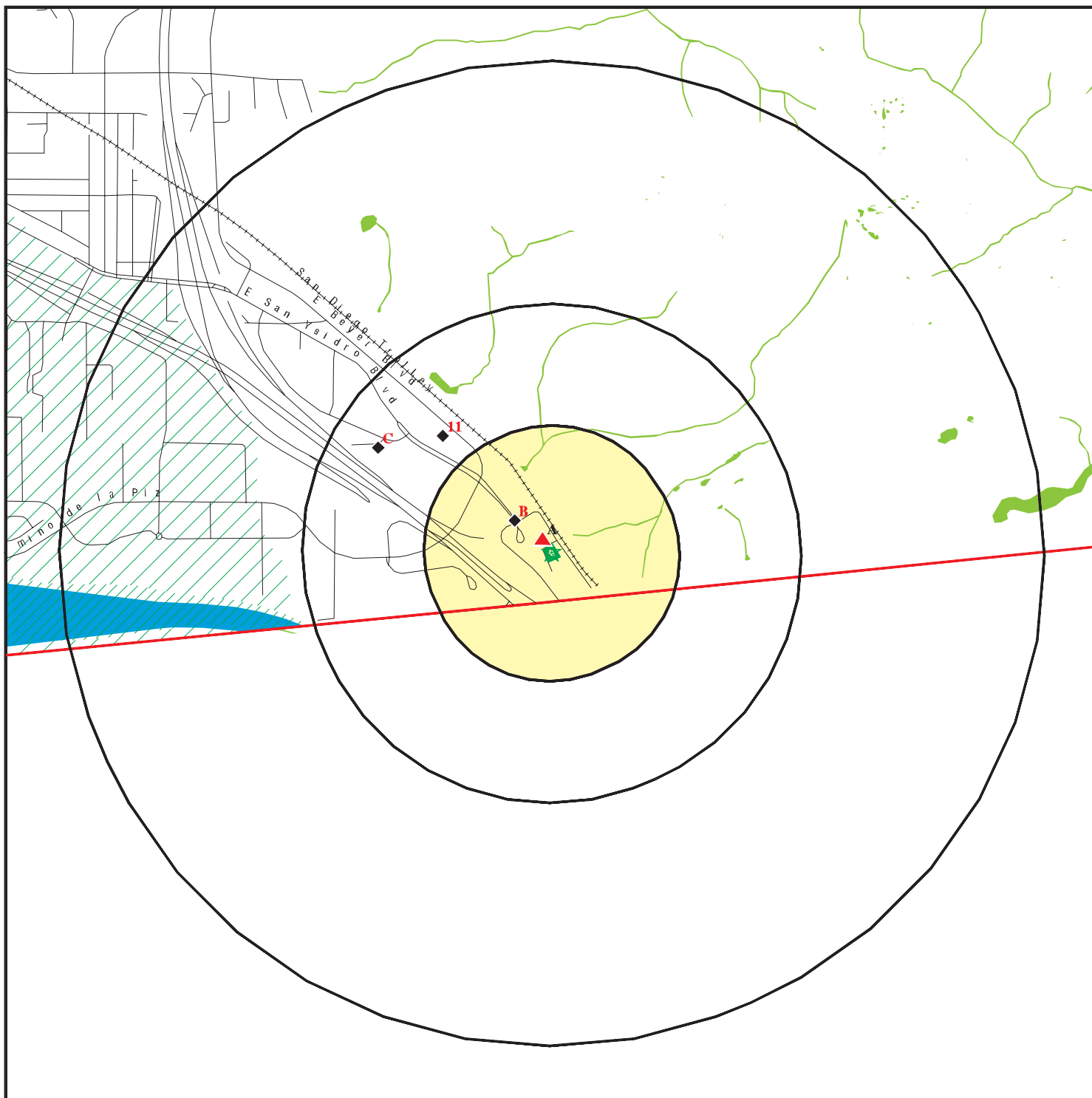
<u>Equal/Higher Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
STEPHENS LEWIS G	727 E SAN YSIDRO	NNW 0 - 1/8 (0.024 mi.)	A6	18
<u>Lower Elevation</u>	<u>Address</u>	<u>Direction / Distance</u>	<u>Map ID</u>	<u>Page</u>
STEPHENS L G CHEVRON	727 E SAN YSIDRO BLV	NW 0 - 1/8 (0.087 mi.)	B10	20

## EXECUTIVE SUMMARY

Due to poor or inadequate address information, the following sites were not mapped. Count: 3 records.

<u>Site Name</u>	<u>Database(s)</u>
TEXACO/E SAN YSIDRO 314	RGA LUST
APN#665-010-38/#665-020-01	SAN DIEGO CO. SAM
GOODWILL INDUSTRIES	SAN DIEGO CO. SAM

# OVERVIEW MAP - 5224553.2S



Target Property

Sites at elevations higher than or equal to the target property

Sites at elevations lower than the target property

Manufactured Gas Plants

National Priority List Sites

Dept. Defense Sites



Indian Reservations BIA

County Boundary

100-year flood zone

500-year flood zone

National Wetland Inventory

State Wetlands

Upgradient Area

Areas of Concern

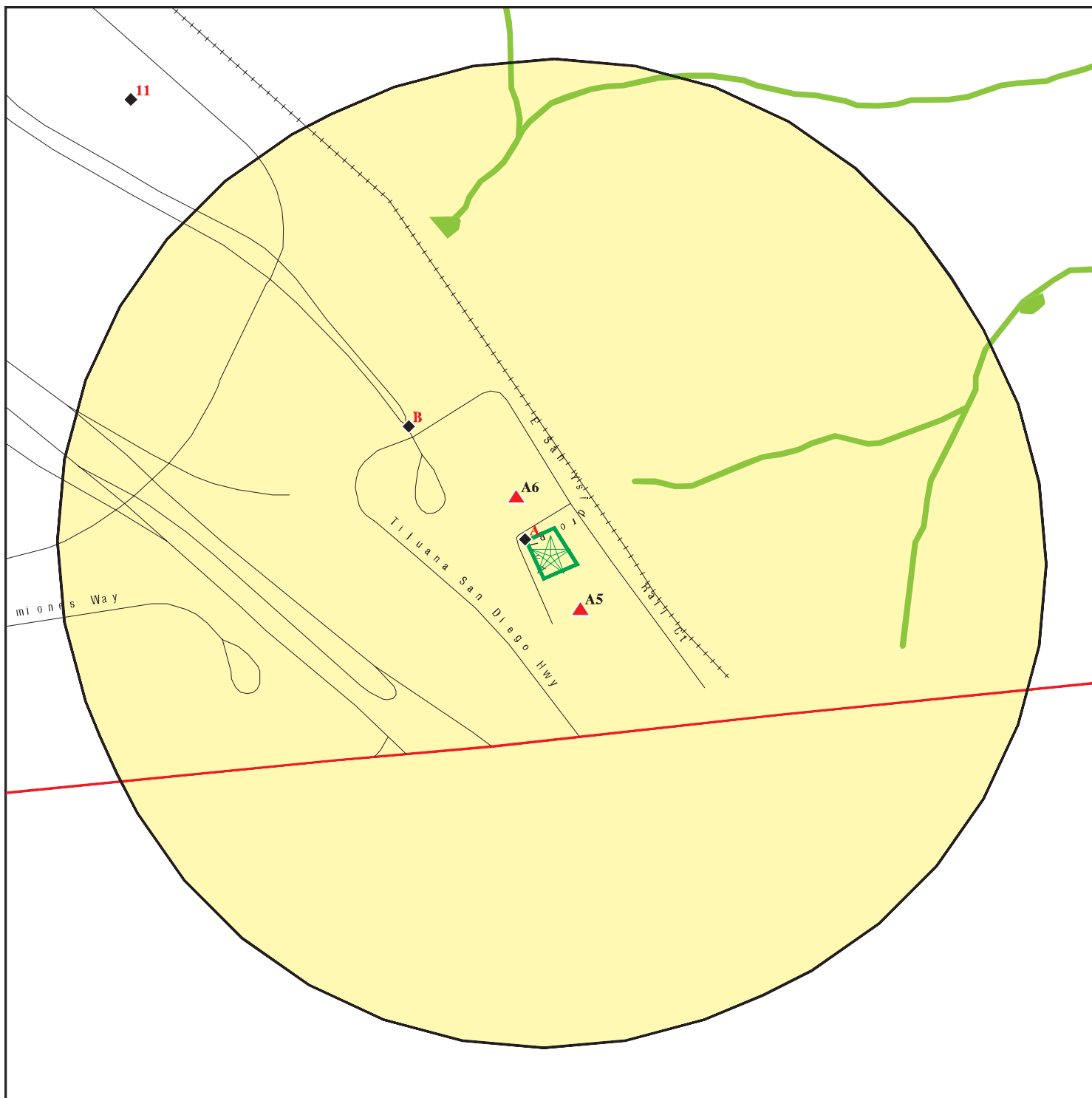
















This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

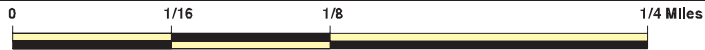
SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO CA 92173  
 LAT/LONG: 32.543917 / 117.028776

CLIENT: Ninyo & Moore  
 CONTACT: Adrian Olivares  
 INQUIRY #: 5224553.2s  
 DATE: March 19, 2018 4:04 pm

# DETAIL MAP - 5224553.2S



-  Target Property
-  Sites at elevations higher than or equal to the target property
-  Sites at elevations lower than the target property
-  Manufactured Gas Plants
-  Sensitive Receptors
-  National Priority List Sites
-  Dept. Defense Sites
-  Indian Reservations BIA
-  County Boundary
-  100-year flood zone
-  500-year flood zone
-  National Wetland Inventory
-  State Wetlands
-  Areas of Concern



This report includes Interactive Map Layers to display and/or hide map information. The legend includes only those icons for the default map view.

SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO CA 92173  
 LAT/LONG: 32.543917 / 117.028776

CLIENT: Ninyo & Moore  
 CONTACT: Adrian Olivares  
 INQUIRY #: 5224553.2s  
 DATE: March 19, 2018 4:10 pm

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
<b>STANDARD ENVIRONMENTAL RECORDS</b>								
<b><i>Federal NPL site list</i></b>								
NPL	1.000		0	0	0	0	NR	0
Proposed NPL	1.000		0	0	0	0	NR	0
NPL LIENS	TP		NR	NR	NR	NR	NR	0
<b><i>Federal Delisted NPL site list</i></b>								
Delisted NPL	1.000		0	0	0	0	NR	0
<b><i>Federal CERCLIS list</i></b>								
FEDERAL FACILITY	0.500		0	0	0	NR	NR	0
SEMS	0.500		0	0	0	NR	NR	0
<b><i>Federal CERCLIS NFRAP site list</i></b>								
SEMS-ARCHIVE	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA CORRACTS facilities list</i></b>								
CORRACTS	1.000		0	0	0	0	NR	0
<b><i>Federal RCRA non-CORRACTS TSD facilities list</i></b>								
RCRA-TSDF	0.500		0	0	0	NR	NR	0
<b><i>Federal RCRA generators list</i></b>								
RCRA-LQG	0.250		0	0	NR	NR	NR	0
RCRA-SQG	0.250		1	0	NR	NR	NR	1
RCRA-CESQG	0.250		0	0	NR	NR	NR	0
<b><i>Federal institutional controls / engineering controls registries</i></b>								
LUCIS	0.500		0	0	0	NR	NR	0
US ENG CONTROLS	0.500		0	0	0	NR	NR	0
US INST CONTROL	0.500		0	0	0	NR	NR	0
<b><i>Federal ERNS list</i></b>								
ERNS	TP		NR	NR	NR	NR	NR	0
<b><i>State- and tribal - equivalent NPL RESPONSE</i></b>								
RESPONSE	1.000		0	0	0	0	NR	0
<b><i>State- and tribal - equivalent CERCLIS ENVIROSTOR</i></b>								
ENVIROSTOR	1.000		0	0	1	0	NR	1
<b><i>State and tribal landfill and/or solid waste disposal site lists</i></b>								
SWF/LF	0.500		0	0	0	NR	NR	0
<b><i>State and tribal leaking storage tank lists</i></b>								
LUST	0.500		1	0	0	NR	NR	1

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
SAN DIEGO CO. SAM	0.500		1	0	1	NR	NR	2
INDIAN LUST	0.500		0	0	0	NR	NR	0
SLIC	0.500		2	0	2	NR	NR	4
<b>State and tribal registered storage tank lists</b>								
FEMA UST	0.250		0	0	NR	NR	NR	0
UST	0.250		0	0	NR	NR	NR	0
AST	0.250		1	0	NR	NR	NR	1
INDIAN UST	0.250		0	0	NR	NR	NR	0
<b>State and tribal voluntary cleanup sites</b>								
VCP	0.500		0	0	0	NR	NR	0
INDIAN VCP	0.500		0	0	0	NR	NR	0
<b>State and tribal Brownfields sites</b>								
BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b><u>ADDITIONAL ENVIRONMENTAL RECORDS</u></b>								
<b>Local Brownfield lists</b>								
US BROWNFIELDS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Landfill / Solid Waste Disposal Sites</b>								
WMUDS/SWAT	0.500		0	0	0	NR	NR	0
SWRCY	0.500		0	0	0	NR	NR	0
HAULERS	TP		NR	NR	NR	NR	NR	0
INDIAN ODI	0.500		0	0	0	NR	NR	0
ODI	0.500		0	0	0	NR	NR	0
DEBRIS REGION 9	0.500		0	0	0	NR	NR	0
IHS OPEN DUMPS	0.500		0	0	0	NR	NR	0
<b>Local Lists of Hazardous waste / Contaminated Sites</b>								
US HIST CDL	TP		NR	NR	NR	NR	NR	0
HIST Cal-Sites	1.000		0	0	0	0	NR	0
SCH	0.250		0	0	NR	NR	NR	0
CDL	TP		NR	NR	NR	NR	NR	0
San Diego Co. HMMD	TP		NR	NR	NR	NR	NR	0
Toxic Pits	1.000		0	0	0	0	NR	0
US CDL	TP		NR	NR	NR	NR	NR	0
<b>Local Lists of Registered Storage Tanks</b>								
SWEEPS UST	0.250		2	0	NR	NR	NR	2
HIST UST	0.250		1	0	NR	NR	NR	1
CA FID UST	0.250		0	0	NR	NR	NR	0
<b>Local Land Records</b>								
LIENS	TP		NR	NR	NR	NR	NR	0
LIENS 2	TP		NR	NR	NR	NR	NR	0



## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
DEED	0.500		0	0	0	NR	NR	0
<b>Records of Emergency Release Reports</b>								
HMIRS	TP		NR	NR	NR	NR	NR	0
CHMIRS	TP		NR	NR	NR	NR	NR	0
LDS	TP		NR	NR	NR	NR	NR	0
MCS	TP		NR	NR	NR	NR	NR	0
SPILLS 90	TP		NR	NR	NR	NR	NR	0
<b>Other Ascertainable Records</b>								
RCRA NonGen / NLR	0.250		0	0	NR	NR	NR	0
FUDS	1.000		0	0	0	0	NR	0
DOD	1.000		0	0	0	0	NR	0
SCRD DRYCLEANERS	0.500		0	0	0	NR	NR	0
US FIN ASSUR	TP		NR	NR	NR	NR	NR	0
EPA WATCH LIST	TP		NR	NR	NR	NR	NR	0
2020 COR ACTION	0.250		0	0	NR	NR	NR	0
TSCA	TP		NR	NR	NR	NR	NR	0
TRIS	TP		NR	NR	NR	NR	NR	0
SSTS	TP		NR	NR	NR	NR	NR	0
ROD	1.000		0	0	0	0	NR	0
RMP	TP		NR	NR	NR	NR	NR	0
RAATS	TP		NR	NR	NR	NR	NR	0
PRP	TP		NR	NR	NR	NR	NR	0
PADS	TP		NR	NR	NR	NR	NR	0
ICIS	TP		NR	NR	NR	NR	NR	0
FTTS	TP		NR	NR	NR	NR	NR	0
MLTS	TP		NR	NR	NR	NR	NR	0
COAL ASH DOE	TP		NR	NR	NR	NR	NR	0
COAL ASH EPA	0.500		0	0	0	NR	NR	0
PCB TRANSFORMER	TP		NR	NR	NR	NR	NR	0
RADINFO	TP		NR	NR	NR	NR	NR	0
HIST FTTS	TP		NR	NR	NR	NR	NR	0
DOT OPS	TP		NR	NR	NR	NR	NR	0
CONSENT	1.000		0	0	0	0	NR	0
INDIAN RESERV	1.000		0	0	0	0	NR	0
FUSRAP	1.000		0	0	0	0	NR	0
UMTRA	0.500		0	0	0	NR	NR	0
LEAD SMELTERS	TP		NR	NR	NR	NR	NR	0
US AIRS	TP		NR	NR	NR	NR	NR	0
US MINES	0.250		0	0	NR	NR	NR	0
ABANDONED MINES	0.250		0	0	NR	NR	NR	0
FINDS	TP		NR	NR	NR	NR	NR	0
UXO	1.000		0	0	0	0	NR	0
DOCKET HWC	TP		NR	NR	NR	NR	NR	0
ECHO	TP		NR	NR	NR	NR	NR	0
FUELS PROGRAM	0.250		0	0	NR	NR	NR	0
CA BOND EXP. PLAN	1.000		0	0	0	0	NR	0
Cortese	0.500		0	0	0	NR	NR	0
CUPA Listings	0.250		0	0	NR	NR	NR	0
DRYCLEANERS	0.250		0	0	NR	NR	NR	0

## MAP FINDINGS SUMMARY

Database	Search Distance (Miles)	Target Property	< 1/8	1/8 - 1/4	1/4 - 1/2	1/2 - 1	> 1	Total Plotted
EMI	TP		NR	NR	NR	NR	NR	0
ENF	TP		NR	NR	NR	NR	NR	0
Financial Assurance	TP		NR	NR	NR	NR	NR	0
HAZNET	TP		NR	NR	NR	NR	NR	0
ICE	TP		NR	NR	NR	NR	NR	0
HIST CORTESE	0.500		0	0	0	NR	NR	0
HWP	1.000		0	0	0	0	NR	0
HWT	0.250		0	0	NR	NR	NR	0
MINES	0.250		0	0	NR	NR	NR	0
MWMP	0.250		0	0	NR	NR	NR	0
NPDES	TP		NR	NR	NR	NR	NR	0
PEST LIC	TP		NR	NR	NR	NR	NR	0
PROC	0.500		0	0	0	NR	NR	0
Notify 65	1.000		0	0	0	0	NR	0
UIC	TP		NR	NR	NR	NR	NR	0
WASTEWATER PITS	0.500		0	0	0	NR	NR	0
WDS	TP		NR	NR	NR	NR	NR	0
WIP	0.250		0	0	NR	NR	NR	0
<b><u>EDR HIGH RISK HISTORICAL RECORDS</u></b>								
<b><i>EDR Exclusive Records</i></b>								
EDR MGP	1.000		0	0	0	0	NR	0
EDR Hist Auto	0.125		2	NR	NR	NR	NR	2
EDR Hist Cleaner	0.125		0	NR	NR	NR	NR	0
<b><u>EDR RECOVERED GOVERNMENT ARCHIVES</u></b>								
<b><i>Exclusive Recovered Govt. Archives</i></b>								
RGA LF	TP		NR	NR	NR	NR	NR	0
RGA LUST	TP		NR	NR	NR	NR	NR	0
- Totals --		0	11	0	4	0	0	15

**NOTES:**

TP = Target Property

NR = Not Requested at this Search Distance

Sites may be listed in more than one database

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

A1  
WNW  
< 1/8  
0.001 mi.  
6 ft.

**SAN YSIDRO LAND PORT OF ENTRY  
801 EAST SAN YSIDRO BOULEVARD  
SAN DIEGO, CA 92173**

**SLIC S112057535  
N/A**

**Site 1 of 6 in cluster A**

**Relative:  
Lower  
Actual:  
110 ft.**

**SLIC:**  
Region: STATE  
**Facility Status: Completed - Case Closed**  
Status Date: 09/19/2013  
Global Id: T10000004140  
Lead Agency: SAN DIEGO COUNTY LOP  
Lead Agency Case Number: H39792-001  
Latitude: 32.5433447725543  
Longitude: -117.028126716614  
Case Type: Cleanup Program Site  
Case Worker: CB  
Local Agency: SAN DIEGO COUNTY LOP  
RB Case Number: Not reported  
File Location: Local Agency  
Potential Media Affected: Soil  
Potential Contaminants of Concern: Lead, Other Petroleum  
Site History: Refer to "Site Maps/Documents" tab for Closure

Click here to access the California GeoTracker records for this facility:

A2  
WNW  
< 1/8  
0.002 mi.  
8 ft.

**RED CAB CO OF SD INC  
803 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173**

**SWEEPS UST S106060454  
N/A**

**Site 2 of 6 in cluster A**

**Relative:  
Lower  
Actual:  
109 ft.**

**SWEEPS UST:**  
Status: Active  
Comp Number: 4947  
Number: 9  
Board Of Equalization: 44-022143  
Referral Date: Not reported  
Action Date: 06-26-92  
Created Date: 02-29-88  
Owner Tank Id: Not reported  
SWRCB Tank Id: 37-000-004947-000001  
Tank Status: A  
Capacity: 6265  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: P  
Content: REG UNLEADED  
Number Of Tanks: 1

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

A3  
WNW  
< 1/8  
0.002 mi.  
8 ft.

RED CAB CO OF SD INC  
803 E SAN YSIDRO BL  
SAN YSIDRO, CA 92173

Site 3 of 6 in cluster A

LUST S109279865  
San Diego Co. HMMD N/A

Relative:  
Lower  
Actual:  
109 ft.

LUST:

Lead Agency: SAN DIEGO COUNTY LOP  
Case Type: LUST Cleanup Site  
Geo Track: [http://geotracker.waterboards.ca.gov/profile\\_report.asp?global\\_id=T06019796328](http://geotracker.waterboards.ca.gov/profile_report.asp?global_id=T06019796328)  
Global Id: T06019796328  
Latitude: 32.5434962635302  
Longitude: -117.028180360794  
Status: Completed - Case Closed  
Status Date: 12/15/2011  
Case Worker: CB  
RB Case Number: Not reported  
Local Agency: SAN DIEGO COUNTY LOP  
File Location: Local Agency  
Local Case Number: 201329-001  
Potential Media Affect: Soil  
Potential Contaminants of Concern: Gasoline  
Site History:

On January 10, 2006, a Phase II investigation was conducted at the site based on the historical uses. A total of seven soil samples were collected and analyzed for petroleum hydrocarbon constituents. Based on laboratory analysis, the Department of Environmental Health (DEH) opened Unauthorized Release Case 201329-001. Between 2006 and 2009, additional investigations were conducted to define the extent of hydrocarbon impacts to soil and groundwater. Total Recoverable Petroleum Hydrocarbons ranged from 15 milligrams per kilogram (mg/kg) to 2,500 mg/kg. TPH as gasoline (TPHg) concentrations ranged from not detected below laboratory limits (ND) to 10,000 mg/kg, TPH as diesel ranged ND to 3,200 mg/kg, benzene concentrations ranged ND to 1.28 mg/kg, toluene concentrations ranged from ND to 6.8 mg/kg, ethylbenzene concentrations ranged from ND to 160 mg/kg, total xylenes ranged from ND to 1,240 mg/kg. All oxygenate concentrations in soil were ND. According to the consultant, approximately 55 cubic yards of hydrocarbon impacted soil remains onsite northeast of the former building. The site is located in an area that has been designated as having potential beneficial groundwater uses. To verify hydrocarbon impacts to groundwater, three groundwater monitoring wells were installed. No Liquid-Phase Hydrocarbons were observed. TPHg, benzene, toluene, ethylbenzene, total xylenes, and oxygenates concentrations were below laboratory limits in all groundwater samples collected. The consultant concludes that based on benzene concentrations in soil, there is no human health risk exists since impacts are in an outdoor area. DEH concurs with this conclusion. Additionally, the consultant concludes hydrocarbon impacts are adequately defined and recommends closure of this unauthorized release. DEH concurs with their conclusion and recommendation.

LUST:

Global Id: T06019796328  
Contact Type: Local Agency Caseworker  
Contact Name: CRAIG BURNETT  
Organization Name: SAN DIEGO COUNTY LOP  
Address: P.O. Box 129261  
City: SAN DIEGO  
Email: craig.burnett@sdcounty.ca.gov  
Phone Number: 8585056978

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

RED CAB CO OF SD INC (Continued)

S109279865

LUST:

Global Id:	T06019796328
Action Type:	RESPONSE
Date:	01/31/2011
Action:	Monitoring Report - Quarterly
Global Id:	T06019796328
Action Type:	RESPONSE
Date:	05/28/2010
Action:	Site Assessment Report
Global Id:	T06019796328
Action Type:	Other
Date:	01/10/2006
Action:	Leak Stopped
Global Id:	T06019796328
Action Type:	ENFORCEMENT
Date:	08/06/2009
Action:	Letter - Notice
Global Id:	T06019796328
Action Type:	Other
Date:	01/10/2006
Action:	Leak Began
Global Id:	T06019796328
Action Type:	ENFORCEMENT
Date:	12/15/2011
Action:	Closure/No Further Action Letter
Global Id:	T06019796328
Action Type:	ENFORCEMENT
Date:	11/08/2011
Action:	Technical Correspondence / Assistance / Other
Global Id:	T06019796328
Action Type:	RESPONSE
Date:	04/30/2011
Action:	Monitoring Report - Quarterly
Global Id:	T06019796328
Action Type:	ENFORCEMENT
Date:	07/18/2006
Action:	Notice of Responsibility
Global Id:	T06019796328
Action Type:	Other
Date:	01/10/2006
Action:	Leak Discovery
Global Id:	T06019796328
Action Type:	Other
Date:	07/03/2006
Action:	Leak Reported
Global Id:	T06019796328

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RED CAB CO OF SD INC (Continued)**

**S109279865**

Action Type: ENFORCEMENT  
Date: 09/17/2010  
Action: Technical Correspondence / Assistance / Other

**LUST:**

Global Id: T06019796328  
Status: Open - Case Begin Date  
Status Date: 01/10/2006

Global Id: T06019796328  
Status: Open - Site Assessment  
Status Date: 06/06/2006

Global Id: T06019796328  
Status: Completed - Case Closed  
Status Date: 12/15/2011

**HMMD SAN DIEGO:**

Permit Number: 104947  
Business Type: 6HK26  
EPA Id Number: CAL000008938  
APN: 637-040-42-00  
Last HMMD Inspection: 02/11/2004  
Facility Telephone: 619-428-1107  
Permit Status: INAC  
Permit Expiration: 01/31/2006  
Date Last Updated: 11/02/2012  
Facility Owner: HEDRICK FAMILY TRUST  
Facility Mailing Address: 803 E SAN YSIDRO BL  
Facility Mailing City: SAN YSIDRO  
Facility Mailing State: CA  
Facility Mailing Zip: 92173-3116  
UST Owner: BILL HENDRICK  
Handle Regulated Hazmat: Not reported  
Own Or Operate UST: Not reported  
Subject To APSA: Not reported  
Generate Haz Waste: Not reported  
Treat Haz Waste: Not reported  
Generate Medical Waste: Not reported

**Violations Inactive Permits:**

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0202  
Violation: WASTE CONTAINER W/O LABELS  
Violation Citation: Hazardous waste containers &/or tanks are missing labels, accumulation date and/or are improperly labeled. CCR 66262.34(a)(2); 66262.34(a)(3) & 66262.34(f)  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0204  
Violation: WASTE CONTAINER:IMPROPER MGMT

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RED CAB CO OF SD INC (Continued)**

**S109279865**

Violation Citation: Hazardous waste storage container is not handled or stored in a manner which will prevent leaks or rupture. CCR 66265.173  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0208  
Violation: STORAGE AREA: NO WEEKLY INSPECTION  
Violation Citation: Hazardous waste storage area is not being inspected weekly for deteriorated or leaking containers CCR 66265.174  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0401  
Violation: TRAINING RECORDS UNAVAILABLE  
Violation Citation: Personnel training records are not maintained to document compliance with requirements for current and former employees. CCR 66265.16(d)&(e)  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV1002  
Violation: HMBP NOT ESTABLISHED/IMPLEMENTED.  
Violation Citation: Hazardous materials handler has not established/implemented a business plan. HSC 25503.5(a)  
Activity: Inactive Permit

**UST:**

UST Name: UNDERGROUND TANK 104947 T001  
Last Update: 2012-11-02 14:17:38  
Permit Number: 104947  
Tank Type: SINGLE WALL  
Additional Id: 1  
Capacity Gallons: 6265  
UST Contents: REGULAR UNLEADED  
Other Content Info: REGULAR UNLEADED  
Reg Status: REMOVED  
Remove Close Date: 1998-05-01 00:00:00  
Year Installed: Not reported  
Pipe Type: SINGLE WALL  
Delivery System: SUCTION  
Monitor Code: 07  
UST Monitor Method: SW TANK SW PRESSURE PIPE W/RESTRICTIVE LLD W/DAILY RECONCILIATION OR WEEKLY GAUGING: TANK AND PIPE TEST ANNUALLY

Permit Number: 104947  
Business Type: 6HK26  
EPA Id Number: CAL000008938  
APN: 637-040-42-00  
Last HMMD Inspection: 02/11/2004  
Facility Telephone: 619-428-1107

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RED CAB CO OF SD INC (Continued)**

**S109279865**

Permit Status: INAC  
Permit Expiration: 01/31/2006  
Date Last Updated: 11/02/2012  
Facility Owner: HEDRICK FAMILY TRUST  
Facility Mailing Address: 803 E SAN YSIDRO BL  
Facility Mailing City: SAN YSIDRO  
Facility Mailing State: CA  
Facility Mailing Zip: 92173-3116  
UST Owner: BILL HENDRICK  
Handle Regulated Hazmat: Y  
Own Or Operate UST: Not reported  
Subject To APSA: Not reported  
Generate Haz Waste: Y  
Treat Haz Waste: Not reported  
Generate Medical Waste: Not reported

Violations Inactive Permits:

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0202  
Violation: WASTE CONTAINER W/O LABELS  
Violation Citation: Hazardous waste containers &/or tanks are missing labels, accumulation date and/or are improperly labeled. CCR 66262.34(a)(2); 66262.34(a)(3) & 66262.34(f)  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0204  
Violation: WASTE CONTAINER:IMPROPER MGMT  
Violation Citation: Hazardous waste storage container is not handled or stored in a manner which will prevent leaks or rupture. CCR 66265.173  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0208  
Violation: STORAGE AREA: NO WEEKLY INSPECTION  
Violation Citation: Hazardous waste storage area is not being inspected weekly for deteriorated or leaking containers CCR 66265.174  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0401  
Violation: TRAINING RECORDS UNAVAILABLE  
Violation Citation: Personnel training records are not maintained to document compliance with requirements for current and former employees. CCR 66265.16(d)&(e)  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RED CAB CO OF SD INC (Continued)**

**S109279865**

Violation Code: 6HV1002  
Violation: HMBP NOT ESTABLISHED/IMPLEMENTED.  
Violation Citation: Hazardous materials handler has not established/implemented a business plan. HSC 25503.5(a)  
Activity: Inactive Permit

**UST:**

UST Name: UNDERGROUND TANK 104947 T001  
Last Update: 2012-11-02 14:17:38  
Permit Number: 104947  
Tank Type: SINGLE WALL  
Additional Id: 1  
Capacity Gallons: 6265  
UST Contents: REGULAR UNLEADED  
Other Content Info: REGULAR UNLEADED  
Reg Status: REMOVED  
Remove Close Date: 1998-05-01 00:00:00  
Year Installed: Not reported  
Pipe Type: SINGLE WALL  
Delivery System: SUCTION  
Monitor Code: 07  
UST Monitor Method: SW TANK SW PRESSURE PIPE W/RESTRICTIVE LLD W/DAILY RECONCILIATION OR WEEKLY GAUGING: TANK AND PIPE TEST ANNUALLY

Permit Number: 201329  
Business Type: 6HK26  
EPA Id Number: Not reported  
APN: 637-040-42-00  
Last HMMD Inspection: Not reported  
Facility Telephone: 619-428-1107  
Permit Status: INAC  
Permit Expiration: 02/28/2003  
Date Last Updated: 11/02/2012  
Facility Owner: BREIHAN FAMILY TRUST 10-22-90  
Facility Mailing Address: 2377 KING ARTHUR CT  
Facility Mailing City: Not reported  
Facility Mailing State: Not reported  
Facility Mailing Zip: 92037  
UST Owner: Not reported  
Handle Regulated Hazmat: Not reported  
Own Or Operate UST: Not reported  
Subject To APSA: Not reported  
Generate Haz Waste: Not reported  
Treat Haz Waste: Not reported  
Generate Medical Waste: Not reported

Permit Number: 104947  
Business Type: 6HK26  
EPA Id Number: CAL000008938  
APN: 637-040-42-00  
Last HMMD Inspection: 02/11/2004  
Facility Telephone: 619-428-1107  
Permit Status: INAC  
Permit Expiration: 01/31/2006  
Date Last Updated: 11/02/2012  
Facility Owner: HEDRICK FAMILY TRUST

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RED CAB CO OF SD INC (Continued)**

**S109279865**

Facility Mailing Address: 803 E SAN YSIDRO BL  
Facility Mailing City: SAN YSIDRO  
Facility Mailing State: CA  
Facility Mailing Zip: 92173-3116  
UST Owner: BILL HENDRICK  
Handle Regulated Hazmat: Y  
Own Or Operate UST: Not reported  
Subject To APSA: Not reported  
Generate Haz Waste: Y  
Treat Haz Waste: Not reported  
Generate Medical Waste: Not reported

Violations Inactive Permits:

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0202  
Violation: WASTE CONTAINER W/O LABELS  
Violation Citation: Hazardous waste containers &/or tanks are missing labels, accumulation date and/or are improperly labeled. CCR 66262.34(a)(2); 66262.34(a)(3) & 66262.34(f)  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0204  
Violation: WASTE CONTAINER:IMPROPER MGMT  
Violation Citation: Hazardous waste storage container is not handled or stored in a manner which will prevent leaks or rupture. CCR 66265.173  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0208  
Violation: STORAGE AREA: NO WEEKLY INSPECTION  
Violation Citation: Hazardous waste storage area is not being inspected weekly for deteriorated or leaking containers CCR 66265.174  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV0401  
Violation: TRAINING RECORDS UNAVAILABLE  
Violation Citation: Personnel training records are not maintained to document compliance with requirements for current and former employees. CCR 66265.16(d)&(e)  
Activity: Inactive Permit

Permit Number: 104947  
Update Date: 11/02/2012  
Inspection Date: 02/11/2004  
Violation Code: 6HV1002  
Violation: HMBP NOT ESTABLISHED/IMPLEMENTED.  
Violation Citation: Hazardous materials handler has not established/implemented a business plan. HSC 25503.5(a)

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**RED CAB CO OF SD INC (Continued)**

**S109279865**

Activity: Inactive Permit

UST:

UST Name: UNDERGROUND TANK 104947 T001  
Last Update: 2012-11-02 14:17:38  
Permit Number: 104947  
Tank Type: SINGLE WALL  
Additional Id: 1  
Capacity Gallons: 6265  
UST Contents: REGULAR UNLEADED  
Other Content Info: REGULAR UNLEADED  
Reg Status: REMOVED  
Remove Close Date: 1998-05-01 00:00:00  
Year Installed: Not reported  
Pipe Type: SINGLE WALL  
Delivery System: SUCTION  
Monitor Code: 07  
UST Monitor Method: SW TANK SW PRESSURE PIPE W/RESTRICTIVE LLD W/DAILY RECONCILIATION OR WEEKLY GAUGING: TANK AND PIPE TEST ANNUALLY

**A4  
WNW  
< 1/8  
0.002 mi.  
8 ft.**

**FORMER RED CAB  
803 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173**

**SAN DIEGO CO. SAM S108087022  
N/A**

**Site 4 of 6 in cluster A**

**Relative:  
Lower  
Actual:  
109 ft.**

SAN DIEGO CO. SAM:  
Case Number: 1030351  
Agency: DEH Site Assessment & Mitigation  
**Funding: LOP - State Fund**  
Facility Type: Soils Only  
Facility Status: Preliminary Assessment  
Date: 6/6/2006  
Date Began: 1/10/2006

**A5  
SSE  
< 1/8  
0.022 mi.  
118 ft.**

**GREYHOUND BUS STATION  
799 E SAN YSIDRO BLVD  
SAN DIEGO, CA 92173**

**RCRA-SQG 1014465263  
HAZNET CAR000217026**

**Site 5 of 6 in cluster A**

**Relative:  
Higher  
Actual:  
126 ft.**

RCRA-SQG:  
Date form received by agency: 03/07/2011  
Facility name: GREYHOUND BUS STATION  
Facility address: 799 E SAN YSIDRO BLVD  
SAN DIEGO, CA 92173  
EPA ID: CAR000217026  
Mailing address: 727 E SAN YSIDRO BLVD  
PMB 576  
SAN DIEGO, CA 92173  
Contact: TIM CASHMAN  
Contact address: 880 FRONT ST STE 4236  
SAN DIEGO, CA 92101  
Contact country: US  
Contact telephone: 619-571-1991

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**GREYHOUND BUS STATION (Continued)**

**1014465263**

Contact email: TIM.CASHMAN@GSA.GOV  
EPA Region: 09  
Classification: Small Small Quantity Generator  
Description: Handler: generates more than 100 and less than 1000 kg of hazardous waste during any calendar month and accumulates less than 6000 kg of hazardous waste at any time; or generates 100 kg or less of hazardous waste during any calendar month, and accumulates more than 1000 kg of hazardous waste at any time

**Owner/Operator Summary:**

Owner/operator name: GENERAL SVC ADMIN  
Owner/operator address: 880 FRONT ST STE 4236  
SAN DIEGO, CA 92101  
Owner/operator country: US  
Owner/operator telephone: 619-557-6640  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Federal  
Owner/Operator Type: Owner  
Owner/Op start date: 09/10/2011  
Owner/Op end date: Not reported

Owner/operator name: GENERAL SVC ADMINISTRATION  
Owner/operator address: Not reported  
Not reported  
Owner/operator country: US  
Owner/operator telephone: Not reported  
Owner/operator email: Not reported  
Owner/operator fax: Not reported  
Owner/operator extension: Not reported  
Legal status: Federal  
Owner/Operator Type: Operator  
Owner/Op start date: 09/10/2011  
Owner/Op end date: Not reported

**Handler Activities Summary:**

U.S. importer of hazardous waste: No  
Mixed waste (haz. and radioactive): No  
Recycler of hazardous waste: No  
Transporter of hazardous waste: No  
Treater, storer or disposer of HW: No  
Underground injection activity: No  
On-site burner exemption: No  
Furnace exemption: No  
Used oil fuel burner: No  
Used oil processor: No  
Used oil refiner: No  
Used oil fuel marketer to burner: No  
Used oil Specification marketer: No  
Used oil transfer facility: No  
Used oil transporter: No

. Waste code: 121  
. Waste name: Alkaline solution (pH >12.5) with metals (antimony, arsenic, barium, beryllium, cadmium, chromium, cobalt, copper, lead, mercury,

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**GREYHOUND BUS STATION (Continued)**

**1014465263**

molybdenum, nickel, selenium, silver, thallium, vanadium, and zinc)

. Waste code: D008  
. Waste name: LEAD

Violation Status: No violations found

**HAZNET:**

envid: 1014465263  
Year: 2011  
GEPaid: CAR000217026  
Contact: TIM CASHMAN  
Telephone: 6195711991  
Mailing Name: Not reported  
Mailing Address: 727 E SAN YSIDRO BLVD  
Mailing City,St,Zip: SAN DIEGO, CA 921730000  
Gen County: Not reported  
TSD EPA ID: CAD008364432  
TSD County: Not reported  
Waste Category: Other inorganic solid waste  
Disposal Method: Storage, Bulking, And/Or Transfer Off Site--No Treatment/Reovery (H010-H129) Or (H131-H135)  
Tons: 0.225  
Cat Decode: Not reported  
Method Decode: Not reported  
Facility County: San Diego

**A6  
NNW  
< 1/8  
0.024 mi.  
126 ft.**

**STEPHENS LEWIS G  
727 E SAN YSIDRO  
SAN YSIDRO, CA 92073  
Site 6 of 6 in cluster A**

**EDR Hist Auto 1021639466  
N/A**

**Relative:  
Higher**

EDR Hist Auto

**Actual:  
117 ft.**

Year: Name: Type:  
1971 STEPHENS LEWIS G Gasoline Service Stations  
1972 STEPHENS LEWIS G Gasoline Service Stations

**B7  
NW  
< 1/8  
0.078 mi.  
413 ft.**

**SAN YSIDRO LAND PORT OF ENTRY  
720 EAST SAN YSIDRO BOULEVARD  
SAN DIEGO, CA 92173  
Site 1 of 4 in cluster B**

**SLIC S110770335  
N/A**

**Relative:  
Lower**

SLIC:  
Region: STATE  
**Facility Status: Open - Site Assessment**  
Status Date: 02/15/2011  
Global Id: T10000002836  
Lead Agency: SAN DIEGO COUNTY LOP  
Lead Agency Case Number: H02690-001  
Latitude: 32.5438467267485  
Longitude: -117.030465602875  
Case Type: Cleanup Program Site  
Case Worker: TS  
Local Agency: SAN DIEGO COUNTY LOP

**Actual:  
96 ft.**

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SAN YSIDRO LAND PORT OF ENTRY (Continued)**

**S110770335**

RB Case Number: Not reported  
File Location: Local Agency  
Potential Media Affected: Not reported  
Potential Contaminants of Concern: Not reported  
Site History: New VAP Case. This field will be updated as data is received.

[Click here to access the California GeoTracker records for this facility:](#)

**B8  
NW  
< 1/8  
0.078 mi.  
413 ft.**

**GSA SAN YSIDRO BORDER STATION  
720 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173**

**AST S106060187  
SWEEPS UST N/A**

**Site 2 of 4 in cluster B**

**Relative:  
Lower  
Actual:  
96 ft.**

AST:  
Certified Unified Program Agencies: Not reported  
Owner: UNITED STATES OF AMERICA  
Total Gallons: Not reported  
CERSID: 10395148  
Facility ID: 37-000-102690  
Business Name: GSA SAN YSIDRO BORDER STATION  
Phone: 619-662-1757  
Fax: Not reported  
Mailing Address: 801 E. San Ysidro Blvd.  
Mailing Address City: SAN YSDRO  
Mailing Address State: CA  
Mailing Address Zip Code: Not reported  
Operator Name: GENERAL SERVICES ADMINISTRATION  
Operator Phone: 619-662-1757  
Owner Phone: (214)701-2096  
Owner Mail Address: 801 E. San Ysidro Blvd  
Owner State: CA  
Owner Zip Code: 92173  
Owner Country: United States  
Property Owner Name: UNITED STATES OF AMERICA  
Property Owner Phone: (214)701-2096  
Property Owner Mailing Address: 801 E. San Ysidro Blvd.  
Property Owner City: San Ysidro  
Property Owner Stat : CA  
Property Owner Zip Code: 92173  
Property Owner Country: United States  
EPAID: CAL000026437

**SWEEPS UST:**

Status: Active  
Comp Number: 2690  
Number: 9  
Board Of Equalization: Not reported  
Referral Date: Not reported  
Action Date: 06-26-92  
Created Date: 02-29-88  
Owner Tank Id: Not reported  
SWRCB Tank Id: 37-000-002690-000001  
Tank Status: A  
Capacity: 10000  
Active Date: Not reported  
Tank Use: M.V. FUEL

Map ID  
 Direction  
 Distance  
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
 EPA ID Number

**GSA SAN YSIDRO BORDER STATION (Continued)**

**S106060187**

STG: P  
 Content: OTHER  
 Number Of Tanks: 1

**B9  
 NW  
 < 1/8  
 0.078 mi.  
 413 ft.**

**SAN DIEGO BORDER STATION  
 720 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92073  
 Site 3 of 4 in cluster B**

**HIST UST U001572295  
 N/A**

**Relative:  
 Lower  
 Actual:  
 96 ft.**

HIST UST:  
 File Number: 0002B38C  
 URL: <http://geotracker.waterboards.ca.gov/ustpdfs/pdf/0002B38C.pdf>  
 Region: STATE  
 Facility ID: 00000060684  
 Facility Type: Other  
 Other Type: BORDER STATION  
 Contact Name: DALE BERGEN  
 Telephone: 6194287340  
 Owner Name: GENERAL SERVICES ADMINISTRATIO  
 Owner Address: SAN DIEGO FIELD OFFICE RM 5-S-  
 Owner City,St,Zip: SAN DIEGO, CA 92188  
 Total Tanks: 0001

Tank Num: 001  
 Container Num: 1  
 Year Installed: 1972  
 Tank Capacity: 00010000  
 Tank Used for: PRODUCT  
 Type of Fuel: Not reported  
 Container Construction Thickness: Not reported  
 Leak Detection: None

[Click here for Geo Tracker PDF:](#)

**B10  
 NW  
 < 1/8  
 0.087 mi.  
 462 ft.**

**STEPHENS L G CHEVRON STATION  
 727 E SAN YSIDRO BLVD  
 SAN DIEGO, CA  
 Site 4 of 4 in cluster B**

**EDR Hist Auto 1008990304  
 N/A**

**Relative:  
 Lower  
 Actual:  
 95 ft.**

EDR Hist Auto

Year:	Name:	Type:
1961	STEPHENS LEWIS G	GASOLINE STATIONS
1971	STEPHENS L G CHEVRON STATION	GASOLINE STATIONS

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

11  
NW  
1/4-1/2  
0.316 mi.  
1667 ft.

**SDCTY-POLICE SOUTHERN**  
**663 E SAN YSIDRO BL**  
**SAN DIEGO, CA 92173**

**SAN DIEGO CO. SAM** **S106059898**  
**SLIC** **N/A**  
**San Diego Co. HMMD**  
**SWEEPS UST**

**Relative:**  
**Lower**

SAN DIEGO CO. SAM:

**Actual:**  
**85 ft.**

Case Number: H01774-001  
Agency: DEH Site Assessment & Mitigation  
**Funding: Non Billable**  
Facility Type: Failed Integrity Test  
Facility Status: Closed Case  
Date: 6/30/1988  
Date Began: 10/16/1987

Case Number: H01774-002  
Agency: DEH Site Assessment & Mitigation  
**Funding: Non Billable**  
Facility Type: Failed Integrity Test  
Facility Status: Closed Case  
Date: 3/17/1994  
Date Began: 9/21/1990

SLIC:

Region: STATE  
**Facility Status: Completed - Case Closed**  
Status Date: 06/30/1988  
Global Id: T0608123730  
Lead Agency: SAN DIEGO COUNTY LOP  
Lead Agency Case Number: H01774-001  
Latitude: 32.5471748558235  
Longitude: -117.0327070912  
Case Type: Cleanup Program Site  
Case Worker: Not reported  
Local Agency: Not reported  
RB Case Number: Not reported  
File Location: Local Agency  
Potential Media Affected: Under Investigation  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

Region: STATE  
**Facility Status: Completed - Case Closed**  
Status Date: 03/17/1994  
Global Id: T0608148063  
Lead Agency: SAN DIEGO COUNTY LOP  
Lead Agency Case Number: H01774-002  
Latitude: 32.5471762035141  
Longitude: -117.032608385777  
Case Type: Cleanup Program Site  
Case Worker: Not reported  
Local Agency: Not reported  
RB Case Number: Not reported  
File Location: Local Agency  
Potential Media Affected: Under Investigation  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported



Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SDCTY-POLICE SOUTHERN (Continued)**

**S106059898**

[Click here to access the California GeoTracker records for this facility:](#)

**HMMD SAN DIEGO:**

Permit Number: 101774  
Business Type: Not reported  
EPA Id Number: CAD982013039  
APN: 666-200-34-00  
Last HMMD Inspection: 03/01/1994  
Facility Telephone: 619-424-0408  
Permit Status: INAC  
Permit Expiration: Not reported  
Date Last Updated: 11/02/2012  
Facility Owner: CITY OF SAN DIEGO  
Facility Mailing Address: 330 N 12TH AV MS730  
Facility Mailing City: SAN DIEGO  
Facility Mailing State: CA  
Facility Mailing Zip: 92101-5710  
UST Owner: CITY SAN DIEGO  
Handle Regulated Hazmat: Not reported  
Own Or Operate UST: Not reported  
Subject To APSA: Not reported  
Generate Haz Waste: Y  
Treat Haz Waste: Not reported  
Generate Medical Waste: Not reported

**UST:**

UST Name: UNDERGROUND TANK 101774 T001  
Last Update: 2012-11-02 14:17:38  
Permit Number: 101774  
Tank Type: SINGLE WALL  
Additional Id: 1  
Capacity Gallons: 10000  
UST Contents: REGULAR UNLEADED  
Other Content Info: REGULAR UNLEADED  
Reg Status: REMOVED  
Remove Close Date: 1993-11-22 00:00:00  
Year Installed: Not reported  
Pipe Type: LINED TRENCH  
Delivery System: PRESSURE  
Monitor Code: 05  
UST Monitor Method: SW TANK DW PIPE W/ POS SHUTOFF-ALARM ON LLD W/ SIRS:SIR ANALY MONTHLY, TANK TEST BIENNIALY, PIPE TEST ANN 0.1 G/HR OR MO 0.2 G/HR

UST Name: UNDERGROUND TANK 101774 T002  
Last Update: 2012-11-02 14:17:38  
Permit Number: 101774  
Tank Type: UNKNOWN  
Additional Id: 002  
Capacity Gallons: 100  
UST Contents: REGULAR UNLEADED  
Other Content Info: REGULAR UNLEADED  
Reg Status: REMOVED  
Remove Close Date: 1993-11-22 00:00:00  
Year Installed: Not reported  
Pipe Type: Not reported  
Delivery System: Not reported

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**SDCTY-POLICE SOUTHERN (Continued)**

**S106059898**

Monitor Code: 05  
UST Monitor Method: SW TANK DW PIPE W/ POS SHUTOFF-ALARM ON LLD W/ SIRS:SIR ANALY  
MONTHLY, TANK TEST BIENNIALY, PIPE TEST ANN 0.1 G/HR OR MO 0.2 G/HR

**SWEEPS UST:**

Status: Active  
Comp Number: 1774  
Number: 9  
Board Of Equalization: 44-021629  
Referral Date: Not reported  
Action Date: 06-26-92  
Created Date: 02-29-88  
Owner Tank Id: Not reported  
SWRCB Tank Id: 37-000-001774-000001  
Tank Status: A  
Capacity: 10000  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: P  
Content: REG UNLEADED  
Number Of Tanks: 2

Status: Active  
Comp Number: 1774  
Number: 9  
Board Of Equalization: 44-021629  
Referral Date: Not reported  
Action Date: 06-26-92  
Created Date: 02-29-88  
Owner Tank Id: Not reported  
SWRCB Tank Id: 37-000-001774-000002  
Tank Status: A  
Capacity: 100  
Active Date: Not reported  
Tank Use: M.V. FUEL  
STG: P  
Content: REG UNLEADED  
Number Of Tanks: Not reported

**C12** **GOODWILL INDUSTRIES OF SAN DIEGO COUNTY**  
**WNW** **630 FRONT (SB) ST**  
**1/4-1/2** **SAN YSIDRO, CA 92173**  
**0.403 mi.**  
**2127 ft.**

**SLIC** **S109279314**  
**San Diego Co. HMMD** **N/A**

**Site 1 of 2 in cluster C**

**Relative:** SLIC:  
**Lower** Region: STATE  
**Actual:** **Facility Status:** **Completed - Case Closed**  
**64 ft.** Status Date: 01/08/2001  
Global Id: T0608172902  
Lead Agency: SAN DIEGO COUNTY LOP  
Lead Agency Case Number: H39416-001  
Latitude: 32.5467432  
Longitude: -117.034444  
Case Type: Cleanup Program Site  
Case Worker: SW

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**GOODWILL INDUSTRIES OF SAN DIEGO COUNTY (Continued)**

**S109279314**

Local Agency: SAN DIEGO COUNTY LOP  
RB Case Number: Not reported  
File Location: Local Agency  
Potential Media Affected: Soil  
Potential Contaminants of Concern: Gasoline  
Site History: Not reported

[Click here to access the California GeoTracker records for this facility:](#)

**HMMD SAN DIEGO:**

Permit Number: 208592  
Business Type: 6HK70  
EPA Id Number: CAL000323958  
APN: 666-300-33-00  
Last HMMD Inspection: 03/25/2009  
Facility Telephone: 619-428-8626  
Permit Status: OPEN  
Permit Expiration: 03/31/2013  
Date Last Updated: 11/02/2012  
Facility Owner: GOODWILL INDUSTRIES OF SAN DIEGO COUNTY  
Facility Mailing Address: 3663 ROSECRANS ST  
Facility Mailing City: SAN DIEGO  
Facility Mailing State: CA  
Facility Mailing Zip: 92110  
UST Owner: Not reported  
Handle Regulated Hazmat: Not reported  
Own Or Operate UST: Not reported  
Subject To APSA: Not reported  
Generate Haz Waste: Y  
Treat Haz Waste: Not reported  
Generate Medical Waste: Not reported

**Inventory Active Permits (not SQG Medical):**

Permit Number: 208592  
Update Date: 11/02/2012  
Case Number: Not reported  
Name: WASTE 122 ALKALINE SOL'N W/OUT METALS  
Other Information: LAB PACKS (CORROSIVES)  
Material Waste: Waste  
Hazardous Categories 1: Not reported  
Hazardous Categories 2: Not reported

Permit Number: 208592  
Update Date: 11/02/2012  
Case Number: Not reported  
Name: WASTE 135 UNSPECIFIED AQUEOUS SOL'N  
Other Information: Not reported  
Material Waste: Waste  
Hazardous Categories 1: Not reported  
Hazardous Categories 2: Not reported

Permit Number: 208592  
Update Date: 11/02/2012  
Case Number: Not reported  
Name: WASTE 181 INORGANIC SOLID WASTE (OTHER)  
Other Information: SOLID NON-RCRA  
Material Waste: Waste

Map ID  
 Direction  
 Distance  
 Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
 EPA ID Number

**GOODWILL INDUSTRIES OF SAN DIEGO COUNTY (Continued)**

**S109279314**

Hazardous Categories 1: Not reported  
 Hazardous Categories 2: Not reported

Permit Number: 208592  
 Update Date: 11/02/2012  
 Case Number: Not reported  
 Name: WASTE 291 LATEX WASTE  
 Other Information: LATEX PAINTS  
 Material Waste: Waste  
 Hazardous Categories 1: Not reported  
 Hazardous Categories 2: Not reported

Permit Number: 208592  
 Update Date: 11/02/2012  
 Case Number: Not reported  
 Name: WASTE 331 OFF-SPEC,AGED,SURPLUS ORGANICS  
 Other Information: HOUSEHOLD CHEMICALS  
 Material Waste: Waste  
 Hazardous Categories 1: Not reported  
 Hazardous Categories 2: Not reported

Permit Number: 208592  
 Update Date: 11/02/2012  
 Case Number: Not reported  
 Name: WASTE 860 UNIVERSAL WASTE CRTS/LAMPS/BATTERIES/ETC  
 Other Information: E-WASTE  
 Material Waste: Waste  
 Hazardous Categories 1: Not reported  
 Hazardous Categories 2: Not reported

Violations Active Permits:  
 Permit Number: 208592  
 Update Date: 11/02/2012  
 Inspection Date: 09/24/2007  
 Violation Code: 6HV0407  
 Violation: EMPLOYEE TRAINING NOT ADEQUATE  
 Violation Citation: Employee training program for small quantity generator of hazardous waste is inadequate. CFR 262.34(d)(5)(iii)  
 Activity: ACTIVE

**C13**  
**WNW**  
**1/4-1/2**  
**0.414 mi.**  
**2188 ft.**

**GOODWILL PROPERTY**  
**626-630 FRONT STREET**  
**SAN DIEGO, CA 92173**  
**Site 2 of 2 in cluster C**

**ENVIROSTOR** **S106893839**  
**N/A**

**Relative:**  
**Lower**  
**Actual:**  
**63 ft.**

ENVIROSTOR:  
 Facility ID: 37000082  
 Status: Refer: 1248 Local Agency  
 Status Date: 11/22/2000  
 Site Code: Not reported  
 Site Type: Evaluation  
 Site Type Detailed: Evaluation  
 Acres: Not reported  
 NPL: NO  
 Regulatory Agencies: NONE SPECIFIED

Map ID  
Direction  
Distance  
Elevation

MAP FINDINGS

Site

Database(s)

EDR ID Number  
EPA ID Number

**GOODWILL PROPERTY (Continued)**

**S106893839**

Lead Agency: NONE SPECIFIED  
Program Manager: Not reported  
Supervisor: Referred - Not Assigned  
Division Branch: Cleanup Cypress  
Assembly: 80  
Senate: 40  
Special Program: Not reported  
Restricted Use: NO  
Site Mgmt Req: NONE SPECIFIED  
Funding: Not Applicable  
Latitude: 32.54687  
Longitude: -117.0351  
APN: NONE SPECIFIED  
Past Use: NONE SPECIFIED  
Potential COC: NONE SPECIFIED  
Confirmed COC: NONE SPECIFIED  
Potential Description: NONE SPECIFIED  
Alias Name: 37000082  
Alias Type: Envirostor ID Number

Completed Info:

Completed Area Name: PROJECT WIDE  
Completed Sub Area Name: Not reported  
Completed Document Type: SB 1248 Notification  
Completed Date: 11/22/2000  
Comments: SB 1248 San Diego County

Future Area Name: Not reported  
Future Sub Area Name: Not reported  
Future Document Type: Not reported  
Future Due Date: Not reported  
Schedule Area Name: Not reported  
Schedule Sub Area Name: Not reported  
Schedule Document Type: Not reported  
Schedule Due Date: Not reported  
Schedule Revised Date: Not reported

Count: 3 records.

ORPHAN SUMMARY

City	EDR ID	Site Name	Site Address	Zip	Database(s)
SAN DIEGO	S108406940	APN#665-010-38/#665-020-01	CAMINO DE LA PLAZA	92173	SAN DIEGO CO. SAM
SAN DIEGO	S108407067	GOODWILL INDUSTRIES	FRONT ST	92173	SAN DIEGO CO. SAM
SAN DIEGO	S114701026	TEXACO/E SAN YSIDRO 314	314 E SAN YSIDRO BL		RGA LUST

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

To maintain currency of the following federal and state databases, EDR contacts the appropriate governmental agency on a monthly or quarterly basis, as required.

**Number of Days to Update:** Provides confirmation that EDR is reporting records that have been updated within 90 days from the date the government agency made the information available to the public.

## STANDARD ENVIRONMENTAL RECORDS

### ***Federal NPL site list***

#### NPL: National Priority List

National Priorities List (Superfund). The NPL is a subset of CERCLIS and identifies over 1,200 sites for priority cleanup under the Superfund Program. NPL sites may encompass relatively large areas. As such, EDR provides polygon coverage for over 1,000 NPL site boundaries produced by EPA's Environmental Photographic Interpretation Center (EPIC) and regional EPA offices.

Date of Government Version: 12/11/2017	Source: EPA
Date Data Arrived at EDR: 12/22/2017	Telephone: N/A
Date Made Active in Reports: 01/05/2018	Last EDR Contact: 02/06/2018
Number of Days to Update: 14	Next Scheduled EDR Contact: 04/16/2018
	Data Release Frequency: Quarterly

#### NPL Site Boundaries

##### Sources:

EPA's Environmental Photographic Interpretation Center (EPIC)  
Telephone: 202-564-7333

EPA Region 1  
Telephone 617-918-1143

EPA Region 6  
Telephone: 214-655-6659

EPA Region 3  
Telephone 215-814-5418

EPA Region 7  
Telephone: 913-551-7247

EPA Region 4  
Telephone 404-562-8033

EPA Region 8  
Telephone: 303-312-6774

EPA Region 5  
Telephone 312-886-6686

EPA Region 9  
Telephone: 415-947-4246

EPA Region 10  
Telephone 206-553-8665

#### Proposed NPL: Proposed National Priority List Sites

A site that has been proposed for listing on the National Priorities List through the issuance of a proposed rule in the Federal Register. EPA then accepts public comments on the site, responds to the comments, and places on the NPL those sites that continue to meet the requirements for listing.

Date of Government Version: 12/11/2017	Source: EPA
Date Data Arrived at EDR: 12/22/2017	Telephone: N/A
Date Made Active in Reports: 01/05/2018	Last EDR Contact: 02/06/2018
Number of Days to Update: 14	Next Scheduled EDR Contact: 05/21/2018
	Data Release Frequency: Quarterly

#### NPL LIENS: Federal Superfund Liens

Federal Superfund Liens. Under the authority granted the USEPA by CERCLA of 1980, the USEPA has the authority to file liens against real property in order to recover remedial action expenditures or when the property owner received notification of potential liability. USEPA compiles a listing of filed notices of Superfund Liens.

Date of Government Version: 10/15/1991	Source: EPA
Date Data Arrived at EDR: 02/02/1994	Telephone: 202-564-4267
Date Made Active in Reports: 03/30/1994	Last EDR Contact: 08/15/2011
Number of Days to Update: 56	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal Delisted NPL site list***

Delisted NPL: National Priority List Deletions

The National Oil and Hazardous Substances Pollution Contingency Plan (NCP) establishes the criteria that the EPA uses to delete sites from the NPL. In accordance with 40 CFR 300.425.(e), sites may be deleted from the NPL where no further response is appropriate.

Date of Government Version: 12/11/2017	Source: EPA
Date Data Arrived at EDR: 12/22/2017	Telephone: N/A
Date Made Active in Reports: 01/05/2018	Last EDR Contact: 02/06/2018
Number of Days to Update: 14	Next Scheduled EDR Contact: 04/16/2018
	Data Release Frequency: Quarterly

## ***Federal CERCLIS list***

FEDERAL FACILITY: Federal Facility Site Information listing

A listing of National Priority List (NPL) and Base Realignment and Closure (BRAC) sites found in the Comprehensive Environmental Response, Compensation and Liability Information System (CERCLIS) Database where EPA Federal Facilities Restoration and Reuse Office is involved in cleanup activities.

Date of Government Version: 11/07/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/05/2017	Telephone: 703-603-8704
Date Made Active in Reports: 04/07/2017	Last EDR Contact: 01/05/2018
Number of Days to Update: 92	Next Scheduled EDR Contact: 04/16/2018
	Data Release Frequency: Varies

SEMS: Superfund Enterprise Management System

SEMS (Superfund Enterprise Management System) tracks hazardous waste sites, potentially hazardous waste sites, and remedial activities performed in support of EPA's Superfund Program across the United States. The list was formerly known as CERCLIS, renamed to SEMS by the EPA in 2015. The list contains data on potentially hazardous waste sites that have been reported to the USEPA by states, municipalities, private companies and private persons, pursuant to Section 103 of the Comprehensive Environmental Response, Compensation, and Liability Act (CERCLA). This dataset also contains sites which are either proposed to or on the National Priorities List (NPL) and the sites which are in the screening and assessment phase for possible inclusion on the NPL.

Date of Government Version: 12/11/2017	Source: EPA
Date Data Arrived at EDR: 12/22/2017	Telephone: 800-424-9346
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 02/06/2018
Number of Days to Update: 21	Next Scheduled EDR Contact: 04/30/2018
	Data Release Frequency: Quarterly

## ***Federal CERCLIS NFRAP site list***

SEMS-ARCHIVE: Superfund Enterprise Management System Archive



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

SEMS-ARCHIVE (Superfund Enterprise Management System Archive) tracks sites that have no further interest under the Federal Superfund Program based on available information. The list was formerly known as the CERCLIS-NFRAP, renamed to SEMS ARCHIVE by the EPA in 2015. EPA may perform a minimal level of assessment work at a site while it is archived if site conditions change and/or new information becomes available. Archived sites have been removed and archived from the inventory of SEMS sites. Archived status indicates that, to the best of EPA's knowledge, assessment at a site has been completed and that EPA has determined no further steps will be taken to list the site on the National Priorities List (NPL), unless information indicates this decision was not appropriate or other considerations require a recommendation for listing at a later time. The decision does not necessarily mean that there is no hazard associated with a given site; it only means that, based upon available information, the location is not judged to be potential NPL site.

Date of Government Version: 12/11/2017	Source: EPA
Date Data Arrived at EDR: 12/22/2017	Telephone: 800-424-9346
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 02/06/2018
Number of Days to Update: 21	Next Scheduled EDR Contact: 04/30/2018
	Data Release Frequency: Quarterly

## ***Federal RCRA CORRACTS facilities list***

CORRACTS: Corrective Action Report

CORRACTS identifies hazardous waste handlers with RCRA corrective action activity.

Date of Government Version: 12/11/2017	Source: EPA
Date Data Arrived at EDR: 12/26/2017	Telephone: 800-424-9346
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 01/19/2018
Number of Days to Update: 45	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

## ***Federal RCRA non-CORRACTS TSD facilities list***

RCRA-TSDF: RCRA - Treatment, Storage and Disposal

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Transporters are individuals or entities that move hazardous waste from the generator offsite to a facility that can recycle, treat, store, or dispose of the waste. TSDFs treat, store, or dispose of the waste.

Date of Government Version: 12/11/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 01/19/2018
Number of Days to Update: 45	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

## ***Federal RCRA generators list***

RCRA-LQG: RCRA - Large Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Large quantity generators (LQGs) generate over 1,000 kilograms (kg) of hazardous waste, or over 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 01/19/2018
Number of Days to Update: 45	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## RCRA-SQG: RCRA - Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Small quantity generators (SQGs) generate between 100 kg and 1,000 kg of hazardous waste per month.

Date of Government Version: 12/11/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 01/19/2018
Number of Days to Update: 45	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

## RCRA-CESQG: RCRA - Conditionally Exempt Small Quantity Generators

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Conditionally exempt small quantity generators (CESQGs) generate less than 100 kg of hazardous waste, or less than 1 kg of acutely hazardous waste per month.

Date of Government Version: 12/11/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 01/19/2018
Number of Days to Update: 45	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

## ***Federal institutional controls / engineering controls registries***

### LUCIS: Land Use Control Information System

LUCIS contains records of land use control information pertaining to the former Navy Base Realignment and Closure properties.

Date of Government Version: 05/22/2017	Source: Department of the Navy
Date Data Arrived at EDR: 06/13/2017	Telephone: 843-820-7326
Date Made Active in Reports: 09/15/2017	Last EDR Contact: 02/09/2018
Number of Days to Update: 94	Next Scheduled EDR Contact: 05/28/2018
	Data Release Frequency: Varies

### US ENG CONTROLS: Engineering Controls Sites List

A listing of sites with engineering controls in place. Engineering controls include various forms of caps, building foundations, liners, and treatment methods to create pathway elimination for regulated substances to enter environmental media or effect human health.

Date of Government Version: 11/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/27/2017	Telephone: 703-603-0695
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 02/27/2018
Number of Days to Update: 74	Next Scheduled EDR Contact: 06/11/2018
	Data Release Frequency: Varies

### US INST CONTROL: Sites with Institutional Controls

A listing of sites with institutional controls in place. Institutional controls include administrative measures, such as groundwater use restrictions, construction restrictions, property use restrictions, and post remediation care requirements intended to prevent exposure to contaminants remaining on site. Deed restrictions are generally required as part of the institutional controls.

Date of Government Version: 11/13/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/27/2017	Telephone: 703-603-0695
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 02/27/2018
Number of Days to Update: 74	Next Scheduled EDR Contact: 06/11/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***Federal ERNS list***

ERNS: Emergency Response Notification System

Emergency Response Notification System. ERNS records and stores information on reported releases of oil and hazardous substances.

Date of Government Version: 09/18/2017

Date Data Arrived at EDR: 09/21/2017

Date Made Active in Reports: 10/13/2017

Number of Days to Update: 22

Source: National Response Center, United States Coast Guard

Telephone: 202-267-2180

Last EDR Contact: 01/19/2018

Next Scheduled EDR Contact: 04/09/2018

Data Release Frequency: Quarterly

## ***State- and tribal - equivalent NPL***

RESPONSE: State Response Sites

Identifies confirmed release sites where DTSC is involved in remediation, either in a lead or oversight capacity. These confirmed release sites are generally high-priority and high potential risk.

Date of Government Version: 10/30/2017

Date Data Arrived at EDR: 10/31/2017

Date Made Active in Reports: 12/15/2017

Number of Days to Update: 45

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 01/31/2018

Next Scheduled EDR Contact: 05/14/2018

Data Release Frequency: Quarterly

## ***State- and tribal - equivalent CERCLIS***

ENVIROSTOR: EnviroStor Database

The Department of Toxic Substances Control's (DTSC's) Site Mitigation and Brownfields Reuse Program's (SMBRP's) EnviroStor database identifies sites that have known contamination or sites for which there may be reasons to investigate further. The database includes the following site types: Federal Superfund sites (National Priorities List (NPL)); State Response, including Military Facilities and State Superfund; Voluntary Cleanup; and School sites. EnviroStor provides similar information to the information that was available in CalSites, and provides additional site information, including, but not limited to, identification of formerly-contaminated properties that have been released for reuse, properties where environmental deed restrictions have been recorded to prevent inappropriate land uses, and risk characterization information that is used to assess potential impacts to public health and the environment at contaminated sites.

Date of Government Version: 10/30/2017

Date Data Arrived at EDR: 10/31/2017

Date Made Active in Reports: 12/15/2017

Number of Days to Update: 45

Source: Department of Toxic Substances Control

Telephone: 916-323-3400

Last EDR Contact: 01/31/2018

Next Scheduled EDR Contact: 05/14/2018

Data Release Frequency: Quarterly

## ***State and tribal landfill and/or solid waste disposal site lists***

SWF/LF (SWIS): Solid Waste Information System

Active, Closed and Inactive Landfills. SWF/LF records typically contain an inventory of solid waste disposal facilities or landfills. These may be active or inactive facilities or open dumps that failed to meet RCRA Section 4004 criteria for solid waste landfills or disposal sites.

Date of Government Version: 11/13/2017

Date Data Arrived at EDR: 11/14/2017

Date Made Active in Reports: 12/07/2017

Number of Days to Update: 23

Source: Department of Resources Recycling and Recovery

Telephone: 916-341-6320

Last EDR Contact: 02/14/2018

Next Scheduled EDR Contact: 05/28/2018

Data Release Frequency: Quarterly

## ***State and tribal leaking storage tank lists***

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## LUST REG 6V: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Inyo, Kern, Los Angeles, Mono, San Bernardino counties.

Date of Government Version: 06/07/2005	Source: California Regional Water Quality Control Board Victorville Branch Office (6)
Date Data Arrived at EDR: 06/07/2005	Telephone: 760-241-7365
Date Made Active in Reports: 06/29/2005	Last EDR Contact: 09/12/2011
Number of Days to Update: 22	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

## LUST: Leaking Underground Fuel Tank Report (GEOTRACKER)

Leaking Underground Storage Tank (LUST) Sites included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/11/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 12/12/2017	Telephone: see region list
Date Made Active in Reports: 01/11/2018	Last EDR Contact: 03/14/2018
Number of Days to Update: 30	Next Scheduled EDR Contact: 06/25/2018
	Data Release Frequency: Quarterly

## LUST REG 9: Leaking Underground Storage Tank Report

Orange, Riverside, San Diego counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 03/01/2001	Source: California Regional Water Quality Control Board San Diego Region (9)
Date Data Arrived at EDR: 04/23/2001	Telephone: 858-637-5595
Date Made Active in Reports: 05/21/2001	Last EDR Contact: 09/26/2011
Number of Days to Update: 28	Next Scheduled EDR Contact: 01/09/2012
	Data Release Frequency: No Update Planned

## LUST REG 8: Leaking Underground Storage Tanks

California Regional Water Quality Control Board Santa Ana Region (8). For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/14/2005	Source: California Regional Water Quality Control Board Santa Ana Region (8)
Date Data Arrived at EDR: 02/15/2005	Telephone: 909-782-4496
Date Made Active in Reports: 03/28/2005	Last EDR Contact: 08/15/2011
Number of Days to Update: 41	Next Scheduled EDR Contact: 11/28/2011
	Data Release Frequency: Varies

## LUST REG 7: Leaking Underground Storage Tank Case Listing

Leaking Underground Storage Tank locations. Imperial, Riverside, San Diego, Santa Barbara counties.

Date of Government Version: 02/26/2004	Source: California Regional Water Quality Control Board Colorado River Basin Region (7)
Date Data Arrived at EDR: 02/26/2004	Telephone: 760-776-8943
Date Made Active in Reports: 03/24/2004	Last EDR Contact: 08/01/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 11/14/2011
	Data Release Frequency: No Update Planned

## LUST REG 6L: Leaking Underground Storage Tank Case Listing

For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/09/2003	Source: California Regional Water Quality Control Board Lahontan Region (6)
Date Data Arrived at EDR: 09/10/2003	Telephone: 530-542-5572
Date Made Active in Reports: 10/07/2003	Last EDR Contact: 09/12/2011
Number of Days to Update: 27	Next Scheduled EDR Contact: 12/26/2011
	Data Release Frequency: No Update Planned

## LUST REG 5: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Alameda, Alpine, Amador, Butte, Colusa, Contra Costa, Calveras, El Dorado, Fresno, Glenn, Kern, Kings, Lake, Lassen, Madera, Mariposa, Merced, Modoc, Napa, Nevada, Placer, Plumas, Sacramento, San Joaquin, Shasta, Solano, Stanislaus, Sutter, Tehama, Tulare, Tuolumne, Yolo, Yuba counties.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 07/01/2008  
Date Data Arrived at EDR: 07/22/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 9

Source: California Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-4834  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: No Update Planned

## LUST REG 4: Underground Storage Tank Leak List

Los Angeles, Ventura counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6710  
Last EDR Contact: 09/06/2011  
Next Scheduled EDR Contact: 12/19/2011  
Data Release Frequency: No Update Planned

## LUST REG 3: Leaking Underground Storage Tank Database

Leaking Underground Storage Tank locations. Monterey, San Benito, San Luis Obispo, Santa Barbara, Santa Cruz counties.

Date of Government Version: 05/19/2003  
Date Data Arrived at EDR: 05/19/2003  
Date Made Active in Reports: 06/02/2003  
Number of Days to Update: 14

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-542-4786  
Last EDR Contact: 07/18/2011  
Next Scheduled EDR Contact: 10/31/2011  
Data Release Frequency: No Update Planned

## LUST REG 2: Fuel Leak List

Leaking Underground Storage Tank locations. Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, Sonoma counties.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: California Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-622-2433  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

## LUST REG 1: Active Toxic Site Investigation

Del Norte, Humboldt, Lake, Mendocino, Modoc, Siskiyou, Sonoma, Trinity counties. For more current information, please refer to the State Water Resources Control Board's LUST database.

Date of Government Version: 02/01/2001  
Date Data Arrived at EDR: 02/28/2001  
Date Made Active in Reports: 03/29/2001  
Number of Days to Update: 29

Source: California Regional Water Quality Control Board North Coast (1)  
Telephone: 707-570-3769  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## INDIAN LUST R8: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Colorado, Montana, North Dakota, South Dakota, Utah and Wyoming.

Date of Government Version: 05/01/2017  
Date Data Arrived at EDR: 07/27/2017  
Date Made Active in Reports: 10/13/2017  
Number of Days to Update: 78

Source: EPA Region 8  
Telephone: 303-312-6271  
Last EDR Contact: 01/23/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## INDIAN LUST R9: Leaking Underground Storage Tanks on Indian Land

LUSTs on Indian land in Arizona, California, New Mexico and Nevada

Date of Government Version: 04/13/2017  
Date Data Arrived at EDR: 07/27/2017  
Date Made Active in Reports: 10/13/2017  
Number of Days to Update: 78

Source: Environmental Protection Agency  
Telephone: 415-972-3372  
Last EDR Contact: 01/23/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

INDIAN LUST R7: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Iowa, Kansas, and Nebraska

Date of Government Version: 04/14/2017	Source: EPA Region 7
Date Data Arrived at EDR: 07/27/2017	Telephone: 913-551-7003
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 71	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

INDIAN LUST R6: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in New Mexico and Oklahoma.

Date of Government Version: 04/24/2017	Source: EPA Region 6
Date Data Arrived at EDR: 07/27/2017	Telephone: 214-665-6597
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 71	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

INDIAN LUST R4: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Florida, Mississippi and North Carolina.

Date of Government Version: 10/14/2016	Source: EPA Region 4
Date Data Arrived at EDR: 01/27/2017	Telephone: 404-562-8677
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 01/19/2018
Number of Days to Update: 98	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Semi-Annually

INDIAN LUST R1: Leaking Underground Storage Tanks on Indian Land  
A listing of leaking underground storage tank locations on Indian Land.

Date of Government Version: 04/14/2017	Source: EPA Region 1
Date Data Arrived at EDR: 07/27/2017	Telephone: 617-918-1313
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 71	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

INDIAN LUST R5: Leaking Underground Storage Tanks on Indian Land  
Leaking underground storage tanks located on Indian Land in Michigan, Minnesota and Wisconsin.

Date of Government Version: 04/26/2017	Source: EPA, Region 5
Date Data Arrived at EDR: 07/27/2017	Telephone: 312-886-7439
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 78	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

INDIAN LUST R10: Leaking Underground Storage Tanks on Indian Land  
LUSTs on Indian land in Alaska, Idaho, Oregon and Washington.

Date of Government Version: 04/25/2017	Source: EPA Region 10
Date Data Arrived at EDR: 11/07/2017	Telephone: 206-553-2857
Date Made Active in Reports: 12/08/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 31	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

SLIC: Statewide SLIC Cases (GEOTRACKER)

Cleanup Program Sites (CPS; also known as Site Cleanups [SC] and formerly known as Spills, Leaks, Investigations, and Cleanups [SLIC] sites) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/11/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 12/12/2017	Telephone: 866-480-1028
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 31	Next Scheduled EDR Contact: 06/25/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 1: Active Toxic Site Investigations

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2003  
Date Data Arrived at EDR: 04/07/2003  
Date Made Active in Reports: 04/25/2003  
Number of Days to Update: 18

Source: California Regional Water Quality Control Board, North Coast Region (1)  
Telephone: 707-576-2220  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## SLIC REG 2: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/30/2004  
Date Data Arrived at EDR: 10/20/2004  
Date Made Active in Reports: 11/19/2004  
Number of Days to Update: 30

Source: Regional Water Quality Control Board San Francisco Bay Region (2)  
Telephone: 510-286-0457  
Last EDR Contact: 09/19/2011  
Next Scheduled EDR Contact: 01/02/2012  
Data Release Frequency: Quarterly

## SLIC REG 3: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/18/2006  
Date Data Arrived at EDR: 05/18/2006  
Date Made Active in Reports: 06/15/2006  
Number of Days to Update: 28

Source: California Regional Water Quality Control Board Central Coast Region (3)  
Telephone: 805-549-3147  
Last EDR Contact: 07/18/2011  
Next Scheduled EDR Contact: 10/31/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 4: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/17/2004  
Date Data Arrived at EDR: 11/18/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 47

Source: Region Water Quality Control Board Los Angeles Region (4)  
Telephone: 213-576-6600  
Last EDR Contact: 07/01/2011  
Next Scheduled EDR Contact: 10/17/2011  
Data Release Frequency: Varies

## SLIC REG 5: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/01/2005  
Date Data Arrived at EDR: 04/05/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 16

Source: Regional Water Quality Control Board Central Valley Region (5)  
Telephone: 916-464-3291  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 6V: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 05/24/2005  
Date Data Arrived at EDR: 05/25/2005  
Date Made Active in Reports: 06/16/2005  
Number of Days to Update: 22

Source: Regional Water Quality Control Board, Victorville Branch  
Telephone: 619-241-6583  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: Semi-Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SLIC REG 6L: SLIC Sites

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/07/2004  
Date Data Arrived at EDR: 09/07/2004  
Date Made Active in Reports: 10/12/2004  
Number of Days to Update: 35

Source: California Regional Water Quality Control Board, Lahontan Region  
Telephone: 530-542-5574  
Last EDR Contact: 08/15/2011  
Next Scheduled EDR Contact: 11/28/2011  
Data Release Frequency: No Update Planned

## SLIC REG 7: SLIC List

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 11/24/2004  
Date Data Arrived at EDR: 11/29/2004  
Date Made Active in Reports: 01/04/2005  
Number of Days to Update: 36

Source: California Regional Quality Control Board, Colorado River Basin Region  
Telephone: 760-346-7491  
Last EDR Contact: 08/01/2011  
Next Scheduled EDR Contact: 11/14/2011  
Data Release Frequency: No Update Planned

## SLIC REG 8: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 04/03/2008  
Date Data Arrived at EDR: 04/03/2008  
Date Made Active in Reports: 04/14/2008  
Number of Days to Update: 11

Source: California Region Water Quality Control Board Santa Ana Region (8)  
Telephone: 951-782-3298  
Last EDR Contact: 09/12/2011  
Next Scheduled EDR Contact: 12/26/2011  
Data Release Frequency: Semi-Annually

## SLIC REG 9: Spills, Leaks, Investigation & Cleanup Cost Recovery Listing

The SLIC (Spills, Leaks, Investigations and Cleanup) program is designed to protect and restore water quality from spills, leaks, and similar discharges.

Date of Government Version: 09/10/2007  
Date Data Arrived at EDR: 09/11/2007  
Date Made Active in Reports: 09/28/2007  
Number of Days to Update: 17

Source: California Regional Water Quality Control Board San Diego Region (9)  
Telephone: 858-467-2980  
Last EDR Contact: 08/08/2011  
Next Scheduled EDR Contact: 11/21/2011  
Data Release Frequency: Annually

## **State and tribal registered storage tank lists**

### FEMA UST: Underground Storage Tank Listing

A listing of all FEMA owned underground storage tanks.

Date of Government Version: 05/15/2017  
Date Data Arrived at EDR: 05/30/2017  
Date Made Active in Reports: 10/13/2017  
Number of Days to Update: 136

Source: FEMA  
Telephone: 202-646-5797  
Last EDR Contact: 01/09/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Varies

### UST: Active UST Facilities

Active UST facilities gathered from the local regulatory agencies

Date of Government Version: 12/11/2017  
Date Data Arrived at EDR: 12/12/2017  
Date Made Active in Reports: 01/17/2018  
Number of Days to Update: 36

Source: SWRCB  
Telephone: 916-341-5851  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Semi-Annually



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## AST: Aboveground Petroleum Storage Tank Facilities

A listing of aboveground storage tank petroleum storage tank locations.

Date of Government Version: 07/06/2016	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/12/2016	Telephone: 916-327-5092
Date Made Active in Reports: 09/19/2016	Last EDR Contact: 12/26/2017
Number of Days to Update: 69	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

## INDIAN UST R1: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 1 (Connecticut, Maine, Massachusetts, New Hampshire, Rhode Island, Vermont and ten Tribal Nations).

Date of Government Version: 04/14/2017	Source: EPA, Region 1
Date Data Arrived at EDR: 07/27/2017	Telephone: 617-918-1313
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 71	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## INDIAN UST R8: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 8 (Colorado, Montana, North Dakota, South Dakota, Utah, Wyoming and 27 Tribal Nations).

Date of Government Version: 05/01/2017	Source: EPA Region 8
Date Data Arrived at EDR: 07/27/2017	Telephone: 303-312-6137
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 78	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## INDIAN UST R7: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 7 (Iowa, Kansas, Missouri, Nebraska, and 9 Tribal Nations).

Date of Government Version: 05/02/2017	Source: EPA Region 7
Date Data Arrived at EDR: 07/27/2017	Telephone: 913-551-7003
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 71	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## INDIAN UST R6: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 6 (Louisiana, Arkansas, Oklahoma, New Mexico, Texas and 65 Tribes).

Date of Government Version: 04/24/2017	Source: EPA Region 6
Date Data Arrived at EDR: 07/27/2017	Telephone: 214-665-7591
Date Made Active in Reports: 12/08/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 134	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## INDIAN UST R9: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 9 (Arizona, California, Hawaii, Nevada, the Pacific Islands, and Tribal Nations).

Date of Government Version: 04/13/2017	Source: EPA Region 9
Date Data Arrived at EDR: 07/27/2017	Telephone: 415-972-3368
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 78	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## INDIAN UST R10: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 10 (Alaska, Idaho, Oregon, Washington, and Tribal Nations).

Date of Government Version: 04/25/2017	Source: EPA Region 10
Date Data Arrived at EDR: 07/27/2017	Telephone: 206-553-2857
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 78	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## INDIAN UST R4: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 4 (Alabama, Florida, Georgia, Kentucky, Mississippi, North Carolina, South Carolina, Tennessee and Tribal Nations)

Date of Government Version: 10/14/2016	Source: EPA Region 4
Date Data Arrived at EDR: 01/27/2017	Telephone: 404-562-9424
Date Made Active in Reports: 05/05/2017	Last EDR Contact: 01/19/2018
Number of Days to Update: 98	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Semi-Annually

## INDIAN UST R5: Underground Storage Tanks on Indian Land

The Indian Underground Storage Tank (UST) database provides information about underground storage tanks on Indian land in EPA Region 5 (Michigan, Minnesota and Wisconsin and Tribal Nations).

Date of Government Version: 04/26/2017	Source: EPA Region 5
Date Data Arrived at EDR: 07/27/2017	Telephone: 312-886-6136
Date Made Active in Reports: 10/06/2017	Last EDR Contact: 01/23/2018
Number of Days to Update: 71	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## **State and tribal voluntary cleanup sites**

### VCP: Voluntary Cleanup Program Properties

Contains low threat level properties with either confirmed or unconfirmed releases and the project proponents have request that DTSC oversee investigation and/or cleanup activities and have agreed to provide coverage for DTSC's costs.

Date of Government Version: 10/30/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 10/31/2017	Telephone: 916-323-3400
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 01/31/2018
Number of Days to Update: 45	Next Scheduled EDR Contact: 05/14/2018
	Data Release Frequency: Quarterly

### INDIAN VCP R1: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 1.

Date of Government Version: 07/27/2015	Source: EPA, Region 1
Date Data Arrived at EDR: 09/29/2015	Telephone: 617-918-1102
Date Made Active in Reports: 02/18/2016	Last EDR Contact: 12/20/2017
Number of Days to Update: 142	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Varies

### INDIAN VCP R7: Voluntary Cleanup Priority Listing

A listing of voluntary cleanup priority sites located on Indian Land located in Region 7.

Date of Government Version: 03/20/2008	Source: EPA, Region 7
Date Data Arrived at EDR: 04/22/2008	Telephone: 913-551-7365
Date Made Active in Reports: 05/19/2008	Last EDR Contact: 04/20/2009
Number of Days to Update: 27	Next Scheduled EDR Contact: 07/20/2009
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ***State and tribal Brownfields sites***

### **BROWNFIELDS: Considered Brownfields Sites Listing**

A listing of sites the SWRCB considers to be Brownfields since these are sites have come to them through the MOA Process.

Date of Government Version: 12/22/2017  
Date Data Arrived at EDR: 12/26/2017  
Date Made Active in Reports: 01/31/2018  
Number of Days to Update: 36

Source: State Water Resources Control Board  
Telephone: 916-323-7905  
Last EDR Contact: 12/26/2017  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Quarterly

## **ADDITIONAL ENVIRONMENTAL RECORDS**

### ***Local Brownfield lists***

#### **US BROWNFIELDS: A Listing of Brownfields Sites**

Brownfields are real property, the expansion, redevelopment, or reuse of which may be complicated by the presence or potential presence of a hazardous substance, pollutant, or contaminant. Cleaning up and reinvesting in these properties takes development pressures off of undeveloped, open land, and both improves and protects the environment. Assessment, Cleanup and Redevelopment Exchange System (ACRES) stores information reported by EPA Brownfields grant recipients on brownfields properties assessed or cleaned up with grant funding as well as information on Targeted Brownfields Assessments performed by EPA Regions. A listing of ACRES Brownfield sites is obtained from Cleanups in My Community. Cleanups in My Community provides information on Brownfields properties for which information is reported back to EPA, as well as areas served by Brownfields grant programs.

Date of Government Version: 01/19/2018  
Date Data Arrived at EDR: 01/19/2018  
Date Made Active in Reports: 02/09/2018  
Number of Days to Update: 21

Source: Environmental Protection Agency  
Telephone: 202-566-2777  
Last EDR Contact: 01/19/2018  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Semi-Annually

### ***Local Lists of Landfill / Solid Waste Disposal Sites***

#### **WMUDS/SWAT: Waste Management Unit Database**

Waste Management Unit Database System. WMUDS is used by the State Water Resources Control Board staff and the Regional Water Quality Control Boards for program tracking and inventory of waste management units. WMUDS is composed of the following databases: Facility Information, Scheduled Inspections Information, Waste Management Unit Information, SWAT Program Information, SWAT Report Summary Information, SWAT Report Summary Data, Chapter 15 (formerly Subchapter 15) Information, Chapter 15 Monitoring Parameters, TPCA Program Information, RCRA Program Information, Closure Information, and Interested Parties Information.

Date of Government Version: 04/01/2000  
Date Data Arrived at EDR: 04/10/2000  
Date Made Active in Reports: 05/10/2000  
Number of Days to Update: 30

Source: State Water Resources Control Board  
Telephone: 916-227-4448  
Last EDR Contact: 01/31/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: No Update Planned

#### **SWRCY: Recycler Database**

A listing of recycling facilities in California.

Date of Government Version: 12/11/2017  
Date Data Arrived at EDR: 12/12/2017  
Date Made Active in Reports: 01/17/2018  
Number of Days to Update: 36

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Quarterly

#### **HAULERS: Registered Waste Tire Haulers Listing**

A listing of registered waste tire haulers.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 05/30/2017  
Date Data Arrived at EDR: 05/31/2017  
Date Made Active in Reports: 08/15/2017  
Number of Days to Update: 76

Source: Integrated Waste Management Board  
Telephone: 916-341-6422  
Last EDR Contact: 02/09/2018  
Next Scheduled EDR Contact: 02/26/2018  
Data Release Frequency: Varies

## INDIAN ODI: Report on the Status of Open Dumps on Indian Lands

Location of open dumps on Indian land.

Date of Government Version: 12/31/1998  
Date Data Arrived at EDR: 12/03/2007  
Date Made Active in Reports: 01/24/2008  
Number of Days to Update: 52

Source: Environmental Protection Agency  
Telephone: 703-308-8245  
Last EDR Contact: 01/30/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Varies

## ODI: Open Dump Inventory

An open dump is defined as a disposal facility that does not comply with one or more of the Part 257 or Part 258 Subtitle D Criteria.

Date of Government Version: 06/30/1985  
Date Data Arrived at EDR: 08/09/2004  
Date Made Active in Reports: 09/17/2004  
Number of Days to Update: 39

Source: Environmental Protection Agency  
Telephone: 800-424-9346  
Last EDR Contact: 06/09/2004  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## DEBRIS REGION 9: Torres Martinez Reservation Illegal Dump Site Locations

A listing of illegal dump sites location on the Torres Martinez Indian Reservation located in eastern Riverside County and northern Imperial County, California.

Date of Government Version: 01/12/2009  
Date Data Arrived at EDR: 05/07/2009  
Date Made Active in Reports: 09/21/2009  
Number of Days to Update: 137

Source: EPA, Region 9  
Telephone: 415-947-4219  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: No Update Planned

## IHS OPEN DUMPS: Open Dumps on Indian Land

A listing of all open dumps located on Indian Land in the United States.

Date of Government Version: 04/01/2014  
Date Data Arrived at EDR: 08/06/2014  
Date Made Active in Reports: 01/29/2015  
Number of Days to Update: 176

Source: Department of Health & Human Services, Indian Health Service  
Telephone: 301-443-1452  
Last EDR Contact: 02/02/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Varies

## **Local Lists of Hazardous waste / Contaminated Sites**

### US HIST CDL: National Clandestine Laboratory Register

A listing of clandestine drug lab locations that have been removed from the DEAs National Clandestine Laboratory Register.

Date of Government Version: 01/19/2018  
Date Data Arrived at EDR: 01/24/2018  
Date Made Active in Reports: 02/09/2018  
Number of Days to Update: 16

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 02/27/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: No Update Planned

### HIST CAL-SITES: Calsites Database

The Calsites database contains potential or confirmed hazardous substance release properties. In 1996, California EPA reevaluated and significantly reduced the number of sites in the Calsites database. No longer updated by the state agency. It has been replaced by ENVIROSTOR.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 08/08/2005  
Date Data Arrived at EDR: 08/03/2006  
Date Made Active in Reports: 08/24/2006  
Number of Days to Update: 21

Source: Department of Toxic Substance Control  
Telephone: 916-323-3400  
Last EDR Contact: 02/23/2009  
Next Scheduled EDR Contact: 05/25/2009  
Data Release Frequency: No Update Planned

## SCH: School Property Evaluation Program

This category contains proposed and existing school sites that are being evaluated by DTSC for possible hazardous materials contamination. In some cases, these properties may be listed in the CalSites category depending on the level of threat to public health and safety or the environment they pose.

Date of Government Version: 10/30/2017  
Date Data Arrived at EDR: 10/31/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 45

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 01/31/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Quarterly

## CDL: Clandestine Drug Labs

A listing of drug lab locations. Listing of a location in this database does not indicate that any illegal drug lab materials were or were not present there, and does not constitute a determination that the location either requires or does not require additional cleanup work.

Date of Government Version: 06/30/2017  
Date Data Arrived at EDR: 08/18/2017  
Date Made Active in Reports: 09/21/2017  
Number of Days to Update: 34

Source: Department of Toxic Substances Control  
Telephone: 916-255-6504  
Last EDR Contact: 02/22/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Varies

## TOXIC PITS: Toxic Pits Cleanup Act Sites

Toxic PITS Cleanup Act Sites. TOXIC PITS identifies sites suspected of containing hazardous substances where cleanup has not yet been completed.

Date of Government Version: 07/01/1995  
Date Data Arrived at EDR: 08/30/1995  
Date Made Active in Reports: 09/26/1995  
Number of Days to Update: 27

Source: State Water Resources Control Board  
Telephone: 916-227-4364  
Last EDR Contact: 01/26/2009  
Next Scheduled EDR Contact: 04/27/2009  
Data Release Frequency: No Update Planned

## US CDL: Clandestine Drug Labs

A listing of clandestine drug lab locations. The U.S. Department of Justice ("the Department") provides this web site as a public service. It contains addresses of some locations where law enforcement agencies reported they found chemicals or other items that indicated the presence of either clandestine drug laboratories or dumpsites. In most cases, the source of the entries is not the Department, and the Department has not verified the entry and does not guarantee its accuracy. Members of the public must verify the accuracy of all entries by, for example, contacting local law enforcement and local health departments.

Date of Government Version: 01/09/2018  
Date Data Arrived at EDR: 01/24/2018  
Date Made Active in Reports: 02/09/2018  
Number of Days to Update: 16

Source: Drug Enforcement Administration  
Telephone: 202-307-1000  
Last EDR Contact: 02/27/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: Quarterly

## **Local Lists of Registered Storage Tanks**

### SWEEPS UST: SWEEPS UST Listing

Statewide Environmental Evaluation and Planning System. This underground storage tank listing was updated and maintained by a company contacted by the SWRCB in the early 1990's. The listing is no longer updated or maintained. The local agency is the contact for more information on a site on the SWEEPS list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/01/1994  
Date Data Arrived at EDR: 07/07/2005  
Date Made Active in Reports: 08/11/2005  
Number of Days to Update: 35

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/03/2005  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## UST MENDOCINO: Mendocino County UST Database

A listing of underground storage tank locations in Mendocino County.

Date of Government Version: 11/27/2017  
Date Data Arrived at EDR: 11/29/2017  
Date Made Active in Reports: 12/18/2017  
Number of Days to Update: 19

Source: Department of Public Health  
Telephone: 707-463-4466  
Last EDR Contact: 02/22/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: Annually

## HIST UST: Hazardous Substance Storage Container Database

The Hazardous Substance Storage Container Database is a historical listing of UST sites. Refer to local/county source for current data.

Date of Government Version: 10/15/1990  
Date Data Arrived at EDR: 01/25/1991  
Date Made Active in Reports: 02/12/1991  
Number of Days to Update: 18

Source: State Water Resources Control Board  
Telephone: 916-341-5851  
Last EDR Contact: 07/26/2001  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## CA FID UST: Facility Inventory Database

The Facility Inventory Database (FID) contains a historical listing of active and inactive underground storage tank locations from the State Water Resource Control Board. Refer to local/county source for current data.

Date of Government Version: 10/31/1994  
Date Data Arrived at EDR: 09/05/1995  
Date Made Active in Reports: 09/29/1995  
Number of Days to Update: 24

Source: California Environmental Protection Agency  
Telephone: 916-341-5851  
Last EDR Contact: 12/28/1998  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## Local Land Records

### LIENS: Environmental Liens Listing

A listing of property locations with environmental liens for California where DTSC is a lien holder.

Date of Government Version: 11/30/2017  
Date Data Arrived at EDR: 12/01/2017  
Date Made Active in Reports: 01/11/2018  
Number of Days to Update: 41

Source: Department of Toxic Substances Control  
Telephone: 916-323-3400  
Last EDR Contact: 02/28/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: Varies

### LIENS 2: CERCLA Lien Information

A Federal CERCLA ('Superfund') lien can exist by operation of law at any site or property at which EPA has spent Superfund monies. These monies are spent to investigate and address releases and threatened releases of contamination. CERCLIS provides information as to the identity of these sites and properties.

Date of Government Version: 12/11/2017  
Date Data Arrived at EDR: 12/22/2017  
Date Made Active in Reports: 01/12/2018  
Number of Days to Update: 21

Source: Environmental Protection Agency  
Telephone: 202-564-6023  
Last EDR Contact: 02/06/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Semi-Annually

### DEED: Deed Restriction Listing

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Site Mitigation and Brownfields Reuse Program Facility Sites with Deed Restrictions & Hazardous Waste Management Program Facility Sites with Deed / Land Use Restriction. The DTSC Site Mitigation and Brownfields Reuse Program (SMBRP) list includes sites cleaned up under the program's oversight and generally does not include current or former hazardous waste facilities that required a hazardous waste facility permit. The list represents deed restrictions that are active. Some sites have multiple deed restrictions. The DTSC Hazardous Waste Management Program (HWMP) has developed a list of current or former hazardous waste facilities that have a recorded land use restriction at the local county recorder's office. The land use restrictions on this list were required by the DTSC HWMP as a result of the presence of hazardous substances that remain on site after the facility (or part of the facility) has been closed or cleaned up. The types of land use restriction include deed notice, deed restriction, or a land use restriction that binds current and future owners.

Date of Government Version: 02/08/2018	Source: DTSC and SWRCB
Date Data Arrived at EDR: 02/08/2018	Telephone: 916-323-3400
Date Made Active in Reports: 02/08/2018	Last EDR Contact: 03/06/2018
Number of Days to Update: 0	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Semi-Annually

## **Records of Emergency Release Reports**

### **HMIRS: Hazardous Materials Information Reporting System**

Hazardous Materials Incident Report System. HMIRS contains hazardous material spill incidents reported to DOT.

Date of Government Version: 09/21/2017	Source: U.S. Department of Transportation
Date Data Arrived at EDR: 09/21/2017	Telephone: 202-366-4555
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 01/19/2018
Number of Days to Update: 22	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

### **CHMIRS: California Hazardous Material Incident Report System**

California Hazardous Material Incident Reporting System. CHMIRS contains information on reported hazardous material incidents (accidental releases or spills).

Date of Government Version: 05/09/2017	Source: Office of Emergency Services
Date Data Arrived at EDR: 07/26/2017	Telephone: 916-845-8400
Date Made Active in Reports: 09/21/2017	Last EDR Contact: 02/20/2018
Number of Days to Update: 57	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

### **LDS: Land Disposal Sites Listing (GEOTRACKER)**

Land Disposal sites (Landfills) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/11/2017	Source: State Water Quality Control Board
Date Data Arrived at EDR: 12/12/2017	Telephone: 866-480-1028
Date Made Active in Reports: 01/11/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 30	Next Scheduled EDR Contact: 06/25/2018
	Data Release Frequency: Quarterly

### **MCS: Military Cleanup Sites Listing (GEOTRACKER)**

Military sites (consisting of: Military UST sites; Military Privatized sites; and Military Cleanup sites [formerly known as DoD non UST]) included in GeoTracker. GeoTracker is the Water Boards data management system for sites that impact, or have the potential to impact, water quality in California, with emphasis on groundwater.

Date of Government Version: 12/11/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 12/12/2017	Telephone: 866-480-1028
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 12/12/2018
Number of Days to Update: 31	Next Scheduled EDR Contact: 06/25/2018
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## SPILLS 90: SPILLS90 data from FirstSearch

Spills 90 includes those spill and release records available exclusively from FirstSearch databases. Typically, they may include chemical, oil and/or hazardous substance spills recorded after 1990. Duplicate records that are already included in EDR incident and release records are not included in Spills 90.

Date of Government Version: 06/06/2012	Source: FirstSearch
Date Data Arrived at EDR: 01/03/2013	Telephone: N/A
Date Made Active in Reports: 02/22/2013	Last EDR Contact: 01/03/2013
Number of Days to Update: 50	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## Other Ascertainable Records

### RCRA NonGen / NLR: RCRA - Non Generators / No Longer Regulated

RCRAInfo is EPA's comprehensive information system, providing access to data supporting the Resource Conservation and Recovery Act (RCRA) of 1976 and the Hazardous and Solid Waste Amendments (HSWA) of 1984. The database includes selective information on sites which generate, transport, store, treat and/or dispose of hazardous waste as defined by the Resource Conservation and Recovery Act (RCRA). Non-Generators do not presently generate hazardous waste.

Date of Government Version: 12/11/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 12/26/2017	Telephone: (415) 495-8895
Date Made Active in Reports: 02/09/2018	Last EDR Contact: 01/19/2018
Number of Days to Update: 45	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

### FUDS: Formerly Used Defense Sites

The listing includes locations of Formerly Used Defense Sites properties where the US Army Corps of Engineers is actively working or will take necessary cleanup actions.

Date of Government Version: 01/31/2015	Source: U.S. Army Corps of Engineers
Date Data Arrived at EDR: 07/08/2015	Telephone: 202-528-4285
Date Made Active in Reports: 10/13/2015	Last EDR Contact: 02/21/2018
Number of Days to Update: 97	Next Scheduled EDR Contact: 06/04/2018
	Data Release Frequency: Varies

### DOD: Department of Defense Sites

This data set consists of federally owned or administered lands, administered by the Department of Defense, that have any area equal to or greater than 640 acres of the United States, Puerto Rico, and the U.S. Virgin Islands.

Date of Government Version: 12/31/2005	Source: USGS
Date Data Arrived at EDR: 11/10/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 10/13/2017
Number of Days to Update: 62	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: Semi-Annually

### FEDLAND: Federal and Indian Lands

Federally and Indian administrated lands of the United States. Lands included are administrated by: Army Corps of Engineers, Bureau of Reclamation, National Wild and Scenic River, National Wildlife Refuge, Public Domain Land, Wilderness, Wilderness Study Area, Wildlife Management Area, Bureau of Indian Affairs, Bureau of Land Management, Department of Justice, Forest Service, Fish and Wildlife Service, National Park Service.

Date of Government Version: 12/31/2005	Source: U.S. Geological Survey
Date Data Arrived at EDR: 02/06/2006	Telephone: 888-275-8747
Date Made Active in Reports: 01/11/2007	Last EDR Contact: 10/11/2017
Number of Days to Update: 339	Next Scheduled EDR Contact: 01/22/2018
	Data Release Frequency: N/A

### SCRD DRYCLEANERS: State Coalition for Remediation of Drycleaners Listing

The State Coalition for Remediation of Drycleaners was established in 1998, with support from the U.S. EPA Office of Superfund Remediation and Technology Innovation. It is comprised of representatives of states with established drycleaner remediation programs. Currently the member states are Alabama, Connecticut, Florida, Illinois, Kansas, Minnesota, Missouri, North Carolina, Oregon, South Carolina, Tennessee, Texas, and Wisconsin.



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 01/01/2017  
Date Data Arrived at EDR: 02/03/2017  
Date Made Active in Reports: 04/07/2017  
Number of Days to Update: 63

Source: Environmental Protection Agency  
Telephone: 615-532-8599  
Last EDR Contact: 02/16/2018  
Next Scheduled EDR Contact: 05/28/2018  
Data Release Frequency: Varies

## US FIN ASSUR: Financial Assurance Information

All owners and operators of facilities that treat, store, or dispose of hazardous waste are required to provide proof that they will have sufficient funds to pay for the clean up, closure, and post-closure care of their facilities.

Date of Government Version: 01/11/2018  
Date Data Arrived at EDR: 01/19/2018  
Date Made Active in Reports: 03/02/2018  
Number of Days to Update: 42

Source: Environmental Protection Agency  
Telephone: 202-566-1917  
Last EDR Contact: 01/19/2018  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Quarterly

## EPA WATCH LIST: EPA WATCH LIST

EPA maintains a "Watch List" to facilitate dialogue between EPA, state and local environmental agencies on enforcement matters relating to facilities with alleged violations identified as either significant or high priority. Being on the Watch List does not mean that the facility has actually violated the law only that an investigation by EPA or a state or local environmental agency has led those organizations to allege that an unproven violation has in fact occurred. Being on the Watch List does not represent a higher level of concern regarding the alleged violations that were detected, but instead indicates cases requiring additional dialogue between EPA, state and local agencies - primarily because of the length of time the alleged violation has gone unaddressed or unresolved.

Date of Government Version: 08/30/2013  
Date Data Arrived at EDR: 03/21/2014  
Date Made Active in Reports: 06/17/2014  
Number of Days to Update: 88

Source: Environmental Protection Agency  
Telephone: 617-520-3000  
Last EDR Contact: 01/31/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Quarterly

## 2020 COR ACTION: 2020 Corrective Action Program List

The EPA has set ambitious goals for the RCRA Corrective Action program by creating the 2020 Corrective Action Universe. This RCRA cleanup baseline includes facilities expected to need corrective action. The 2020 universe contains a wide variety of sites. Some properties are heavily contaminated while others were contaminated but have since been cleaned up. Still others have not been fully investigated yet, and may require little or no remediation. Inclusion in the 2020 Universe does not necessarily imply failure on the part of a facility to meet its RCRA obligations.

Date of Government Version: 04/22/2013  
Date Data Arrived at EDR: 03/03/2015  
Date Made Active in Reports: 03/09/2015  
Number of Days to Update: 6

Source: Environmental Protection Agency  
Telephone: 703-308-4044  
Last EDR Contact: 02/08/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Varies

## TSCA: Toxic Substances Control Act

Toxic Substances Control Act. TSCA identifies manufacturers and importers of chemical substances included on the TSCA Chemical Substance Inventory list. It includes data on the production volume of these substances by plant site.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 06/21/2017  
Date Made Active in Reports: 01/05/2018  
Number of Days to Update: 198

Source: EPA  
Telephone: 202-260-5521  
Last EDR Contact: 12/22/2017  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Every 4 Years

## TRIS: Toxic Chemical Release Inventory System

Toxic Release Inventory System. TRIS identifies facilities which release toxic chemicals to the air, water and land in reportable quantities under SARA Title III Section 313.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 01/10/2018  
Date Made Active in Reports: 01/12/2018  
Number of Days to Update: 2

Source: EPA  
Telephone: 202-566-0250  
Last EDR Contact: 02/23/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Annually

## SSTS: Section 7 Tracking Systems

Section 7 of the Federal Insecticide, Fungicide and Rodenticide Act, as amended (92 Stat. 829) requires all registered pesticide-producing establishments to submit a report to the Environmental Protection Agency by March 1st each year. Each establishment must report the types and amounts of pesticides, active ingredients and devices being produced, and those having been produced and sold or distributed in the past year.

Date of Government Version: 12/31/2009  
Date Data Arrived at EDR: 12/10/2010  
Date Made Active in Reports: 02/25/2011  
Number of Days to Update: 77

Source: EPA  
Telephone: 202-564-4203  
Last EDR Contact: 01/25/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Annually

## ROD: Records Of Decision

Record of Decision. ROD documents mandate a permanent remedy at an NPL (Superfund) site containing technical and health information to aid in the cleanup.

Date of Government Version: 12/11/2017  
Date Data Arrived at EDR: 12/22/2017  
Date Made Active in Reports: 01/12/2018  
Number of Days to Update: 21

Source: EPA  
Telephone: 703-416-0223  
Last EDR Contact: 03/09/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: Annually

## RMP: Risk Management Plans

When Congress passed the Clean Air Act Amendments of 1990, it required EPA to publish regulations and guidance for chemical accident prevention at facilities using extremely hazardous substances. The Risk Management Program Rule (RMP Rule) was written to implement Section 112(r) of these amendments. The rule, which built upon existing industry codes and standards, requires companies of all sizes that use certain flammable and toxic substances to develop a Risk Management Program, which includes a(n): Hazard assessment that details the potential effects of an accidental release, an accident history of the last five years, and an evaluation of worst-case and alternative accidental releases; Prevention program that includes safety precautions and maintenance, monitoring, and employee training measures; and Emergency response program that spells out emergency health care, employee training measures and procedures for informing the public and response agencies (e.g the fire department) should an accident occur.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/08/2017  
Number of Days to Update: 21

Source: Environmental Protection Agency  
Telephone: 202-564-8600  
Last EDR Contact: 01/19/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## RAATS: RCRA Administrative Action Tracking System

RCRA Administration Action Tracking System. RAATS contains records based on enforcement actions issued under RCRA pertaining to major violators and includes administrative and civil actions brought by the EPA. For administration actions after September 30, 1995, data entry in the RAATS database was discontinued. EPA will retain a copy of the database for historical records. It was necessary to terminate RAATS because a decrease in agency resources made it impossible to continue to update the information contained in the database.

Date of Government Version: 04/17/1995  
Date Data Arrived at EDR: 07/03/1995  
Date Made Active in Reports: 08/07/1995  
Number of Days to Update: 35

Source: EPA  
Telephone: 202-564-4104  
Last EDR Contact: 06/02/2008  
Next Scheduled EDR Contact: 09/01/2008  
Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## PRP: Potentially Responsible Parties

A listing of verified Potentially Responsible Parties

Date of Government Version: 10/25/2013	Source: EPA
Date Data Arrived at EDR: 10/17/2014	Telephone: 202-564-6023
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 02/06/2018
Number of Days to Update: 3	Next Scheduled EDR Contact: 05/21/2018
	Data Release Frequency: Quarterly

## PADS: PCB Activity Database System

PCB Activity Database. PADS Identifies generators, transporters, commercial storers and/or brokers and disposers of PCB's who are required to notify the EPA of such activities.

Date of Government Version: 06/01/2017	Source: EPA
Date Data Arrived at EDR: 06/09/2017	Telephone: 202-566-0500
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 01/12/2018
Number of Days to Update: 126	Next Scheduled EDR Contact: 04/23/2018
	Data Release Frequency: Annually

## ICIS: Integrated Compliance Information System

The Integrated Compliance Information System (ICIS) supports the information needs of the national enforcement and compliance program as well as the unique needs of the National Pollutant Discharge Elimination System (NPDES) program.

Date of Government Version: 11/18/2016	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/23/2016	Telephone: 202-564-2501
Date Made Active in Reports: 02/10/2017	Last EDR Contact: 01/09/2018
Number of Days to Update: 79	Next Scheduled EDR Contact: 04/23/2018
	Data Release Frequency: Quarterly

## FTTS: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

FTTS tracks administrative cases and pesticide enforcement actions and compliance activities related to FIFRA, TSCA and EPCRA (Emergency Planning and Community Right-to-Know Act). To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 04/09/2009	Source: EPA/Office of Prevention, Pesticides and Toxic Substances
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: Quarterly

## FTTS INSP: FIFRA/ TSCA Tracking System - FIFRA (Federal Insecticide, Fungicide, & Rodenticide Act)/TSCA (Toxic Substances Control Act)

A listing of FIFRA/TSCA Tracking System (FTTS) inspections and enforcements.

Date of Government Version: 04/09/2009	Source: EPA
Date Data Arrived at EDR: 04/16/2009	Telephone: 202-566-1667
Date Made Active in Reports: 05/11/2009	Last EDR Contact: 08/18/2017
Number of Days to Update: 25	Next Scheduled EDR Contact: 12/04/2017
	Data Release Frequency: Quarterly

## MLTS: Material Licensing Tracking System

MLTS is maintained by the Nuclear Regulatory Commission and contains a list of approximately 8,100 sites which possess or use radioactive materials and which are subject to NRC licensing requirements. To maintain currency, EDR contacts the Agency on a quarterly basis.

Date of Government Version: 08/30/2016	Source: Nuclear Regulatory Commission
Date Data Arrived at EDR: 09/08/2016	Telephone: 301-415-7169
Date Made Active in Reports: 10/21/2016	Last EDR Contact: 01/19/2018
Number of Days to Update: 43	Next Scheduled EDR Contact: 05/21/2018
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## COAL ASH DOE: Steam-Electric Plant Operation Data

A listing of power plants that store ash in surface ponds.

Date of Government Version: 12/31/2005	Source: Department of Energy
Date Data Arrived at EDR: 08/07/2009	Telephone: 202-586-8719
Date Made Active in Reports: 10/22/2009	Last EDR Contact: 03/09/2018
Number of Days to Update: 76	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Varies

## COAL ASH EPA: Coal Combustion Residues Surface Impoundments List

A listing of coal combustion residues surface impoundments with high hazard potential ratings.

Date of Government Version: 07/01/2014	Source: Environmental Protection Agency
Date Data Arrived at EDR: 09/10/2014	Telephone: N/A
Date Made Active in Reports: 10/20/2014	Last EDR Contact: 03/06/2018
Number of Days to Update: 40	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Varies

## PCB TRANSFORMER: PCB Transformer Registration Database

The database of PCB transformer registrations that includes all PCB registration submittals.

Date of Government Version: 05/24/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/30/2017	Telephone: 202-566-0517
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 01/26/2018
Number of Days to Update: 15	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## RADINFO: Radiation Information Database

The Radiation Information Database (RADINFO) contains information about facilities that are regulated by U.S. Environmental Protection Agency (EPA) regulations for radiation and radioactivity.

Date of Government Version: 10/02/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 10/05/2017	Telephone: 202-343-9775
Date Made Active in Reports: 10/13/2017	Last EDR Contact: 01/04/2018
Number of Days to Update: 8	Next Scheduled EDR Contact: 04/16/2018
	Data Release Frequency: Quarterly

## HIST FTTS: FIFRA/TSCA Tracking System Administrative Case Listing

A complete administrative case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

Date of Government Version: 10/19/2006	Source: Environmental Protection Agency
Date Data Arrived at EDR: 03/01/2007	Telephone: 202-564-2501
Date Made Active in Reports: 04/10/2007	Last EDR Contact: 12/17/2007
Number of Days to Update: 40	Next Scheduled EDR Contact: 03/17/2008
	Data Release Frequency: No Update Planned

## HIST FTTS INSP: FIFRA/TSCA Tracking System Inspection & Enforcement Case Listing

A complete inspection and enforcement case listing from the FIFRA/TSCA Tracking System (FTTS) for all ten EPA regions. The information was obtained from the National Compliance Database (NCDB). NCDB supports the implementation of FIFRA (Federal Insecticide, Fungicide, and Rodenticide Act) and TSCA (Toxic Substances Control Act). Some EPA regions are now closing out records. Because of that, and the fact that some EPA regions are not providing EPA Headquarters with updated records, it was decided to create a HIST FTTS database. It included records that may not be included in the newer FTTS database updates. This database is no longer updated.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 10/19/2006  
Date Data Arrived at EDR: 03/01/2007  
Date Made Active in Reports: 04/10/2007  
Number of Days to Update: 40

Source: Environmental Protection Agency  
Telephone: 202-564-2501  
Last EDR Contact: 12/17/2008  
Next Scheduled EDR Contact: 03/17/2008  
Data Release Frequency: No Update Planned

## DOT OPS: Incident and Accident Data

Department of Transportation, Office of Pipeline Safety Incident and Accident data.

Date of Government Version: 07/31/2012  
Date Data Arrived at EDR: 08/07/2012  
Date Made Active in Reports: 09/18/2012  
Number of Days to Update: 42

Source: Department of Transportation, Office of Pipeline Safety  
Telephone: 202-366-4595  
Last EDR Contact: 01/19/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Varies

## CONSENT: Superfund (CERCLA) Consent Decrees

Major legal settlements that establish responsibility and standards for cleanup at NPL (Superfund) sites. Released periodically by United States District Courts after settlement by parties to litigation matters.

Date of Government Version: 09/30/2017  
Date Data Arrived at EDR: 11/10/2017  
Date Made Active in Reports: 01/12/2018  
Number of Days to Update: 63

Source: Department of Justice, Consent Decree Library  
Telephone: Varies  
Last EDR Contact: 01/04/2018  
Next Scheduled EDR Contact: 04/02/2018  
Data Release Frequency: Varies

## BRS: Biennial Reporting System

The Biennial Reporting System is a national system administered by the EPA that collects data on the generation and management of hazardous waste. BRS captures detailed data from two groups: Large Quantity Generators (LQG) and Treatment, Storage, and Disposal Facilities.

Date of Government Version: 12/31/2015  
Date Data Arrived at EDR: 02/22/2017  
Date Made Active in Reports: 09/28/2017  
Number of Days to Update: 218

Source: EPA/NTIS  
Telephone: 800-424-9346  
Last EDR Contact: 02/23/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Biennially

## INDIAN RESERV: Indian Reservations

This map layer portrays Indian administered lands of the United States that have any area equal to or greater than 640 acres.

Date of Government Version: 12/31/2014  
Date Data Arrived at EDR: 07/14/2015  
Date Made Active in Reports: 01/10/2017  
Number of Days to Update: 546

Source: USGS  
Telephone: 202-208-3710  
Last EDR Contact: 01/09/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Semi-Annually

## FUSRAP: Formerly Utilized Sites Remedial Action Program

DOE established the Formerly Utilized Sites Remedial Action Program (FUSRAP) in 1974 to remediate sites where radioactive contamination remained from Manhattan Project and early U.S. Atomic Energy Commission (AEC) operations.

Date of Government Version: 12/23/2016  
Date Data Arrived at EDR: 12/27/2016  
Date Made Active in Reports: 02/17/2017  
Number of Days to Update: 52

Source: Department of Energy  
Telephone: 202-586-3559  
Last EDR Contact: 01/19/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Varies

## UMTRA: Uranium Mill Tailings Sites

Uranium ore was mined by private companies for federal government use in national defense programs. When the mills shut down, large piles of the sand-like material (mill tailings) remain after uranium has been extracted from the ore. Levels of human exposure to radioactive materials from the piles are low; however, in some cases tailings were used as construction materials before the potential health hazards of the tailings were recognized.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 06/23/2017  
Date Data Arrived at EDR: 10/11/2017  
Date Made Active in Reports: 11/03/2017  
Number of Days to Update: 23

Source: Department of Energy  
Telephone: 505-845-0011  
Last EDR Contact: 02/23/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## LEAD SMELTER 1: Lead Smelter Sites

A listing of former lead smelter site locations.

Date of Government Version: 01/09/2018  
Date Data Arrived at EDR: 02/06/2018  
Date Made Active in Reports: 03/02/2018  
Number of Days to Update: 24

Source: Environmental Protection Agency  
Telephone: 703-603-8787  
Last EDR Contact: 02/06/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Varies

## LEAD SMELTER 2: Lead Smelter Sites

A list of several hundred sites in the U.S. where secondary lead smelting was done from 1931 and 1964. These sites may pose a threat to public health through ingestion or inhalation of contaminated soil or dust

Date of Government Version: 04/05/2001  
Date Data Arrived at EDR: 10/27/2010  
Date Made Active in Reports: 12/02/2010  
Number of Days to Update: 36

Source: American Journal of Public Health  
Telephone: 703-305-6451  
Last EDR Contact: 12/02/2009  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

## US AIRS (AFS): Aerometric Information Retrieval System Facility Subsystem (AFS)

The database is a sub-system of Aerometric Information Retrieval System (AIRS). AFS contains compliance data on air pollution point sources regulated by the U.S. EPA and/or state and local air regulatory agencies. This information comes from source reports by various stationary sources of air pollution, such as electric power plants, steel mills, factories, and universities, and provides information about the air pollutants they produce. Action, air program, air program pollutant, and general level plant data. It is used to track emissions and compliance data from industrial plants.

Date of Government Version: 10/12/2016  
Date Data Arrived at EDR: 10/26/2016  
Date Made Active in Reports: 02/03/2017  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 09/26/2017  
Next Scheduled EDR Contact: 01/08/2018  
Data Release Frequency: Annually

## US AIRS MINOR: Air Facility System Data

A listing of minor source facilities.

Date of Government Version: 10/12/2016  
Date Data Arrived at EDR: 10/26/2016  
Date Made Active in Reports: 02/03/2017  
Number of Days to Update: 100

Source: EPA  
Telephone: 202-564-2496  
Last EDR Contact: 09/26/2017  
Next Scheduled EDR Contact: 01/08/2018  
Data Release Frequency: Annually

## US MINES: Mines Master Index File

Contains all mine identification numbers issued for mines active or opened since 1971. The data also includes violation information.

Date of Government Version: 10/29/2017  
Date Data Arrived at EDR: 11/28/2017  
Date Made Active in Reports: 01/12/2018  
Number of Days to Update: 45

Source: Department of Labor, Mine Safety and Health Administration  
Telephone: 303-231-5959  
Last EDR Contact: 02/28/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: Semi-Annually

## US MINES 2: Ferrous and Nonferrous Metal Mines Database Listing

This map layer includes ferrous (ferrous metal mines are facilities that extract ferrous metals, such as iron ore or molybdenum) and nonferrous (Nonferrous metal mines are facilities that extract nonferrous metals, such as gold, silver, copper, zinc, and lead) metal mines in the United States.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/05/2005	Source: USGS
Date Data Arrived at EDR: 02/29/2008	Telephone: 703-648-7709
Date Made Active in Reports: 04/18/2008	Last EDR Contact: 03/02/2018
Number of Days to Update: 49	Next Scheduled EDR Contact: 06/11/2018
	Data Release Frequency: Varies

## US MINES 3: Active Mines & Mineral Plants Database Listing

Active Mines and Mineral Processing Plant operations for commodities monitored by the Minerals Information Team of the USGS.

Date of Government Version: 04/14/2011	Source: USGS
Date Data Arrived at EDR: 06/08/2011	Telephone: 703-648-7709
Date Made Active in Reports: 09/13/2011	Last EDR Contact: 03/02/2018
Number of Days to Update: 97	Next Scheduled EDR Contact: 06/11/2018
	Data Release Frequency: Varies

## ABANDONED MINES: Abandoned Mines

An inventory of land and water impacted by past mining (primarily coal mining) is maintained by OSMRE to provide information needed to implement the Surface Mining Control and Reclamation Act of 1977 (SMCRA). The inventory contains information on the location, type, and extent of AML impacts, as well as, information on the cost associated with the reclamation of those problems. The inventory is based upon field surveys by State, Tribal, and OSMRE program officials. It is dynamic to the extent that it is modified as new problems are identified and existing problems are reclaimed.

Date of Government Version: 09/25/2017	Source: Department of Interior
Date Data Arrived at EDR: 09/26/2017	Telephone: 202-208-2609
Date Made Active in Reports: 10/20/2017	Last EDR Contact: 03/07/2018
Number of Days to Update: 24	Next Scheduled EDR Contact: 06/25/2018
	Data Release Frequency: Quarterly

## FINDS: Facility Index System/Facility Registry System

Facility Index System. FINDS contains both facility information and 'pointers' to other sources that contain more detail. EDR includes the following FINDS databases in this report: PCS (Permit Compliance System), AIRS (Aerometric Information Retrieval System), DOCKET (Enforcement Docket used to manage and track information on civil judicial enforcement cases for all environmental statutes), FURS (Federal Underground Injection Control), C-DOCKET (Criminal Docket System used to track criminal enforcement actions for all environmental statutes), FFIS (Federal Facilities Information System), STATE (State Environmental Laws and Statutes), and PADS (PCB Activity Data System).

Date of Government Version: 07/23/2017	Source: EPA
Date Data Arrived at EDR: 09/06/2017	Telephone: (415) 947-8000
Date Made Active in Reports: 09/15/2017	Last EDR Contact: 02/23/2018
Number of Days to Update: 9	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Quarterly

## ECHO: Enforcement & Compliance History Information

ECHO provides integrated compliance and enforcement information for about 800,000 regulated facilities nationwide.

Date of Government Version: 01/13/2018	Source: Environmental Protection Agency
Date Data Arrived at EDR: 01/19/2018	Telephone: 202-564-2280
Date Made Active in Reports: 03/02/2018	Last EDR Contact: 03/07/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Quarterly

## UXO: Unexploded Ordnance Sites

A listing of unexploded ordnance site locations

Date of Government Version: 09/30/2016	Source: Department of Defense
Date Data Arrived at EDR: 10/31/2017	Telephone: 703-704-1564
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 01/02/2018
Number of Days to Update: 73	Next Scheduled EDR Contact: 04/30/2018
	Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## DOCKET HWC: Hazardous Waste Compliance Docket Listing

A complete list of the Federal Agency Hazardous Waste Compliance Docket Facilities.

Date of Government Version: 06/27/2017	Source: Environmental Protection Agency
Date Data Arrived at EDR: 11/21/2017	Telephone: 202-564-0527
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 03/02/2018
Number of Days to Update: 52	Next Scheduled EDR Contact: 06/11/2018
	Data Release Frequency: Varies

## FUELS PROGRAM: EPA Fuels Program Registered Listing

This listing includes facilities that are registered under the Part 80 (Code of Federal Regulations) EPA Fuels Programs. All companies now are required to submit new and updated registrations.

Date of Government Version: 11/20/2017	Source: EPA
Date Data Arrived at EDR: 11/20/2017	Telephone: 800-385-6164
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 02/21/2018
Number of Days to Update: 53	Next Scheduled EDR Contact: 06/04/2018
	Data Release Frequency: Quarterly

## CA BOND EXP. PLAN: Bond Expenditure Plan

Department of Health Services developed a site-specific expenditure plan as the basis for an appropriation of Hazardous Substance Cleanup Bond Act funds. It is not updated.

Date of Government Version: 01/01/1989	Source: Department of Health Services
Date Data Arrived at EDR: 07/27/1994	Telephone: 916-255-2118
Date Made Active in Reports: 08/02/1994	Last EDR Contact: 05/31/1994
Number of Days to Update: 6	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

## CORTESE: "Cortese" Hazardous Waste & Substances Sites List

The sites for the list are designated by the State Water Resource Control Board (LUST), the Integrated Waste Board (SWF/LS), and the Department of Toxic Substances Control (Cal-Sites).

Date of Government Version: 02/08/2018	Source: CAL EPA/Office of Emergency Information
Date Data Arrived at EDR: 02/08/2018	Telephone: 916-323-3400
Date Made Active in Reports: 02/08/2018	Last EDR Contact: 02/08/2018
Number of Days to Update: 0	Next Scheduled EDR Contact: 04/09/2018
	Data Release Frequency: Quarterly

## DRYCLEANERS: Cleaner Facilities

A list of drycleaner related facilities that have EPA ID numbers. These are facilities with certain SIC codes: power laundries, family and commercial; garment pressing and cleaner's agents; linen supply; coin-operated laundries and cleaning; drycleaning plants, except rugs; carpet and upholster cleaning; industrial launderers; laundry and garment services.

Date of Government Version: 12/01/2017	Source: Department of Toxic Substance Control
Date Data Arrived at EDR: 02/02/2018	Telephone: 916-327-4498
Date Made Active in Reports: 03/16/2018	Last EDR Contact: 02/28/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Annually

## EMI: Emissions Inventory Data

Toxics and criteria pollutant emissions data collected by the ARB and local air pollution agencies.

Date of Government Version: 12/31/2015	Source: California Air Resources Board
Date Data Arrived at EDR: 03/21/2017	Telephone: 916-322-2990
Date Made Active in Reports: 08/15/2017	Last EDR Contact: 12/22/2017
Number of Days to Update: 147	Next Scheduled EDR Contact: 04/02/2018
	Data Release Frequency: Varies



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## ENF: Enforcement Action Listing

A listing of Water Board Enforcement Actions. Formal is everything except Oral/Verbal Communication, Notice of Violation, Expedited Payment Letter, and Staff Enforcement Letter.

Date of Government Version: 11/01/2017	Source: State Water Resources Control Board
Date Data Arrived at EDR: 11/03/2017	Telephone: 916-445-9379
Date Made Active in Reports: 12/07/2017	Last EDR Contact: 01/22/2018
Number of Days to Update: 34	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## Financial Assurance 1: Financial Assurance Information Listing

Financial Assurance information

Date of Government Version: 10/23/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 10/24/2017	Telephone: 916-255-3628
Date Made Active in Reports: 12/15/2017	Last EDR Contact: 01/22/2018
Number of Days to Update: 52	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## Financial Assurance 2: Financial Assurance Information Listing

A listing of financial assurance information for solid waste facilities. Financial assurance is intended to ensure that resources are available to pay for the cost of closure, post-closure care, and corrective measures if the owner or operator of a regulated facility is unable or unwilling to pay.

Date of Government Version: 11/14/2017	Source: California Integrated Waste Management Board
Date Data Arrived at EDR: 11/17/2017	Telephone: 916-341-6066
Date Made Active in Reports: 12/18/2017	Last EDR Contact: 02/08/2018
Number of Days to Update: 31	Next Scheduled EDR Contact: 05/28/2018
	Data Release Frequency: Varies

## HAZNET: Facility and Manifest Data

Facility and Manifest Data. The data is extracted from the copies of hazardous waste manifests received each year by the DTSC. The annual volume of manifests is typically 700,000 - 1,000,000 annually, representing approximately 350,000 - 500,000 shipments. Data are from the manifests submitted without correction, and therefore many contain some invalid values for data elements such as generator ID, TSD ID, waste category, and disposal method. This database begins with calendar year 1993.

Date of Government Version: 12/31/2016	Source: California Environmental Protection Agency
Date Data Arrived at EDR: 07/12/2017	Telephone: 916-255-1136
Date Made Active in Reports: 10/17/2017	Last EDR Contact: 01/08/2018
Number of Days to Update: 97	Next Scheduled EDR Contact: 04/23/2018
	Data Release Frequency: Annually

## ICE: ICE

Contains data pertaining to the Permitted Facilities with Inspections / Enforcements sites tracked in Envirositor.

Date of Government Version: 11/20/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 11/20/2017	Telephone: 877-786-9427
Date Made Active in Reports: 12/27/2017	Last EDR Contact: 02/21/2018
Number of Days to Update: 37	Next Scheduled EDR Contact: 06/04/2018
	Data Release Frequency: Quarterly

## HIST CORTESE: Hazardous Waste & Substance Site List

The sites for the list are designated by the State Water Resource Control Board [LUST], the Integrated Waste Board [SWF/LS], and the Department of Toxic Substances Control [CALSITES]. This listing is no longer updated by the state agency.

Date of Government Version: 04/01/2001	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/22/2009	Telephone: 916-323-3400
Date Made Active in Reports: 04/08/2009	Last EDR Contact: 01/22/2009
Number of Days to Update: 76	Next Scheduled EDR Contact: N/A
	Data Release Frequency: No Update Planned

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## HWP: EnviroStor Permitted Facilities Listing

Detailed information on permitted hazardous waste facilities and corrective action ("cleanups") tracked in EnviroStor.

Date of Government Version: 11/20/2017	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 11/20/2017	Telephone: 916-323-3400
Date Made Active in Reports: 12/27/2017	Last EDR Contact: 02/21/2018
Number of Days to Update: 37	Next Scheduled EDR Contact: 06/04/2018
	Data Release Frequency: Quarterly

## HWT: Registered Hazardous Waste Transporter Database

A listing of hazardous waste transporters. In California, unless specifically exempted, it is unlawful for any person to transport hazardous wastes unless the person holds a valid registration issued by DTSC. A hazardous waste transporter registration is valid for one year and is assigned a unique registration number.

Date of Government Version: 01/08/2018	Source: Department of Toxic Substances Control
Date Data Arrived at EDR: 01/09/2018	Telephone: 916-440-7145
Date Made Active in Reports: 02/06/2018	Last EDR Contact: 01/09/2018
Number of Days to Update: 28	Next Scheduled EDR Contact: 04/23/2018
	Data Release Frequency: Quarterly

## MINES: Mines Site Location Listing

A listing of mine site locations from the Office of Mine Reclamation.

Date of Government Version: 12/11/2017	Source: Department of Conservation
Date Data Arrived at EDR: 12/12/2017	Telephone: 916-322-1080
Date Made Active in Reports: 01/12/2018	Last EDR Contact: 03/14/2018
Number of Days to Update: 31	Next Scheduled EDR Contact: 06/25/2018
	Data Release Frequency: Quarterly

## MWMP: Medical Waste Management Program Listing

The Medical Waste Management Program (MWMP) ensures the proper handling and disposal of medical waste by permitting and inspecting medical waste Offsite Treatment Facilities (PDF) and Transfer Stations (PDF) throughout the state. MWMP also oversees all Medical Waste Transporters.

Date of Government Version: 11/29/2017	Source: Department of Public Health
Date Data Arrived at EDR: 12/05/2017	Telephone: 916-558-1784
Date Made Active in Reports: 01/16/2018	Last EDR Contact: 03/06/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Varies

## NPDES: NPDES Permits Listing

A listing of NPDES permits, including stormwater.

Date of Government Version: 02/14/2018	Source: State Water Resources Control Board
Date Data Arrived at EDR: 02/14/2018	Telephone: 916-445-9379
Date Made Active in Reports: 03/15/2018	Last EDR Contact: 03/14/2018
Number of Days to Update: 29	Next Scheduled EDR Contact: 05/28/2018
	Data Release Frequency: Quarterly

## PEST LIC: Pesticide Regulation Licenses Listing

A listing of licenses and certificates issued by the Department of Pesticide Regulation. The DPR issues licenses and/or certificates to: Persons and businesses that apply or sell pesticides; Pest control dealers and brokers; Persons who advise on agricultural pesticide applications.

Date of Government Version: 12/04/2017	Source: Department of Pesticide Regulation
Date Data Arrived at EDR: 12/05/2017	Telephone: 916-445-4038
Date Made Active in Reports: 01/16/2018	Last EDR Contact: 03/05/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## PROC: Certified Processors Database

A listing of certified processors.

Date of Government Version: 12/11/2017  
Date Data Arrived at EDR: 12/12/2017  
Date Made Active in Reports: 01/16/2018  
Number of Days to Update: 35

Source: Department of Conservation  
Telephone: 916-323-3836  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Quarterly

## NOTIFY 65: Proposition 65 Records

Listings of all Proposition 65 incidents reported to counties by the State Water Resources Control Board and the Regional Water Quality Control Board. This database is no longer updated by the reporting agency.

Date of Government Version: 12/14/2017  
Date Data Arrived at EDR: 12/15/2017  
Date Made Active in Reports: 01/16/2018  
Number of Days to Update: 32

Source: State Water Resources Control Board  
Telephone: 916-445-3846  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 07/02/2018  
Data Release Frequency: No Update Planned

## UIC: UIC Listing

A listing of wells identified as underground injection wells, in the California Oil and Gas Wells database.

Date of Government Version: 12/11/2017  
Date Data Arrived at EDR: 12/12/2017  
Date Made Active in Reports: 01/17/2018  
Number of Days to Update: 36

Source: Department of Conservation  
Telephone: 916-445-2408  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Varies

## WASTEWATER PITS: Oil Wastewater Pits Listing

Water officials discovered that oil producers have been dumping chemical-laden wastewater into hundreds of unlined pits that are operating without proper permits. Inspections completed by the Central Valley Regional Water Quality Control Board revealed the existence of previously unidentified waste sites. The water board's review found that more than one-third of the region's active disposal pits are operating without permission.

Date of Government Version: 04/15/2015  
Date Data Arrived at EDR: 04/17/2015  
Date Made Active in Reports: 06/23/2015  
Number of Days to Update: 67

Source: RWQCB, Central Valley Region  
Telephone: 559-445-5577  
Last EDR Contact: 01/12/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Varies

## WDS: Waste Discharge System

Sites which have been issued waste discharge requirements.

Date of Government Version: 06/19/2007  
Date Data Arrived at EDR: 06/20/2007  
Date Made Active in Reports: 06/29/2007  
Number of Days to Update: 9

Source: State Water Resources Control Board  
Telephone: 916-341-5227  
Last EDR Contact: 02/15/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Quarterly

## WIP: Well Investigation Program Case List

Well Investigation Program case in the San Gabriel and San Fernando Valley area.

Date of Government Version: 07/03/2009  
Date Data Arrived at EDR: 07/21/2009  
Date Made Active in Reports: 08/03/2009  
Number of Days to Update: 13

Source: Los Angeles Water Quality Control Board  
Telephone: 213-576-6726  
Last EDR Contact: 12/19/2017  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Varies

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## EDR HIGH RISK HISTORICAL RECORDS

### ***EDR Exclusive Records***

#### EDR MGP: EDR Proprietary Manufactured Gas Plants

The EDR Proprietary Manufactured Gas Plant Database includes records of coal gas plants (manufactured gas plants) compiled by EDR's researchers. Manufactured gas sites were used in the United States from the 1800's to 1950's to produce a gas that could be distributed and used as fuel. These plants used whale oil, rosin, coal, or a mixture of coal, oil, and water that also produced a significant amount of waste. Many of the byproducts of the gas production, such as coal tar (oily waste containing volatile and non-volatile chemicals), sludges, oils and other compounds are potentially hazardous to human health and the environment. The byproduct from this process was frequently disposed of directly at the plant site and can remain or spread slowly, serving as a continuous source of soil and groundwater contamination.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: No Update Planned

#### EDR Hist Auto: EDR Exclusive Historical Auto Stations

EDR has searched selected national collections of business directories and has collected listings of potential gas station/filling station/service station sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include gas station/filling station/service station establishments. The categories reviewed included, but were not limited to gas, gas station, gasoline station, filling station, auto, automobile repair, auto service station, service station, etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

#### EDR Hist Cleaner: EDR Exclusive Historical Cleaners

EDR has searched selected national collections of business directories and has collected listings of potential dry cleaner sites that were available to EDR researchers. EDR's review was limited to those categories of sources that might, in EDR's opinion, include dry cleaning establishments. The categories reviewed included, but were not limited to dry cleaners, cleaners, laundry, laundromat, cleaning/laundry, wash & dry etc. This database falls within a category of information EDR classifies as "High Risk Historical Records", or HRHR. EDR's HRHR effort presents unique and sometimes proprietary data about past sites and operations that typically create environmental concerns, but may not show up in current government records searches.

Date of Government Version: N/A  
Date Data Arrived at EDR: N/A  
Date Made Active in Reports: N/A  
Number of Days to Update: N/A

Source: EDR, Inc.  
Telephone: N/A  
Last EDR Contact: N/A  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## EDR RECOVERED GOVERNMENT ARCHIVES

### ***Exclusive Recovered Govt. Archives***

#### RGA LF: Recovered Government Archive Solid Waste Facilities List

The EDR Recovered Government Archive Landfill database provides a list of landfills derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the Department of Resources Recycling and Recovery in California.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 01/13/2014  
Number of Days to Update: 196

Source: Department of Resources Recycling and Recovery  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## RGA LUST: Recovered Government Archive Leaking Underground Storage Tank

The EDR Recovered Government Archive Leaking Underground Storage Tank database provides a list of LUST incidents derived from historical databases and includes many records that no longer appear in current government lists. Compiled from Records formerly available from the State Water Resources Control Board in California.

Date of Government Version: N/A  
Date Data Arrived at EDR: 07/01/2013  
Date Made Active in Reports: 12/30/2013  
Number of Days to Update: 182

Source: State Water Resources Control Board  
Telephone: N/A  
Last EDR Contact: 06/01/2012  
Next Scheduled EDR Contact: N/A  
Data Release Frequency: Varies

## COUNTY RECORDS

### ALAMEDA COUNTY:

#### Contaminated Sites

A listing of contaminated sites overseen by the Toxic Release Program (oil and groundwater contamination from chemical releases and spills) and the Leaking Underground Storage Tank Program (soil and ground water contamination from leaking petroleum USTs).

Date of Government Version: 01/09/2018  
Date Data Arrived at EDR: 01/11/2018  
Date Made Active in Reports: 02/22/2018  
Number of Days to Update: 42

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 01/04/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Semi-Annually

#### Underground Tanks

Underground storage tank sites located in Alameda county.

Date of Government Version: 10/11/2017  
Date Data Arrived at EDR: 10/12/2017  
Date Made Active in Reports: 11/08/2017  
Number of Days to Update: 27

Source: Alameda County Environmental Health Services  
Telephone: 510-567-6700  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 04/24/2047  
Data Release Frequency: Semi-Annually

### AMADOR COUNTY:

#### CUPA Facility List

Cupa Facility List

Date of Government Version: 03/01/2018  
Date Data Arrived at EDR: 03/05/2018  
Date Made Active in Reports: 03/15/2018  
Number of Days to Update: 10

Source: Amador County Environmental Health  
Telephone: 209-223-6439  
Last EDR Contact: 02/28/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: Varies

### BUTTE COUNTY:

#### CUPA Facility Listing

Cupa facility list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 04/21/2017  
Date Data Arrived at EDR: 04/25/2017  
Date Made Active in Reports: 08/09/2017  
Number of Days to Update: 106

Source: Public Health Department  
Telephone: 530-538-7149  
Last EDR Contact: 01/04/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: No Update Planned

## CALVERAS COUNTY:

### CUPA Facility Listing Cupa Facility Listing

Date of Government Version: 01/25/2018  
Date Data Arrived at EDR: 01/26/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 47

Source: Calveras County Environmental Health  
Telephone: 209-754-6399  
Last EDR Contact: 12/20/2017  
Next Scheduled EDR Contact: 10/09/2017  
Data Release Frequency: Quarterly

## COLUSA COUNTY:

### CUPA Facility List Cupa facility list.

Date of Government Version: 02/26/2018  
Date Data Arrived at EDR: 03/01/2018  
Date Made Active in Reports: 03/15/2018  
Number of Days to Update: 14

Source: Health & Human Services  
Telephone: 530-458-0396  
Last EDR Contact: 02/14/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Semi-Annually

## CONTRA COSTA COUNTY:

### Site List

List includes sites from the underground tank, hazardous waste generator and business plan/2185 programs.

Date of Government Version: 11/20/2017  
Date Data Arrived at EDR: 11/29/2017  
Date Made Active in Reports: 01/19/2018  
Number of Days to Update: 51

Source: Contra Costa Health Services Department  
Telephone: 925-646-2286  
Last EDR Contact: 01/29/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Semi-Annually

## DEL NORTE COUNTY:

### CUPA Facility List Cupa Facility list

Date of Government Version: 01/05/2018  
Date Data Arrived at EDR: 02/02/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 40

Source: Del Norte County Environmental Health Division  
Telephone: 707-465-0426  
Last EDR Contact: 01/29/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Varies

## EL DORADO COUNTY:

### CUPA Facility List CUPA facility list.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/04/2017  
Date Data Arrived at EDR: 12/06/2017  
Date Made Active in Reports: 12/27/2017  
Number of Days to Update: 21

Source: El Dorado County Environmental Management Department  
Telephone: 530-621-6623  
Last EDR Contact: 01/29/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Varies

## FRESNO COUNTY:

### CUPA Resources List

Certified Unified Program Agency. CUPA's are responsible for implementing a unified hazardous materials and hazardous waste management regulatory program. The agency provides oversight of businesses that deal with hazardous materials, operate underground storage tanks or aboveground storage tanks.

Date of Government Version: 03/01/2018  
Date Data Arrived at EDR: 03/05/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 9

Source: Dept. of Community Health  
Telephone: 559-445-3271  
Last EDR Contact: 02/22/2018  
Next Scheduled EDR Contact: 04/16/2018  
Data Release Frequency: Semi-Annually

## GLENN COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018  
Date Data Arrived at EDR: 01/24/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 49

Source: Glenn County Air Pollution Control District  
Telephone: 830-934-6500  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## HUMBOLDT COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 08/03/2017  
Date Data Arrived at EDR: 08/08/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 69

Source: Humboldt County Environmental Health  
Telephone: N/A  
Last EDR Contact: 02/05/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Semi-Annually

## IMPERIAL COUNTY:

### CUPA Facility List

Cupa facility list.

Date of Government Version: 01/22/2018  
Date Data Arrived at EDR: 01/26/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 47

Source: San Diego Border Field Office  
Telephone: 760-339-2777  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## INYO COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility List

Cupa facility list.

Date of Government Version: 06/08/2017  
Date Data Arrived at EDR: 06/09/2017  
Date Made Active in Reports: 08/04/2017  
Number of Days to Update: 56

Source: Inyo County Environmental Health Services  
Telephone: 760-878-0238  
Last EDR Contact: 02/14/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## KERN COUNTY:

### Underground Storage Tank Sites & Tank Listing Kern County Sites and Tanks Listing.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/07/2017  
Date Made Active in Reports: 12/20/2017  
Number of Days to Update: 33

Source: Kern County Environment Health Services Department  
Telephone: 661-862-8700  
Last EDR Contact: 02/01/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Quarterly

## KINGS COUNTY:

### CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 11/14/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 38

Source: Kings County Department of Public Health  
Telephone: 559-584-1411  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## LAKE COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 02/06/2018  
Date Data Arrived at EDR: 02/09/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 33

Source: Lake County Environmental Health  
Telephone: 707-263-1164  
Last EDR Contact: 01/16/2018  
Next Scheduled EDR Contact: 04/30/2018  
Data Release Frequency: Varies

## LASSEN COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018  
Date Data Arrived at EDR: 01/24/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 49

Source: Lassen County Environmental Health  
Telephone: 530-251-8528  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## LOS ANGELES COUNTY:



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## San Gabriel Valley Areas of Concern

San Gabriel Valley areas where VOC contamination is at or above the MCL as designated by region 9 EPA office.

Date of Government Version: 03/30/2009  
Date Data Arrived at EDR: 03/31/2009  
Date Made Active in Reports: 10/23/2009  
Number of Days to Update: 206

Source: EPA Region 9  
Telephone: 415-972-3178  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 07/02/2018  
Data Release Frequency: No Update Planned

## HMS: Street Number List

Industrial Waste and Underground Storage Tank Sites.

Date of Government Version: 10/11/2017  
Date Data Arrived at EDR: 10/12/2017  
Date Made Active in Reports: 10/17/2017  
Number of Days to Update: 5

Source: Department of Public Works  
Telephone: 626-458-3517  
Last EDR Contact: 01/04/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Semi-Annually

## List of Solid Waste Facilities

Solid Waste Facilities in Los Angeles County.

Date of Government Version: 01/16/2018  
Date Data Arrived at EDR: 01/16/2018  
Date Made Active in Reports: 02/14/2018  
Number of Days to Update: 29

Source: La County Department of Public Works  
Telephone: 818-458-5185  
Last EDR Contact: 01/16/2018  
Next Scheduled EDR Contact: 04/30/2018  
Data Release Frequency: Varies

## City of Los Angeles Landfills

Landfills owned and maintained by the City of Los Angeles.

Date of Government Version: 01/01/2017  
Date Data Arrived at EDR: 04/21/2017  
Date Made Active in Reports: 10/09/2017  
Number of Days to Update: 171

Source: Engineering & Construction Division  
Telephone: 213-473-7869  
Last EDR Contact: 01/10/2018  
Next Scheduled EDR Contact: 04/30/2018  
Data Release Frequency: Varies

## Site Mitigation List

Industrial sites that have had some sort of spill or complaint.

Date of Government Version: 01/01/2018  
Date Data Arrived at EDR: 01/17/2018  
Date Made Active in Reports: 02/14/2018  
Number of Days to Update: 28

Source: Community Health Services  
Telephone: 323-890-7806  
Last EDR Contact: 01/17/2018  
Next Scheduled EDR Contact: 04/30/2018  
Data Release Frequency: Annually

## City of El Segundo Underground Storage Tank

Underground storage tank sites located in El Segundo city.

Date of Government Version: 01/21/2017  
Date Data Arrived at EDR: 04/19/2017  
Date Made Active in Reports: 05/10/2017  
Number of Days to Update: 21

Source: City of El Segundo Fire Department  
Telephone: 310-524-2236  
Last EDR Contact: 01/10/2018  
Next Scheduled EDR Contact: 04/30/2018  
Data Release Frequency: Semi-Annually

## City of Long Beach Underground Storage Tank

Underground storage tank sites located in the city of Long Beach.

Date of Government Version: 03/09/2017  
Date Data Arrived at EDR: 03/10/2017  
Date Made Active in Reports: 05/03/2017  
Number of Days to Update: 54

Source: City of Long Beach Fire Department  
Telephone: 562-570-2563  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## City of Torrance Underground Storage Tank

Underground storage tank sites located in the city of Torrance.

Date of Government Version: 01/04/2018  
Date Data Arrived at EDR: 01/05/2018  
Date Made Active in Reports: 01/18/2018  
Number of Days to Update: 13

Source: City of Torrance Fire Department  
Telephone: 310-618-2973  
Last EDR Contact: 01/04/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Semi-Annually

## MADERA COUNTY:

### CUPA Facility List

A listing of sites included in the county's Certified Unified Program Agency database. California's Secretary for Environmental Protection established the unified hazardous materials and hazardous waste regulatory program as required by chapter 6.11 of the California Health and Safety Code. The Unified Program consolidates the administration, permits, inspections, and enforcement activities.

Date of Government Version: 10/26/2017  
Date Data Arrived at EDR: 10/27/2017  
Date Made Active in Reports: 11/06/2017  
Number of Days to Update: 10

Source: Madera County Environmental Health  
Telephone: 559-675-7823  
Last EDR Contact: 02/14/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## MARIN COUNTY:

### Underground Storage Tank Sites

Currently permitted USTs in Marin County.

Date of Government Version: 01/02/2018  
Date Data Arrived at EDR: 01/05/2018  
Date Made Active in Reports: 01/17/2018  
Number of Days to Update: 12

Source: Public Works Department Waste Management  
Telephone: 415-473-6647  
Last EDR Contact: 01/02/2018  
Next Scheduled EDR Contact: 04/16/2018  
Data Release Frequency: Semi-Annually

## MERCED COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 01/11/2018  
Date Data Arrived at EDR: 01/12/2018  
Date Made Active in Reports: 02/08/2018  
Number of Days to Update: 27

Source: Merced County Environmental Health  
Telephone: 209-381-1094  
Last EDR Contact: 02/14/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## MONO COUNTY:

### CUPA Facility List

CUPA Facility List

Date of Government Version: 02/22/2018  
Date Data Arrived at EDR: 02/27/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 15

Source: Mono County Health Department  
Telephone: 760-932-5580  
Last EDR Contact: 02/22/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: Varies

## MONTEREY COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility Listing

CUPA Program listing from the Environmental Health Division.

Date of Government Version: 01/09/2018  
Date Data Arrived at EDR: 01/11/2018  
Date Made Active in Reports: 01/31/2018  
Number of Days to Update: 50

Source: Monterey County Health Department  
Telephone: 831-796-1297  
Last EDR Contact: 02/20/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## NAPA COUNTY:

### Sites With Reported Contamination

A listing of leaking underground storage tank sites located in Napa county.

Date of Government Version: 01/09/2017  
Date Data Arrived at EDR: 01/11/2017  
Date Made Active in Reports: 03/02/2017  
Number of Days to Update: 50

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 02/22/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: No Update Planned

### Closed and Operating Underground Storage Tank Sites

Underground storage tank sites located in Napa county.

Date of Government Version: 11/22/2017  
Date Data Arrived at EDR: 11/27/2017  
Date Made Active in Reports: 12/19/2017  
Number of Days to Update: 22

Source: Napa County Department of Environmental Management  
Telephone: 707-253-4269  
Last EDR Contact: 02/22/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: No Update Planned

## NEVADA COUNTY:

### CUPA Facility List

CUPA facility list.

Date of Government Version: 01/31/2018  
Date Data Arrived at EDR: 02/01/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 41

Source: Community Development Agency  
Telephone: 530-265-1467  
Last EDR Contact: 01/29/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Varies

## ORANGE COUNTY:

### List of Industrial Site Cleanups

Petroleum and non-petroleum spills.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/09/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 28

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 02/05/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Annually

### List of Underground Storage Tank Cleanups

Orange County Underground Storage Tank Cleanups (LUST).

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/09/2017  
Date Made Active in Reports: 12/15/2017  
Number of Days to Update: 36

Source: Health Care Agency  
Telephone: 714-834-3446  
Last EDR Contact: 02/05/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## List of Underground Storage Tank Facilities

Orange County Underground Storage Tank Facilities (UST).

Date of Government Version: 11/02/2017	Source: Health Care Agency
Date Data Arrived at EDR: 11/07/2017	Telephone: 714-834-3446
Date Made Active in Reports: 12/19/2017	Last EDR Contact: 02/07/2018
Number of Days to Update: 42	Next Scheduled EDR Contact: 05/21/2018
	Data Release Frequency: Quarterly

## PLACER COUNTY:

### Master List of Facilities

List includes aboveground tanks, underground tanks and cleanup sites.

Date of Government Version: 12/08/2017	Source: Placer County Health and Human Services
Date Data Arrived at EDR: 12/12/2017	Telephone: 530-745-2363
Date Made Active in Reports: 01/31/2018	Last EDR Contact: 03/15/2018
Number of Days to Update: 50	Next Scheduled EDR Contact: 06/18/2018
	Data Release Frequency: Semi-Annually

## PLUMAS COUNTY:

### CUPA Facility List

Plumas County CUPA Program facilities.

Date of Government Version: 01/22/2018	Source: Plumas County Environmental Health
Date Data Arrived at EDR: 01/24/2018	Telephone: 530-283-6355
Date Made Active in Reports: 03/15/2018	Last EDR Contact: 01/22/2018
Number of Days to Update: 50	Next Scheduled EDR Contact: 05/07/2018
	Data Release Frequency: Varies

## RIVERSIDE COUNTY:

### Listing of Underground Tank Cleanup Sites

Riverside County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 10/11/2017	Source: Department of Environmental Health
Date Data Arrived at EDR: 10/12/2017	Telephone: 951-358-5055
Date Made Active in Reports: 11/09/2017	Last EDR Contact: 12/15/2017
Number of Days to Update: 28	Next Scheduled EDR Contact: 04/02/2018
	Data Release Frequency: Quarterly

### Underground Storage Tank Tank List

Underground storage tank sites located in Riverside county.

Date of Government Version: 10/12/2017	Source: Department of Environmental Health
Date Data Arrived at EDR: 10/12/2017	Telephone: 951-358-5055
Date Made Active in Reports: 11/08/2017	Last EDR Contact: 12/15/2017
Number of Days to Update: 27	Next Scheduled EDR Contact: 04/02/2018
	Data Release Frequency: Quarterly

## SACRAMENTO COUNTY:

### Toxic Site Clean-Up List

List of sites where unauthorized releases of potentially hazardous materials have occurred.

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 01/03/2018  
Date Made Active in Reports: 02/05/2018  
Number of Days to Update: 33

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 01/03/2018  
Next Scheduled EDR Contact: 04/16/2018  
Data Release Frequency: Quarterly

## Master Hazardous Materials Facility List

Any business that has hazardous materials on site - hazardous material storage sites, underground storage tanks, waste generators.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 01/03/2018  
Date Made Active in Reports: 02/14/2018  
Number of Days to Update: 42

Source: Sacramento County Environmental Management  
Telephone: 916-875-8406  
Last EDR Contact: 01/03/2018  
Next Scheduled EDR Contact: 04/16/2018  
Data Release Frequency: Quarterly

## SAN BENITO COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 11/01/2017  
Date Data Arrived at EDR: 11/03/2017  
Date Made Active in Reports: 11/17/2017  
Number of Days to Update: 14

Source: San Benito County Environmental Health  
Telephone: N/A  
Last EDR Contact: 02/15/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Varies

## SAN BERNARDINO COUNTY:

### Hazardous Material Permits

This listing includes underground storage tanks, medical waste handlers/generators, hazardous materials handlers, hazardous waste generators, and waste oil generators/handlers.

Date of Government Version: 11/30/2017  
Date Data Arrived at EDR: 12/01/2017  
Date Made Active in Reports: 01/16/2018  
Number of Days to Update: 46

Source: San Bernardino County Fire Department Hazardous Materials Division  
Telephone: 909-387-3041  
Last EDR Contact: 02/05/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Quarterly

## SAN DIEGO COUNTY:

### Hazardous Materials Management Division Database

The database includes: HE58 - This report contains the business name, site address, business phone number, establishment 'H' permit number, type of permit, and the business status. HE17 - In addition to providing the same information provided in the HE58 listing, HE17 provides inspection dates, violations received by the establishment, hazardous waste generated, the quantity, method of storage, treatment/disposal of waste and the hauler, and information on underground storage tanks. Unauthorized Release List - Includes a summary of environmental contamination cases in San Diego County (underground tank cases, non-tank cases, groundwater contamination, and soil contamination are included.)

Date of Government Version: 12/04/2017  
Date Data Arrived at EDR: 12/05/2017  
Date Made Active in Reports: 01/11/2018  
Number of Days to Update: 37

Source: Hazardous Materials Management Division  
Telephone: 619-338-2268  
Last EDR Contact: 03/07/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Solid Waste Facilities

San Diego County Solid Waste Facilities.

Date of Government Version: 10/31/2015  
Date Data Arrived at EDR: 11/07/2015  
Date Made Active in Reports: 01/04/2016  
Number of Days to Update: 58

Source: Department of Health Services  
Telephone: 619-338-2209  
Last EDR Contact: 02/01/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## Environmental Case Listing

The listing contains all underground tank release cases and projects pertaining to properties contaminated with hazardous substances that are actively under review by the Site Assessment and Mitigation Program.

Date of Government Version: 03/23/2010  
Date Data Arrived at EDR: 06/15/2010  
Date Made Active in Reports: 07/09/2010  
Number of Days to Update: 24

Source: San Diego County Department of Environmental Health  
Telephone: 619-338-2371  
Last EDR Contact: 02/28/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: No Update Planned

## SAN FRANCISCO COUNTY:

### Local Oversight Facilities

A listing of leaking underground storage tank sites located in San Francisco county.

Date of Government Version: 09/19/2008  
Date Data Arrived at EDR: 09/19/2008  
Date Made Active in Reports: 09/29/2008  
Number of Days to Update: 10

Source: Department Of Public Health San Francisco County  
Telephone: 415-252-3920  
Last EDR Contact: 02/01/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Quarterly

### Underground Storage Tank Information

Underground storage tank sites located in San Francisco county.

Date of Government Version: 11/02/2017  
Date Data Arrived at EDR: 11/07/2017  
Date Made Active in Reports: 12/19/2017  
Number of Days to Update: 42

Source: Department of Public Health  
Telephone: 415-252-3920  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Quarterly

## SAN JOAQUIN COUNTY:

### San Joaquin Co. UST

A listing of underground storage tank locations in San Joaquin county.

Date of Government Version: 12/20/2017  
Date Data Arrived at EDR: 12/21/2017  
Date Made Active in Reports: 02/01/2018  
Number of Days to Update: 42

Source: Environmental Health Department  
Telephone: N/A  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 07/02/2018  
Data Release Frequency: Semi-Annually

## SAN LUIS OBISPO COUNTY:

### CUPA Facility List

Cupa Facility List.

Date of Government Version: 11/16/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/18/2017  
Number of Days to Update: 31

Source: San Luis Obispo County Public Health Department  
Telephone: 805-781-5596  
Last EDR Contact: 02/15/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## SAN MATEO COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Business Inventory

List includes Hazardous Materials Business Plan, hazardous waste generators, and underground storage tanks.

Date of Government Version: 12/12/2017  
Date Data Arrived at EDR: 12/14/2017  
Date Made Active in Reports: 01/11/2018  
Number of Days to Update: 28

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 03/07/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Annually

## Fuel Leak List

A listing of leaking underground storage tank sites located in San Mateo county.

Date of Government Version: 12/12/2017  
Date Data Arrived at EDR: 12/14/2017  
Date Made Active in Reports: 01/12/2018  
Number of Days to Update: 29

Source: San Mateo County Environmental Health Services Division  
Telephone: 650-363-1921  
Last EDR Contact: 03/07/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Semi-Annually

## SANTA BARBARA COUNTY:

### CUPA Facility Listing

CUPA Program Listing from the Environmental Health Services division.

Date of Government Version: 09/08/2011  
Date Data Arrived at EDR: 09/09/2011  
Date Made Active in Reports: 10/07/2011  
Number of Days to Update: 28

Source: Santa Barbara County Public Health Department  
Telephone: 805-686-8167  
Last EDR Contact: 02/15/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## SANTA CLARA COUNTY:

### Cupa Facility List

Cupa facility list

Date of Government Version: 11/14/2017  
Date Data Arrived at EDR: 11/16/2017  
Date Made Active in Reports: 01/04/2018  
Number of Days to Update: 49

Source: Department of Environmental Health  
Telephone: 408-918-1973  
Last EDR Contact: 02/15/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

### HIST LUST - Fuel Leak Site Activity Report

A listing of open and closed leaking underground storage tanks. This listing is no longer updated by the county. Leaking underground storage tanks are now handled by the Department of Environmental Health.

Date of Government Version: 03/29/2005  
Date Data Arrived at EDR: 03/30/2005  
Date Made Active in Reports: 04/21/2005  
Number of Days to Update: 22

Source: Santa Clara Valley Water District  
Telephone: 408-265-2600  
Last EDR Contact: 03/23/2009  
Next Scheduled EDR Contact: 06/22/2009  
Data Release Frequency: No Update Planned

### LOP Listing

A listing of leaking underground storage tanks located in Santa Clara county.

Date of Government Version: 03/03/2014  
Date Data Arrived at EDR: 03/05/2014  
Date Made Active in Reports: 03/18/2014  
Number of Days to Update: 13

Source: Department of Environmental Health  
Telephone: 408-918-3417  
Last EDR Contact: 02/22/2018  
Next Scheduled EDR Contact: 06/11/2018  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Hazardous Material Facilities

Hazardous material facilities, including underground storage tank sites.

Date of Government Version: 11/01/2017  
Date Data Arrived at EDR: 11/03/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 34

Source: City of San Jose Fire Department  
Telephone: 408-535-7694  
Last EDR Contact: 02/01/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Annually

## SANTA CRUZ COUNTY:

### CUPA Facility List

CUPA facility listing.

Date of Government Version: 01/21/2017  
Date Data Arrived at EDR: 02/22/2017  
Date Made Active in Reports: 05/23/2017  
Number of Days to Update: 30

Source: Santa Cruz County Environmental Health  
Telephone: 831-464-2761  
Last EDR Contact: 02/15/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## SHASTA COUNTY:

### CUPA Facility List

Cupa Facility List.

Date of Government Version: 06/15/2017  
Date Data Arrived at EDR: 06/19/2017  
Date Made Active in Reports: 08/09/2017  
Number of Days to Update: 51

Source: Shasta County Department of Resource Management  
Telephone: 530-225-5789  
Last EDR Contact: 02/15/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Varies

## SOLANO COUNTY:

### Leaking Underground Storage Tanks

A listing of leaking underground storage tank sites located in Solano county.

Date of Government Version: 12/14/2017  
Date Data Arrived at EDR: 12/15/2017  
Date Made Active in Reports: 01/12/2018  
Number of Days to Update: 28

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 02/28/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: Quarterly

### Underground Storage Tanks

Underground storage tank sites located in Solano county.

Date of Government Version: 12/14/2017  
Date Data Arrived at EDR: 12/15/2017  
Date Made Active in Reports: 01/18/2018  
Number of Days to Update: 34

Source: Solano County Department of Environmental Management  
Telephone: 707-784-6770  
Last EDR Contact: 02/28/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: Quarterly

## SONOMA COUNTY:

### Cupa Facility List

Cupa Facility list



# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

Date of Government Version: 12/20/2017  
Date Data Arrived at EDR: 12/21/2017  
Date Made Active in Reports: 01/31/2018  
Number of Days to Update: 41

Source: County of Sonoma Fire & Emergency Services Department  
Telephone: 707-565-1174  
Last EDR Contact: 12/19/2017  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Varies

## Leaking Underground Storage Tank Sites

A listing of leaking underground storage tank sites located in Sonoma county.

Date of Government Version: 01/04/2018  
Date Data Arrived at EDR: 01/09/2018  
Date Made Active in Reports: 02/06/2018  
Number of Days to Update: 28

Source: Department of Health Services  
Telephone: 707-565-6565  
Last EDR Contact: 01/04/2018  
Next Scheduled EDR Contact: 04/09/2018  
Data Release Frequency: Quarterly

## STANISLAUS COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 02/06/2018  
Date Data Arrived at EDR: 02/07/2018  
Date Made Active in Reports: 03/16/2018  
Number of Days to Update: 37

Source: Stanislaus County Department of Environmental Protection  
Telephone: 209-525-6751  
Last EDR Contact: 01/16/2018  
Next Scheduled EDR Contact: 04/30/2018  
Data Release Frequency: Varies

## SUTTER COUNTY:

### Underground Storage Tanks

Underground storage tank sites located in Sutter county.

Date of Government Version: 12/01/2017  
Date Data Arrived at EDR: 12/04/2017  
Date Made Active in Reports: 12/19/2017  
Number of Days to Update: 15

Source: Sutter County Department of Agriculture  
Telephone: 530-822-7500  
Last EDR Contact: 02/28/2018  
Next Scheduled EDR Contact: 06/18/2018  
Data Release Frequency: Semi-Annually

## TEHAMA COUNTY:

### CUPA Facility List

Cupa facilities

Date of Government Version: 11/16/2017  
Date Data Arrived at EDR: 11/17/2017  
Date Made Active in Reports: 12/18/2017  
Number of Days to Update: 31

Source: Tehama County Department of Environmental Health  
Telephone: 530-527-8020  
Last EDR Contact: 02/01/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Varies

## TRINITY COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 10/23/2017  
Date Data Arrived at EDR: 10/24/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 23

Source: Department of Toxic Substances Control  
Telephone: 760-352-0381  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## TULARE COUNTY:

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## CUPA Facility List

Cupa program facilities

Date of Government Version: 09/27/2017  
Date Data Arrived at EDR: 09/28/2017  
Date Made Active in Reports: 10/16/2017  
Number of Days to Update: 18

Source: Tulare County Environmental Health Services Division  
Telephone: 559-624-7400  
Last EDR Contact: 03/06/2018  
Next Scheduled EDR Contact: 05/21/2018  
Data Release Frequency: Varies

## TUOLUMNE COUNTY:

### CUPA Facility List

Cupa facility list

Date of Government Version: 01/22/2018  
Date Data Arrived at EDR: 01/25/2018  
Date Made Active in Reports: 03/16/2018  
Number of Days to Update: 50

Source: Divison of Environmental Health  
Telephone: 209-533-5633  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Varies

## VENTURA COUNTY:

### Business Plan, Hazardous Waste Producers, and Operating Underground Tanks

The BWT list indicates by site address whether the Environmental Health Division has Business Plan (B), Waste Producer (W), and/or Underground Tank (T) information.

Date of Government Version: 12/26/2017  
Date Data Arrived at EDR: 01/25/2018  
Date Made Active in Reports: 03/14/2018  
Number of Days to Update: 48

Source: Ventura County Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Quarterly

### Inventory of Illegal Abandoned and Inactive Sites

Ventura County Inventory of Closed, Illegal Abandoned, and Inactive Sites.

Date of Government Version: 12/01/2011  
Date Data Arrived at EDR: 12/01/2011  
Date Made Active in Reports: 01/19/2012  
Number of Days to Update: 49

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 12/26/2017  
Next Scheduled EDR Contact: 04/16/2018  
Data Release Frequency: Annually

### Listing of Underground Tank Cleanup Sites

Ventura County Underground Storage Tank Cleanup Sites (LUST).

Date of Government Version: 05/29/2008  
Date Data Arrived at EDR: 06/24/2008  
Date Made Active in Reports: 07/31/2008  
Number of Days to Update: 37

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 02/08/2018  
Next Scheduled EDR Contact: 05/28/2018  
Data Release Frequency: Quarterly

### Medical Waste Program List

To protect public health and safety and the environment from potential exposure to disease causing agents, the Environmental Health Division Medical Waste Program regulates the generation, handling, storage, treatment and disposal of medical waste throughout the County.

Date of Government Version: 09/26/2017  
Date Data Arrived at EDR: 10/25/2017  
Date Made Active in Reports: 12/07/2017  
Number of Days to Update: 43

Source: Ventura County Resource Management Agency  
Telephone: 805-654-2813  
Last EDR Contact: 01/22/2018  
Next Scheduled EDR Contact: 05/07/2018  
Data Release Frequency: Quarterly

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## Underground Tank Closed Sites List

Ventura County Operating Underground Storage Tank Sites (UST)/Underground Tank Closed Sites List.

Date of Government Version: 11/27/2017  
Date Data Arrived at EDR: 12/13/2017  
Date Made Active in Reports: 01/19/2018  
Number of Days to Update: 37

Source: Environmental Health Division  
Telephone: 805-654-2813  
Last EDR Contact: 03/14/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Quarterly

## YOLO COUNTY:

### Underground Storage Tank Comprehensive Facility Report

Underground storage tank sites located in Yolo county.

Date of Government Version: 01/02/2018  
Date Data Arrived at EDR: 01/09/2018  
Date Made Active in Reports: 01/19/2018  
Number of Days to Update: 10

Source: Yolo County Department of Health  
Telephone: 530-666-8646  
Last EDR Contact: 01/02/2018  
Next Scheduled EDR Contact: 04/16/2018  
Data Release Frequency: Annually

## YUBA COUNTY:

### CUPA Facility List

CUPA facility listing for Yuba County.

Date of Government Version: 11/08/2017  
Date Data Arrived at EDR: 11/10/2017  
Date Made Active in Reports: 11/16/2017  
Number of Days to Update: 6

Source: Yuba County Environmental Health Department  
Telephone: 530-749-7523  
Last EDR Contact: 01/29/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Varies

## OTHER DATABASE(S)

Depending on the geographic area covered by this report, the data provided in these specialty databases may or may not be complete. For example, the existence of wetlands information data in a specific report does not mean that all wetlands in the area covered by the report are included. Moreover, the absence of any reported wetlands information does not necessarily mean that wetlands do not exist in the area covered by the report.

### CT MANIFEST: Hazardous Waste Manifest Data

Facility and manifest data. Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a tsd facility.

Date of Government Version: 11/11/2017  
Date Data Arrived at EDR: 11/14/2017  
Date Made Active in Reports: 12/18/2017  
Number of Days to Update: 34

Source: Department of Energy & Environmental Protection  
Telephone: 860-424-3375  
Last EDR Contact: 02/14/2018  
Next Scheduled EDR Contact: 05/28/2018  
Data Release Frequency: No Update Planned

### NJ MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 04/11/2017  
Date Made Active in Reports: 07/27/2017  
Number of Days to Update: 107

Source: Department of Environmental Protection  
Telephone: N/A  
Last EDR Contact: 01/05/2018  
Next Scheduled EDR Contact: 04/23/2018  
Data Release Frequency: Annually

# GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

## NY MANIFEST: Facility and Manifest Data

Manifest is a document that lists and tracks hazardous waste from the generator through transporters to a TSD facility.

Date of Government Version: 12/31/2017  
Date Data Arrived at EDR: 01/31/2018  
Date Made Active in Reports: 03/09/2018  
Number of Days to Update: 37

Source: Department of Environmental Conservation  
Telephone: 518-402-8651  
Last EDR Contact: 01/31/2018  
Next Scheduled EDR Contact: 05/14/2018  
Data Release Frequency: Quarterly

## PA MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 07/25/2017  
Date Made Active in Reports: 09/25/2017  
Number of Days to Update: 62

Source: Department of Environmental Protection  
Telephone: 717-783-8990  
Last EDR Contact: 01/16/2018  
Next Scheduled EDR Contact: 04/30/2018  
Data Release Frequency: Annually

## RI MANIFEST: Manifest information

Hazardous waste manifest information

Date of Government Version: 12/31/2013  
Date Data Arrived at EDR: 06/19/2015  
Date Made Active in Reports: 07/15/2015  
Number of Days to Update: 26

Source: Department of Environmental Management  
Telephone: 401-222-2797  
Last EDR Contact: 02/21/2018  
Next Scheduled EDR Contact: 06/04/2018  
Data Release Frequency: Annually

## WI MANIFEST: Manifest Information

Hazardous waste manifest information.

Date of Government Version: 12/31/2016  
Date Data Arrived at EDR: 04/13/2017  
Date Made Active in Reports: 07/14/2017  
Number of Days to Update: 92

Source: Department of Natural Resources  
Telephone: N/A  
Last EDR Contact: 03/08/2018  
Next Scheduled EDR Contact: 06/25/2018  
Data Release Frequency: Annually

## Oil/Gas Pipelines

Source: PennWell Corporation

Petroleum Bundle (Crude Oil, Refined Products, Petrochemicals, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)) N = Natural Gas Bundle (Natural Gas, Gas Liquids (LPG/NGL), and Specialty Gases (Miscellaneous)). This map includes information copyrighted by PennWell Corporation. This information is provided on a best effort basis and PennWell Corporation does not guarantee its accuracy nor warrant its fitness for any particular purpose. Such information has been reprinted with the permission of PennWell.

## Electric Power Transmission Line Data

Source: PennWell Corporation

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**Sensitive Receptors:** There are individuals deemed sensitive receptors due to their fragile immune systems and special sensitivity to environmental discharges. These sensitive receptors typically include the elderly, the sick, and children. While the location of all sensitive receptors cannot be determined, EDR indicates those buildings and facilities - schools, daycares, hospitals, medical centers, and nursing homes - where individuals who are sensitive receptors are likely to be located.

## AHA Hospitals:

Source: American Hospital Association, Inc.  
Telephone: 312-280-5991

The database includes a listing of hospitals based on the American Hospital Association's annual survey of hospitals.

## Medical Centers: Provider of Services Listing

Source: Centers for Medicare & Medicaid Services  
Telephone: 410-786-3000

A listing of hospitals with Medicare provider number, produced by Centers of Medicare & Medicaid Services, a federal agency within the U.S. Department of Health and Human Services.

## GOVERNMENT RECORDS SEARCHED / DATA CURRENCY TRACKING

### Nursing Homes

Source: National Institutes of Health

Telephone: 301-594-6248

Information on Medicare and Medicaid certified nursing homes in the United States.

### Public Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on elementary and secondary public education in the United States. It is a comprehensive, annual, national statistical database of all public elementary and secondary schools and school districts, which contains data that are comparable across all states.

### Private Schools

Source: National Center for Education Statistics

Telephone: 202-502-7300

The National Center for Education Statistics' primary database on private school locations in the United States.

### Daycare Centers: Licensed Facilities

Source: Department of Social Services

Telephone: 916-657-4041

**Flood Zone Data:** This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

**NWI:** National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## **STREET AND ADDRESS INFORMATION**

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## **GEOCHECK<sup>®</sup> - PHYSICAL SETTING SOURCE ADDENDUM**

### **TARGET PROPERTY ADDRESS**

751 E SAN YSIDRO BLVD  
751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173

### **TARGET PROPERTY COORDINATES**

Latitude (North):	32.543917 - 32° 32' 38.10"
Longitude (West):	117.028776 - 117° 1' 43.59"
Universal Transverse Mercator:	Zone 11
UTM X (Meters):	497298.1
UTM Y (Meters):	3600538.2
Elevation:	117 ft. above sea level

### **USGS TOPOGRAPHIC MAP**

Target Property Map:	5622818 IMPERIAL BEACH, CA
Version Date:	2012

EDR's GeoCheck Physical Setting Source Addendum is provided to assist the environmental professional in forming an opinion about the impact of potential contaminant migration.

Assessment of the impact of contaminant migration generally has two principal investigative components:

1. Groundwater flow direction, and
2. Groundwater flow velocity.

Groundwater flow direction may be impacted by surface topography, hydrology, hydrogeology, characteristics of the soil, and nearby wells. Groundwater flow velocity is generally impacted by the nature of the geologic strata.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## GROUNDWATER FLOW DIRECTION INFORMATION

Groundwater flow direction for a particular site is best determined by a qualified environmental professional using site-specific well data. If such data is not reasonably ascertainable, it may be necessary to rely on other sources of information, such as surface topographic information, hydrologic information, hydrogeologic data collected on nearby properties, and regional groundwater flow information (from deep aquifers).

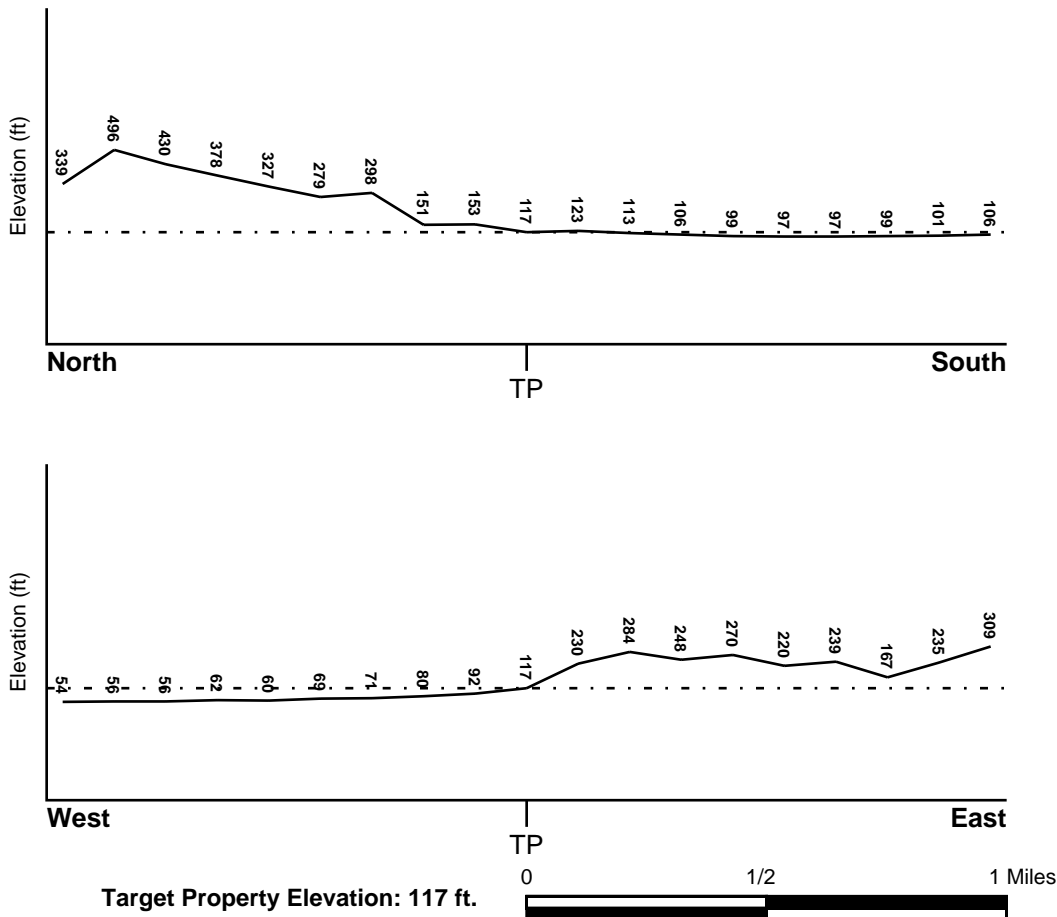
## TOPOGRAPHIC INFORMATION

Surface topography may be indicative of the direction of surficial groundwater flow. This information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

## TARGET PROPERTY TOPOGRAPHY

General Topographic Gradient: General WSW

## SURROUNDING TOPOGRAPHY: ELEVATION PROFILES



Source: Topography has been determined from the USGS 7.5' Digital Elevation Model and should be evaluated on a relative (not an absolute) basis. Relative elevation information between sites of close proximity should be field verified.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## HYDROLOGIC INFORMATION

Surface water can act as a hydrologic barrier to groundwater flow. Such hydrologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

Refer to the Physical Setting Source Map following this summary for hydrologic information (major waterways and bodies of water).

## **FEMA FLOOD ZONE**

<u>Flood Plain Panel at Target Property</u>	<u>FEMA Source Type</u>
06073C2170G	FEMA FIRM Flood data
<u>Additional Panels in search area:</u>	<u>FEMA Source Type</u>
06073C2166G	FEMA FIRM Flood data

## **NATIONAL WETLAND INVENTORY**

<u>NWI Quad at Target Property</u>	<u>NWI Electronic Data Coverage</u>
IMPERIAL BEACH	YES - refer to the Overview Map and Detail Map

## HYDROGEOLOGIC INFORMATION

Hydrogeologic information obtained by installation of wells on a specific site can often be an indicator of groundwater flow direction in the immediate area. Such hydrogeologic information can be used to assist the environmental professional in forming an opinion about the impact of nearby contaminated properties or, should contamination exist on the target property, what downgradient sites might be impacted.

### **Site-Specific Hydrogeological Data\*:**

Search Radius:	1.25 miles
Status:	Not found

## **AQUIFLOW®**

Search Radius: 1.000 Mile.

EDR has developed the AQUIFLOW Information System to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted by environmental professionals to regulatory authorities at select sites and has extracted the date of the report, groundwater flow direction as determined hydrogeologically, and the depth to water table.

<u>MAP ID</u>	<u>LOCATION FROM TP</u>	<u>GENERAL DIRECTION GROUNDWATER FLOW</u>
Not Reported		



## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

### GROUNDWATER FLOW VELOCITY INFORMATION

Groundwater flow velocity information for a particular site is best determined by a qualified environmental professional using site specific geologic and soil strata data. If such data are not reasonably ascertainable, it may be necessary to rely on other sources of information, including geologic age identification, rock stratigraphic unit and soil characteristics data collected on nearby properties and regional soil information. In general, contaminant plumes move more quickly through sandy-gravelly types of soils than silty-clayey types of soils.

### GEOLOGIC INFORMATION IN GENERAL AREA OF TARGET PROPERTY

Geologic information can be used by the environmental professional in forming an opinion about the relative speed at which contaminant migration may be occurring.

#### **ROCK STRATIGRAPHIC UNIT**

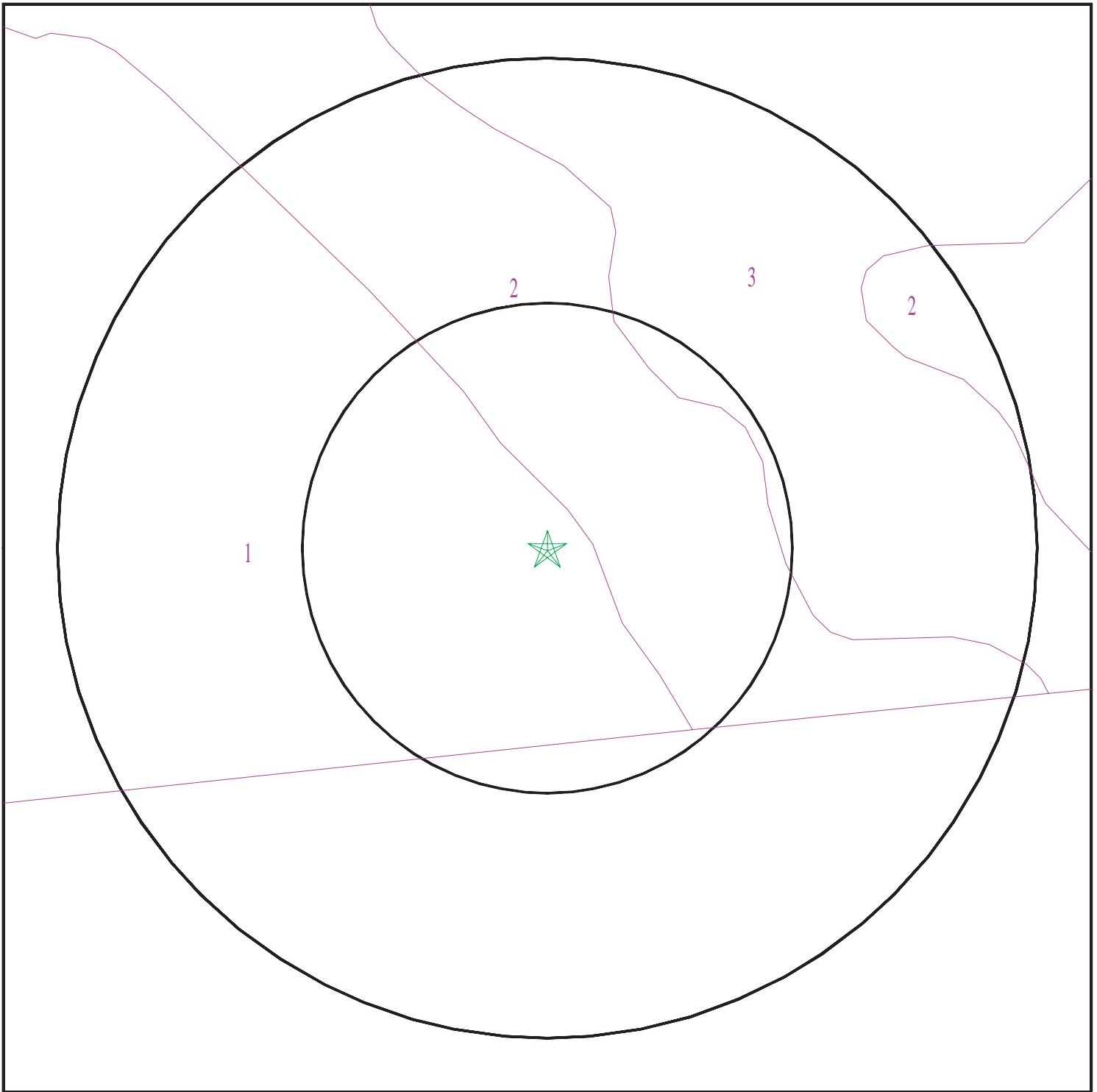
Era: Cenozoic  
System: Tertiary  
Series: Pliocene  
Code: Tp (*decoded above as Era, System & Series*)

#### **GEOLOGIC AGE IDENTIFICATION**

Category: Stratified Sequence

Geologic Age and Rock Stratigraphic Unit Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - a digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

# SSURGO SOIL MAP - 5224553.2s



- ★ Target Property
- SSURGO Soil
- Water



SITE NAME: 751 E SAN YSIDRO BLVD  
ADDRESS: 751 E SAN YSIDRO BLVD  
SAN YSIDRO CA 92173  
LAT/LONG: 32.543917 / 117.028776

CLIENT: Ninyo & Moore  
CONTACT: Adrian Olivares  
INQUIRY #: 5224553.2s  
DATE: March 19, 2018 4:12 pm

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## DOMINANT SOIL COMPOSITION IN GENERAL AREA OF TARGET PROPERTY

The U.S. Department of Agriculture's (USDA) Soil Conservation Service (SCS) leads the National Cooperative Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. The following information is based on Soil Conservation Service SSURGO data.

### Soil Map ID: 1

Soil Component Name: TUJUNGA

Soil Surface Texture: sand

Hydrologic Group: Class A - High infiltration rates. Soils are deep, well drained to excessively drained sands and gravels.

Soil Drainage Class: Somewhat excessively drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	14 inches	sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 7.3 Min: 6.6
2	14 inches	33 inches	loamy sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Poorly graded sand.	Max: 141 Min: 42	Max: 7.8 Min: 6.6
3	33 inches	59 inches	stratified gravelly sand to gravelly loamy sand	Granular materials (35 pct. or less passing No. 200), Stone Fragments, Gravel and Sand.	COARSE-GRAINED SOILS, Sands, Clean Sands, Well-graded sand. COARSE-GRAINED SOILS, Sands, Sands with fines, Silty Sand.	Max: 141 Min: 42	Max: 7.8 Min: 6.6

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**Soil Map ID: 2**

Soil Component Name: OLIVENHAIN

Soil Surface Texture: cobbly loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Well drained

Hydric Status: Partially hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	9 inches	cobbly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay. FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 14 Min: 4	Max: 6 Min: 5.6
2	9 inches	27 inches	very cobbly clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.42 Min: 0.01	Max: 5.5 Min: 5.1
3	27 inches	44 inches	cobbly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 14 Min: 4	Max: 5.5 Min: 5.1

## GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

**Soil Map ID: 3**

Soil Component Name: OLIVENHAIN

Soil Surface Texture: cobbly loam

Hydrologic Group: Class D - Very slow infiltration rates. Soils are clayey, have a high water table, or are shallow to an impervious layer.

Soil Drainage Class: Well drained

Hydric Status: Not hydric

Corrosion Potential - Uncoated Steel: Moderate

Depth to Bedrock Min: > 0 inches

Depth to Watertable Min: > 0 inches

Soil Layer Information							
Layer	Boundary		Soil Texture Class	Classification		Saturated hydraulic conductivity micro m/sec	Soil Reaction (pH)
	Upper	Lower		AASHTO Group	Unified Soil		
1	0 inches	9 inches	cobbly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Silty Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), silt.	Max: 14 Min: 4	Max: 6 Min: 5.6
2	9 inches	27 inches	very cobbly clay	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 0.42 Min: 0.01	Max: 5.5 Min: 5.1
3	27 inches	44 inches	cobbly loam	Silt-Clay Materials (more than 35 pct. passing No. 200), Clayey Soils.	FINE-GRAINED SOILS, Silts and Clays (liquid limit less than 50%), Lean Clay	Max: 14 Min: 4	Max: 5.5 Min: 5.1

**LOCAL / REGIONAL WATER AGENCY RECORDS**

EDR Local/Regional Water Agency records provide water well information to assist the environmental professional in assessing sources that may impact ground water flow direction, and in forming an opinion about the impact of contaminant migration on nearby drinking water wells.

# GEOCHECK® - PHYSICAL SETTING SOURCE SUMMARY

## WELL SEARCH DISTANCE INFORMATION

<u>DATABASE</u>	<u>SEARCH DISTANCE (miles)</u>
Federal USGS	1.000
Federal FRDS PWS	Nearest PWS within 1 mile
State Database	1.000

## **FEDERAL USGS WELL INFORMATION**

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
1	USGS40000129180	1/2 - 1 Mile WNW
2	USGS40000129167	1/2 - 1 Mile West

## **FEDERAL FRDS PUBLIC WATER SUPPLY SYSTEM INFORMATION**

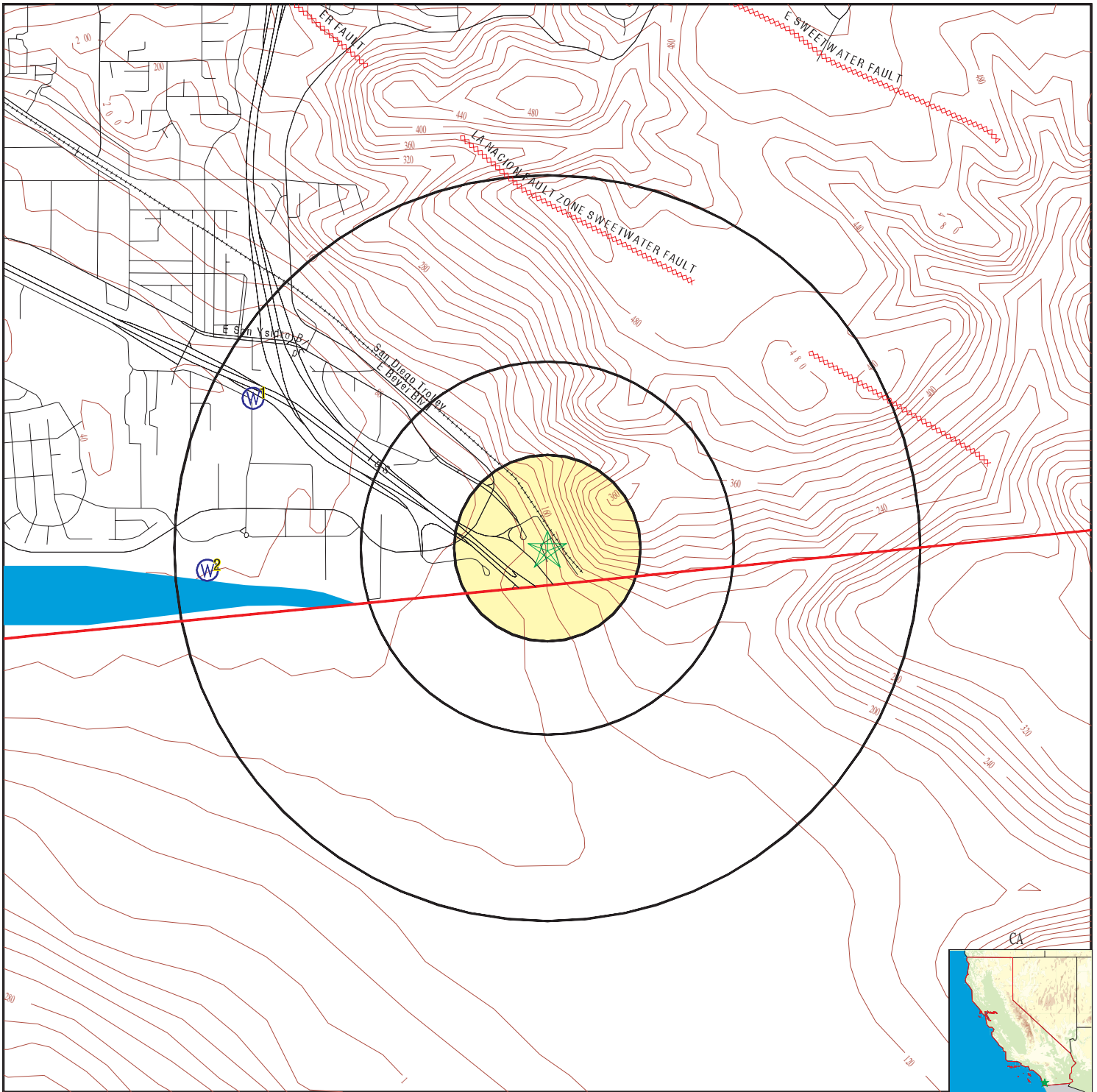
<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No PWS System Found		

Note: PWS System location is not always the same as well location.

## **STATE DATABASE WELL INFORMATION**

<u>MAP ID</u>	<u>WELL ID</u>	<u>LOCATION FROM TP</u>
No Wells Found		

# PHYSICAL SETTING SOURCE MAP - 5224553.2s



- County Boundary
- Major Roads
- Contour Lines
- Earthquake Fault Lines
- Earthquake epicenter, Richter 5 or greater
- Water Wells
- Public Water Supply Wells
- Cluster of Multiple Icons



- Groundwater Flow Direction
- Indeterminate Groundwater Flow at Location
- Groundwater Flow Varies at Location
- Closest Hydrogeological Data
- Oil, gas or related wells



SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO CA 92173  
 LAT/LONG: 32.543917 / 117.028776

CLIENT: Ninyo & Moore  
 CONTACT: Adrian Olivares  
 INQUIRY #: 5224553.2s  
 DATE: March 19, 2018 4:11 pm

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Map ID  
 Direction  
 Distance  
 Elevation

Database      EDR ID Number

**1**  
**WNW**  
**1/2 - 1 Mile**  
**Lower**

**FED USGS      USGS40000129180**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-323259117023201		
Monloc name:	019S002W01F001S		
Monloc type:	Well		
Monloc desc:	Not Reported		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	32.54975
Longitude:	-117.0422944	Sourcemap scale:	Not Reported
Horiz Acc measure:	.1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	Not Reported
Vert measure units:	Not Reported	Vertacc measure val:	Not Reported
Vert accmeasure units:	Not Reported		
Vertcollection method:	Not Reported		
Vert coord refsys:	Not Reported	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		
Aquifer type:	Not Reported		
Construction date:	19920529	Welldepth:	36.33
Welldepth units:	ft	Wellholedepth:	42
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

**2**  
**West**  
**1/2 - 1 Mile**  
**Lower**

**FED USGS      USGS40000129167**

Org. Identifier:	USGS-CA		
Formal name:	USGS California Water Science Center		
Monloc Identifier:	USGS-323234117023901		
Monloc name:	019S002W01P001S		
Monloc type:	Well		
Monloc desc:	SITE 0.1 MILES NORTH OF US/MEXICO BORDER		
Huc code:	Not Reported	Drainagearea value:	Not Reported
Drainagearea Units:	Not Reported	Contrib drainagearea:	Not Reported
Contrib drainagearea units:	Not Reported	Latitude:	32.5430556
Longitude:	-117.0443917	Sourcemap scale:	Not Reported
Horiz Acc measure:	.1	Horiz Acc measure units:	seconds
Horiz Collection method:	Interpolated from map		
Horiz coord refsys:	NAD83	Vert measure val:	Not Reported
Vert measure units:	Not Reported	Vertacc measure val:	Not Reported
Vert accmeasure units:	Not Reported		
Vertcollection method:	Not Reported		
Vert coord refsys:	Not Reported	Countrycode:	US
Aquifername:	California Coastal Basin aquifers		
Formation type:	Not Reported		



## GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS

Aquifer type:	Not Reported	Welldepth:	35
Construction date:	19920323	Wellholedepth:	35
Welldepth units:	ft		
Wellholedepth units:	ft		

Ground-water levels, Number of Measurements: 0

# GEOCHECK® - PHYSICAL SETTING SOURCE MAP FINDINGS RADON

## AREA RADON INFORMATION

State Database: CA Radon

### Radon Test Results

Zipcode	Num Tests	> 4 pCi/L
92173	14	1

Federal EPA Radon Zone for SAN DIEGO County: 3

- Note: Zone 1 indoor average level > 4 pCi/L.  
 : Zone 2 indoor average level >= 2 pCi/L and <= 4 pCi/L.  
 : Zone 3 indoor average level < 2 pCi/L.

---

### Federal Area Radon Information for SAN DIEGO COUNTY, CA

Number of sites tested: 30

Area	Average Activity	% <4 pCi/L	% 4-20 pCi/L	% >20 pCi/L
Living Area - 1st Floor	0.677 pCi/L	100%	0%	0%
Living Area - 2nd Floor	0.400 pCi/L	100%	0%	0%
Basement	Not Reported	Not Reported	Not Reported	Not Reported

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## TOPOGRAPHIC INFORMATION

### USGS 7.5' Digital Elevation Model (DEM)

Source: United States Geologic Survey

EDR acquired the USGS 7.5' Digital Elevation Model in 2002 and updated it in 2006. The 7.5 minute DEM corresponds to the USGS 1:24,000- and 1:25,000-scale topographic quadrangle maps. The DEM provides elevation data with consistent elevation units and projection.

### Current USGS 7.5 Minute Topographic Map

Source: U.S. Geological Survey

## HYDROLOGIC INFORMATION

Flood Zone Data: This data was obtained from the Federal Emergency Management Agency (FEMA). It depicts 100-year and 500-year flood zones as defined by FEMA. It includes the National Flood Hazard Layer (NFHL) which incorporates Flood Insurance Rate Map (FIRM) data and Q3 data from FEMA in areas not covered by NFHL.

Source: FEMA

Telephone: 877-336-2627

Date of Government Version: 2003, 2015

NWI: National Wetlands Inventory. This data, available in select counties across the country, was obtained by EDR in 2002, 2005 and 2010 from the U.S. Fish and Wildlife Service.

### State Wetlands Data: Wetland Inventory

Source: Department of Fish & Game

Telephone: 916-445-0411

## HYDROGEOLOGIC INFORMATION

### AQUIFLOW<sup>R</sup> Information System

Source: EDR proprietary database of groundwater flow information

EDR has developed the AQUIFLOW Information System (AIS) to provide data on the general direction of groundwater flow at specific points. EDR has reviewed reports submitted to regulatory authorities at select sites and has extracted the date of the report, hydrogeologically determined groundwater flow direction and depth to water table information.

## GEOLOGIC INFORMATION

### Geologic Age and Rock Stratigraphic Unit

Source: P.G. Schruben, R.E. Arndt and W.J. Bawiec, Geology of the Conterminous U.S. at 1:2,500,000 Scale - A digital representation of the 1974 P.B. King and H.M. Beikman Map, USGS Digital Data Series DDS - 11 (1994).

### STATSGO: State Soil Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

The U.S. Department of Agriculture's (USDA) Natural Resources Conservation Service (NRCS) leads the national Conservation Soil Survey (NCSS) and is responsible for collecting, storing, maintaining and distributing soil survey information for privately owned lands in the United States. A soil map in a soil survey is a representation of soil patterns in a landscape. Soil maps for STATSGO are compiled by generalizing more detailed (SSURGO) soil survey maps.

### SSURGO: Soil Survey Geographic Database

Source: Department of Agriculture, Natural Resources Conservation Service (NRCS)

Telephone: 800-672-5559

SSURGO is the most detailed level of mapping done by the Natural Resources Conservation Service, mapping scales generally range from 1:12,000 to 1:63,360. Field mapping methods using national standards are used to construct the soil maps in the Soil Survey Geographic (SSURGO) database. SSURGO digitizing duplicates the original soil survey maps. This level of mapping is designed for use by landowners, townships and county natural resource planning and management.

# PHYSICAL SETTING SOURCE RECORDS SEARCHED

## LOCAL / REGIONAL WATER AGENCY RECORDS

### FEDERAL WATER WELLS

#### PWS: Public Water Systems

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Public Water System data from the Federal Reporting Data System. A PWS is any water system which provides water to at least 25 people for at least 60 days annually. PWSs provide water from wells, rivers and other sources.

#### PWS ENF: Public Water Systems Violation and Enforcement Data

Source: EPA/Office of Drinking Water

Telephone: 202-564-3750

Violation and Enforcement data for Public Water Systems from the Safe Drinking Water Information System (SDWIS) after August 1995. Prior to August 1995, the data came from the Federal Reporting Data System (FRDS).

#### USGS Water Wells: USGS National Water Inventory System (NWIS)

This database contains descriptive information on sites where the USGS collects or has collected data on surface water and/or groundwater. The groundwater data includes information on wells, springs, and other sources of groundwater.

### STATE RECORDS

#### Water Well Database

Source: Department of Water Resources

Telephone: 916-651-9648

#### California Drinking Water Quality Database

Source: Department of Public Health

Telephone: 916-324-2319

The database includes all drinking water compliance and special studies monitoring for the state of California since 1984. It consists of over 3,200,000 individual analyses along with well and water system information.

## OTHER STATE DATABASE INFORMATION

#### California Oil and Gas Well Locations

Source: Department of Conservation

Telephone: 916-323-1779

Oil and Gas well locations in the state.

### RADON

#### State Database: CA Radon

Source: Department of Health Services

Telephone: 916-324-2208

Radon Database for California

#### Area Radon Information

Source: USGS

Telephone: 703-356-4020

The National Radon Database has been developed by the U.S. Environmental Protection Agency (USEPA) and is a compilation of the EPA/State Residential Radon Survey and the National Residential Radon Survey. The study covers the years 1986 - 1992. Where necessary data has been supplemented by information collected at private sources such as universities and research institutions.

#### EPA Radon Zones

Source: EPA

Telephone: 703-356-4020

Sections 307 & 309 of IRAA directed EPA to list and identify areas of U.S. with the potential for elevated indoor radon levels.

## PHYSICAL SETTING SOURCE RECORDS SEARCHED

### OTHER

Airport Landing Facilities: Private and public use landing facilities  
Source: Federal Aviation Administration, 800-457-6656

Epicenters: World earthquake epicenters, Richter 5 or greater  
Source: Department of Commerce, National Oceanic and Atmospheric Administration

California Earthquake Fault Lines: The fault lines displayed on EDR's Topographic map are digitized quaternary fault lines, prepared in 1975 by the United State Geological Survey. Additional information (also from 1975) regarding activity at specific fault lines comes from California's Preliminary Fault Activity Map prepared by the California Division of Mines and Geology.

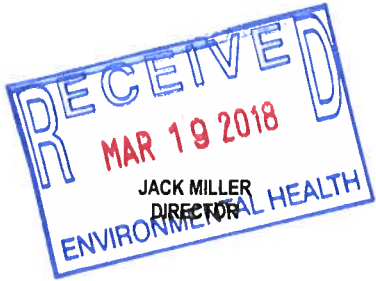
### STREET AND ADDRESS INFORMATION

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# APPENDIX D

## Regulatory Documentation



OFFICE USE ONLY  
Request # 03-404

03-405

# County of San Diego

DEPARTMENT OF ENVIRONMENTAL HEALTH  
P.O. BOX 129261, SAN DIEGO, CA 92112-9261  
(858) 505-6700 FAX (858) 505-6848  
[www.sdcdeh.org](http://www.sdcdeh.org)

ELIZABETH POZZEBON  
ASSISTANT DIRECTOR

## REQUEST TO REVIEW PUBLIC RECORDS FOR THE SITE ASSESSMENT AND MITIGATION (SAM) PROGRAM AND THE HAZARDOUS MATERIALS DIVISION (HMD)

**Requestor Name:** Adrian Olivares **E-Mail:** aolivares@ninyoandmoore.com

**Phone:** ( 858 ) 576-1000 x 11257 **FAX:** ( 858 ) 576-9600

**Company Name:** Ninyo & Moore

**Mailing Address:** 5710 Ruffin Road, San Diego, CA 92123  
(You may attach a business card/overprint with business card if preferred)

Additional information on public records may be accessed from the DEH website, [www.sdcdeh.org](http://www.sdcdeh.org). Fax your completed form to the Public Records Program at (858) 505-6848 or attach completed form and e-mail to [deh.publicrecords@sdcounty.ca.gov](mailto:deh.publicrecords@sdcounty.ca.gov). The following information is required so that our files may be accurately searched. **Separate forms are needed for each address or parcel number.**

751 E. San Ysidro Blvd, San Diego 92173 or 667-020-24-00  
Exact Address (Street, City and Zip Code) Assessor's Parcel Number

Optional information (establishment permit number, business name, etc.):

**If you indicate the purpose of your search, it will help us identify all the public records you may wish to review. If you know the program file you want to review, please check below:**

- Contaminated Property Investigation(s) (SAM Cases)  SAM Closure Letter/Report
- Hazardous Materials Permit & Underground Storage Tank Files (HMD/UST)  Other: \_\_\_\_\_ (specify)

DEH complies fully with the California Public Records Act and the Federal Freedom of Information Act. Every properly completed request will be processed in the order it is received. Some files are on line as indicated below. Photocopies of file items may be requested. **A fee of \$20 per page is charged to cover cost of copies.**

### OFFICE USE ONLY BELOW THIS LINE

Files reviewed by: \_\_\_\_\_ of \_\_\_\_\_ Date:    /   /   

Files copied for: \_\_\_\_\_ of \_\_\_\_\_ Date:    /   /   

Request cancelled by: \_\_\_\_\_ Date:    /   /   

Photocopies \_\_\_\_\_ Cost \_\_\_\_\_ Picked up/mailed on \_\_\_\_\_ By \_\_\_\_\_

**A search for DEH records checked above has been conducted and the following apply:**

- SAM files for the permit number(s) below are available. After the files you have requested are retrieved from storage, an appointment will be scheduled so that you may review SAM records in the DEH main office.  
# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
- HMD/UST files for the permit number(s) below are available for review at: [http://sdcounty.ca.gov/deh/doing\\_business/hmd\\_search.html](http://sdcounty.ca.gov/deh/doing_business/hmd_search.html)  
# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
- Original records were purged. Database-only records are available (at: [http://sdcounty.ca.gov/deh/doing\\_business/hazmat\\_search.html](http://sdcounty.ca.gov/deh/doing_business/hazmat_search.html)) for the following permit number(s):  
# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
- No SAM/HMD/UST records were found for the address/APN you requested.

*ECA*

3, 20, 10

Signature - DEH Representative

Date



JACK MILLER  
DIRECTOR



# County of San Diego

DEPARTMENT OF ENVIRONMENTAL HEALTH  
P.O. BOX 129261, SAN DIEGO, CA 92112-9261  
(858) 505-6700 FAX (858) 505-6848  
[www.sdcdeh.org](http://www.sdcdeh.org)

OFFICE USE ONLY  
Request # 03-421

ELIZABETH POZZEBON  
ASSISTANT DIRECTOR

## REQUEST TO REVIEW PUBLIC RECORDS FOR THE SITE ASSESSMENT AND MITIGATION (SAM) PROGRAM AND THE HAZARDOUS MATERIALS DIVISION (HMD)

**Requestor Name:** Adrian Olivares **E-Mail:** aolivares@ninyoandmoore.com

**Phone:** ( 858 ) 576-1000 x 11257 **FAX:** ( 858 ) 576-9600

**Company Name:** Ninyo & Moore

**Mailing Address:** 5710 Ruffin Road, San Diego, CA 92123  
(You may attach a business card/overprint with business card if preferred)

Additional information on public records may be accessed from the DEH website, [www.sdcdeh.org](http://www.sdcdeh.org). Fax your completed form to the Public Records Program at (858) 505-6848 or attach completed form and e-mail to [deh.publicrecords@sdcounty.ca.gov](mailto:deh.publicrecords@sdcounty.ca.gov). The following information is required so that our files may be accurately searched. Separate forms are needed for each address or parcel number.

747 E. San Ysidro Blvd, San Diego 92173 or \_\_\_\_\_  
Exact Address (Street, City and Zip Code) Assessor's Parcel Number

Optional information (establishment permit number, business name, etc.): \_\_\_\_\_

**If you indicate the purpose of your search, it will help us identify all the public records you may wish to review. If you know the program file you want to review, please check below:**

- Contaminated Property Investigation(s) (SAM Cases)  SAM Closure Letter/Report
- Hazardous Materials Permit & Underground Storage Tank Files (HMD/UST)  Other: \_\_\_\_\_ (specify)

DEH complies fully with the California Public Records Act and the Federal Freedom of Information Act. Every properly completed request will be processed in the order it is received. Some files are on line as indicated below. Photocopies of file items may be requested. **A fee of \$.20 per page is charged to cover cost of copies.**

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Files copied for: \_\_\_\_\_ of \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Request cancelled by: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Photocopies \_\_\_\_\_ Cost \_\_\_\_\_ Picked up/mailed on \_\_\_\_\_ By \_\_\_\_\_

**A search for DEH records checked above has been conducted and the following apply:**

- SAM files for the permit number(s) below are available. After the files you have requested are retrieved from storage, an appointment will be scheduled so that you may review SAM records in the DEH main office.  
# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
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# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
- Original records were purged. Database-only records are available (at: [http://sdcounty.ca.gov/deh/doing\\_business/hazmat\\_search.html](http://sdcounty.ca.gov/deh/doing_business/hazmat_search.html)) for the following permit number(s):  
# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
- No SAM/HMD/UST records were found for the address/APN you requested.

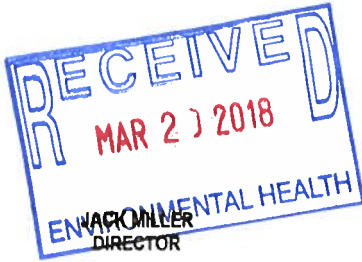
*FCA*

Signature - DEH Representative

3, 20, 18

Date





OFFICE USE ONLY  
Request # 03-422

**County of San Diego**  
DEPARTMENT OF ENVIRONMENTAL HEALTH  
P.O. BOX 129261, SAN DIEGO, CA 92112-9261  
(858) 505-6700 FAX (858) 505-6848  
[www.sdcdeh.org](http://www.sdcdeh.org)

ELIZABETH POZZEBON  
ASSISTANT DIRECTOR

**REQUEST TO REVIEW PUBLIC RECORDS FOR  
THE SITE ASSESSMENT AND MITIGATION (SAM) PROGRAM  
AND THE HAZARDOUS MATERIALS DIVISION (HMD)**

**Requestor Name:** Adrian Olivares **E-Mail:** aolivares@ninyoandmoore.com

**Phone:** ( 858 ) 576-1000 x 11257 **FAX:** ( 858 ) 576-9600

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799 E. San Ysidro Blvd, San Diego 92173 or \_\_\_\_\_  
Exact Address (Street, City and Zip Code) Assessor's Parcel Number

Optional information (establishment permit number, business name, etc.): \_\_\_\_\_

**If you indicate the purpose of your search, it will help us identify all the public records you may wish to review. If you know the program file you want to review, please check below:**

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Request cancelled by: \_\_\_\_\_ Date: \_\_\_\_/\_\_\_\_/\_\_\_\_

Photocopies \_\_\_\_\_ Cost \_\_\_\_\_ Picked up/mailed on \_\_\_\_\_ By \_\_\_\_\_

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- HMD/UST files for the permit number(s) below are available for review at: [http://sdcounty.ca.gov/deh/doing\\_business/hmd\\_search.html](http://sdcounty.ca.gov/deh/doing_business/hmd_search.html)  
# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
- Original records were purged. Database-only records are available (at: [http://sdcounty.ca.gov/deh/doing\\_business/hazmat\\_search.html](http://sdcounty.ca.gov/deh/doing_business/hazmat_search.html)) for the following permit number(s):  
# \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_ # \_\_\_\_\_
- No SAM/HMD/UST records were found for the address/APN you requested.

*ECA*

3, 20, 18

Signature - DEH Representative

Date

## Adrian Olivares

---

**From:** Gould, Cynthia <Cynthia.Gould@sdcounty.ca.gov>  
**Sent:** Tuesday, March 20, 2018 2:15 PM  
**To:** Adrian Olivares  
**Subject:** RE: Records Request - E. San Ysidro Blvd

Good afternoon: I found no records for 747 and 751 East San Ysidro Blvd, San Diego. Thanks.

Cynthia R. Gould | APCD Aide & Public Records Liaison | Air Pollution Control District  
10124 Old Grove Road | San Diego CA 92131 | Phone: 858-586-2616 | Fax: 858-586-2601  
Celebrating 62 Years Clean Air Progress

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---

**From:** Adrian Olivares [<mailto:aolivares@ninyoandmoore.com>]  
**Sent:** Tuesday, March 20, 2018 7:19 AM  
**To:** LUEG, APCDPermits <[apcdpermits@sdcounty.ca.gov](mailto:apcdpermits@sdcounty.ca.gov)>  
**Cc:** Gould, Cynthia <[Cynthia.Gould@sdcounty.ca.gov](mailto:Cynthia.Gould@sdcounty.ca.gov)>  
**Subject:** RE: Records Request - E. San Ysidro Blvd

Hi Cindy, here's one more request.

Thanks,

**Adrian Olivares**

Senior Project Environmental Scientist

**Ninyo & Moore**

Geotechnical & Environmental Sciences Consultants  
5710 Ruffin Road | San Diego, CA 92123  
(858) 576-1000 (x11257) | (858) 254-5611 (Cell)  
[www.ninyoandmoore.com](http://www.ninyoandmoore.com)

*30 Years of Quality Service*



---

**From:** Adrian Olivares  
**Sent:** Monday, March 19, 2018 10:23 AM  
**To:** 'apcdpermits@sdcounty.ca.gov'

Cc: ([Cynthia.Gould@sdcounty.ca.gov](mailto:Cynthia.Gould@sdcounty.ca.gov))

Subject: Records Request - E. San Ysidro Blvd

Hi Cindy,

Please see attached request.

Thanks,

**Adrian Olivares**

Senior Project Environmental Scientist

**Ninyo & Moore**

Geotechnical & Environmental Sciences Consultants

5710 Ruffin Road | San Diego, CA 92123

(858) 576-1000 (x11257) | (858) 254-5611 (Cell)

[www.ninyoandmoore.com](http://www.ninyoandmoore.com)

*30 Years of Quality Service*



## Adrian Olivares

---

**From:** Gould, Cynthia <Cynthia.Gould@sdcounty.ca.gov>  
**Sent:** Monday, April 02, 2018 10:23 AM  
**To:** Adrian Olivares  
**Subject:** RE: Records Request - E. San Ysidro Blvd

Good morning: I found no records for 755 E San Ysidro Blvd, San Diego 92154. Thanks.

Cynthia R. Gould | APCD Aide & Public Records Liaison | Air Pollution Control District  
10124 Old Grove Road | San Diego CA 92131 | Phone: 858-586-2616 | Fax: 858-586-2601  
Celebrating 62 Years Clean Air Progress

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---

**From:** Adrian Olivares [mailto:aolivares@ninyoandmoore.com]  
**Sent:** Wednesday, March 28, 2018 2:12 PM  
**To:** Gould, Cynthia <Cynthia.Gould@sdcounty.ca.gov>  
**Cc:** LUEG, APCDPermits <apcdpermits@sdcounty.ca.gov>  
**Subject:** RE: Records Request - E. San Ysidro Blvd

Hi Cindy, I have one more request for the project.

Thanks,

**Adrian Olivares**  
Senior Project Environmental Scientist  
**Ninyo & Moore**  
Geotechnical & Environmental Sciences Consultants  
5710 Ruffin Road | San Diego, CA 92123  
(858) 576-1000 (x11257) | (858) 254-5611 (Cell)  
[www.ninyoandmoore.com](http://www.ninyoandmoore.com)

*30 Years of Quality Service*



---

**From:** Gould, Cynthia [mailto:Cynthia.Gould@sdcounty.ca.gov]  
**Sent:** Tuesday, March 20, 2018 2:15 PM  
**To:** Adrian Olivares  
**Subject:** RE: Records Request - E. San Ysidro Blvd

Good afternoon: I found no records for 747 and 751 East San Ysidro Blvd, San Diego. Thanks.

Cynthia R. Gould | APCD Aide & Public Records Liaison | Air Pollution Control District  
10124 Old Grove Road | San Diego CA 92131 | Phone: 858-586-2616 | Fax: 858-586-2601  
Celebrating 62 Years Clean Air Progress

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---

**From:** Adrian Olivares [<mailto:aolivares@ninyoandmoore.com>]  
**Sent:** Tuesday, March 20, 2018 7:19 AM  
**To:** LUEG, APCDPermits <[apcdpermits@sdcounty.ca.gov](mailto:apcdpermits@sdcounty.ca.gov)>  
**Cc:** Gould, Cynthia <[Cynthia.Gould@sdcounty.ca.gov](mailto:Cynthia.Gould@sdcounty.ca.gov)>  
**Subject:** RE: Records Request - E. San Ysidro Blvd

Hi Cindy, here's one more request.

Thanks,

**Adrian Olivares**  
Senior Project Environmental Scientist  
**Ninyo & Moore**  
Geotechnical & Environmental Sciences Consultants  
5710 Ruffin Road | San Diego, CA 92123  
(858) 576-1000 (x11257) | (858) 254-5611 (Cell)  
[www.ninyoandmoore.com](http://www.ninyoandmoore.com)

*30 Years of Quality Service*



---

**From:** Adrian Olivares  
**Sent:** Monday, March 19, 2018 10:23 AM  
**To:** 'apcdpermits@sdcounty.ca.gov'  
**Cc:** ([Cynthia.Gould@sdcounty.ca.gov](mailto:Cynthia.Gould@sdcounty.ca.gov))  
**Subject:** Records Request - E. San Ysidro Blvd

Hi Cindy,

Please see attached request.

Thanks,

**Adrian Olivares**

Senior Project Environmental Scientist

**Ninyo & Moore**

Geotechnical & Environmental Sciences Consultants

5710 Ruffin Road | San Diego, CA 92123

(858) 576-1000 (x11257) | (858) 254-5611 (Cell)

[www.ninyoandmoore.com](http://www.ninyoandmoore.com)

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**From:** Lima, Lucas@Waterboards [<mailto:Lucas.Lima@Waterboards.ca.gov>] **On Behalf Of** RB9\_Records, WB@Waterboards  
**Sent:** Wednesday, March 21, 2018 4:51 PM  
**To:** Adrian Olivares  
**Subject:** RE: Records Request - San Ysidro Blvd

Hi Adrian.

We could find no records for the address requested.

Sincerely,

Lucas Lima | Public Records Coordinator  
San Diego Regional Water Quality Control Board  
2375 Northside Drive, Suite 100  
San Diego, CA 92108  
(619) 521-3377

><(((0>...><(((0>...><(((0>...><(((0>...><(((0>



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**From:** Adrian Olivares <[aolivares@ninyoandmoore.com](mailto:aolivares@ninyoandmoore.com)>  
**Sent:** Tuesday, March 20, 2018 7:26 AM  
**To:** RB9\_Records, WB@Waterboards <[rb9\\_records@waterboards.ca.gov](mailto:rb9_records@waterboards.ca.gov)>  
**Subject:** RE: Records Request - San Ysidro Blvd

Hi Lucas,

Here's one additional address for the project. Thanks.

**Adrian Olivares**  
Senior Project Environmental Scientist  
**Ninyo & Moore**  
Geotechnical & Environmental Sciences Consultants  
5710 Ruffin Road | San Diego, CA 92123  
(858) 576-1000 (x11257) | (858) 254-5611 (Cell)  
[www.ninyoandmoore.com](http://www.ninyoandmoore.com)

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---

**From:** Adrian Olivares  
**Sent:** Monday, March 19, 2018 10:35 AM



To: ([rb9\\_records@waterboards.ca.gov](mailto:rb9_records@waterboards.ca.gov))

Subject: Records Request - San Ysidro Blvd

Hi Lucas, please see attached request.

Thanks,

**Adrian Olivares**

Senior Project Environmental Scientist

**Ninyo & Moore**

Geotechnical & Environmental Sciences Consultants  
5710 Ruffin Road | San Diego, CA 92123

(858) 576-1000 (x11257) | (858) 254-5611 (Cell)

[www.ninyoandmoore.com](http://www.ninyoandmoore.com)

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California Regional Water Quality Control Board  
San Diego Region  
**PUBLIC RECORDS ACCESS REQUEST FORM**



**1. Requestor Information**

Requester Name: <u>ADRIAN OLIVARES</u>			
Organization: <u>NINYO &amp; MOORE</u>			
Address: <u>5710 RUFFIN ROAD</u>			
City: <u>SAN DIEGO</u>	State: <u>CA</u>	Zipcode: <u>92123</u>	E-Mail Address <u>aolivares@ninyoandmoore.com</u>
Daytime Phone: <u>(858) 576- 1000 ext. 11257</u>	Cell Phone: _____	Fax <u>(858) 576- 9600</u>	

**2. Request For Appointment to Inspect Regional Board Records**

Date of Request <i>(The date you submitted this form to the Regional Board)</i> <u>3/19/18</u>	Day and Appointment Time for Record Review <i>(optional - You may specify the day of the week and appointment time that works best for you)</i> _____	<u>Any day</u> Preferred day of the week	<u>Any time</u> Preferred Time
---	--	---	-----------------------------------

**For Regional Board Office Use Only**

Request Form Received by: Phone <input type="checkbox"/> Mail <input type="checkbox"/> E-mail <input type="checkbox"/> Fax <input type="checkbox"/> Walk-In <input type="checkbox"/>				
Date Form Received _____ RWQCB Staff Initials: _____	Date Requester Contacted: _____ RWQCB Staff Initials: _____	Date / Time of Appointment: _____ RWQCB Staff Initials: _____		
Date Copies Requested _____ RWQCB Staff Initials: _____	Copy Fee : _____ Check #: _____ RWQCB Staff Initials: _____	Date Copies Mailed: _____ RWQCB Staff Initials: _____		

**3. Description of Public Records Requested**

**Record 1**

Agency/ Owner Name (if known): _____		Facility Name (if Known) _____	
Facility Address (if known): <u>751 EAST SAN YSIDRO BOULEVARD</u>			
City (if known): <u>SAN DIEGO</u>	State: <u>CA</u>	Zipcode (if known): <u>92173</u>	
Public Record Subject (if known): <b>Select a subject from list here</b>  _____			
Time Period (if known): <i>Please specify either "Most current volume of record" or what portion of record in terms of approximate start date ( month/year) and approximate end date ( month/year) you are interested in.</i> Most current volume of record: <input checked="" type="checkbox"/> or Start Date (mm/yyyy) : _____ and End Date (mm/yyyy): _____			
Additional Information: <i>If a particular document is required, it should be identified precisely, preferably by date and title. If you cannot identify a specific record clearly explain your needs:</i> <u>Unauthorized release case no. 9UT596</u>			
For Regional Board Office Use Only	Records Located: <input type="checkbox"/>	File Records Not Located: <input type="checkbox"/>	Records Exempt From Public Review: <input type="checkbox"/>



California Regional Water Quality Control Board  
San Diego Region  
**PUBLIC RECORDS ACCESS REQUEST FORM**



**1. Requestor Information**

Requester Name: <u>ADRIAN OLIVARES</u>			
Organization: <u>NINYO &amp; MOORE</u>			
Address: <u>5710 RUFFIN ROAD</u>			
City: <u>SAN DIEGO</u>	State: <u>CA</u>	Zipcode: <u>92123</u>	E-Mail Address <u>aolivares@ninyoandmoore.com</u>
Daytime Phone: <u>(858) 576- 1000 ext. 11257</u>	Cell Phone: _____	Fax <u>(858) 576- 9600</u>	

**2. Request For Appointment to Inspect Regional Board Records**

Date of Request <i>(The date you submitted this form to the Regional Board)</i> <u>March 20, 2018</u>	Day and Appointment Time for Record Review <i>(optional - You may specify the day of the week and appointment time that works best for you)</i> _____	<u>Any day</u> Preferred day of the week	<u>Any time</u> Preferred Time
--	--	---	-----------------------------------

**For Regional Board Office Use Only**

Request Form Received by: Phone <input type="checkbox"/> Mail <input type="checkbox"/> E-mail <input type="checkbox"/> Fax <input type="checkbox"/> Walk-In <input type="checkbox"/>				
Date Form Received _____ RWQCB Staff Initials: _____	Date Requester Contacted: _____ RWQCB Staff Initials: _____	Date / Time of Appointment: _____ RWQCB Staff Initials: _____		
Date Copies Requested _____ RWQCB Staff Initials: _____	Copy Fee : _____ Check #: _____ RWQCB Staff Initials: _____	Date Copies Mailed: _____ RWQCB Staff Initials: _____		

**3. Description of Public Records Requested**

**Record 1**

Agency/ Owner Name (if known): _____		Facility Name (if Known) _____	
Facility Address (if known): <u>747 EAST SAN YSIDRO BOULEVARD</u>			
City (if known): <u>SAN DIEGO</u>	State: <u>CA</u>	Zipcode (if known): <u>92173</u>	
Public Record Subject (if known): <b>Select a subject from list here</b>  _____			
Time Period (if known): <i>Please specify either "Most current volume of record" or what portion of record in terms of approximate start date ( month/year) and approximate end date ( month/year) you are interested in.</i> Most current volume of record: <input checked="" type="checkbox"/> or Start Date (mm/yyyy ): _____ and End Date (mm/yyyy): _____			
Additional Information: <i>If a particular document is required, it should be identified precisely, preferably by date and title. If you cannot identify a specific record clearly explain your needs:</i> _____  _____			
<b>For Regional Board Office Use Only</b>	Records Located: <input type="checkbox"/>	File Records Not Located: <input type="checkbox"/>	Records Exempt From Public Review: <input type="checkbox"/>



California Regional Water Quality Control Board  
San Diego Region  
**PUBLIC RECORDS ACCESS REQUEST FORM**



**1. Requestor Information**

Requester Name: <u>ADRIAN OLIVARES</u>			
Organization: <u>NINYO &amp; MOORE</u>			
Address: <u>5710 RUFFIN ROAD</u>			
City: <u>SAN DIEGO</u>	State: <u>CA</u>	Zipcode: <u>92123</u>	E-Mail Address <u>aolivares@ninyoandmoore.com</u>
Daytime Phone: <u>(858) 576- 1000 ext. 11257</u>	Cell Phone: _____	Fax <u>(858) 576- 9600</u>	

**2. Request For Appointment to Inspect Regional Board Records**

Date of Request <i>(The date you submitted this form to the Regional Board)</i> <u>March 28, 2018</u>	Day and Appointment Time for Record Review <i>(optional - You may specify the day of the week and appointment time that works best for you)</i> _____	<u>Any day</u> Preferred day of the week	<u>Any time</u> Preferred Time
--	--	---	-----------------------------------

**For Regional Board Office Use Only**

Request Form Received by: Phone <input type="checkbox"/> Mail <input type="checkbox"/> E-mail <input type="checkbox"/> Fax <input type="checkbox"/> Walk-In <input type="checkbox"/>				
Date Form Received _____ RWQCB Staff Initials: _____	Date Requester Contacted: _____ RWQCB Staff Initials: _____		Date / Time of Appointment: _____ RWQCB Staff Initials: _____	
Date Copies Requested _____ RWQCB Staff Initials: _____	Copy Fee : _____ Check #: _____ RWQCB Staff Initials: _____		Date Copies Mailed: _____ RWQCB Staff Initials: _____	

**3. Description of Public Records Requested**

**Record 1**

Agency/ Owner Name (if known): _____		Facility Name (if Known) _____	
Facility Address (if known): <u>755 EAST SAN YSIDRO BOULEVARD</u>			
City (if known): <u>SAN DIEGO</u>	State: <u>CA</u>	Zipcode (if known): <u>92173</u>	
Public Record Subject (if known): <b>Select a subject from list here</b>  _____			
Time Period (if known): <i>Please specify either "Most current volume of record" or what portion of record in terms of approximate start date ( month/year) and approximate end date ( month/year) you are interested in.</i> Most current volume of record: <input checked="" type="checkbox"/> or Start Date (mm/yyyy ): _____ and End Date (mm/yyyy): _____			
Additional Information: <i>If a particular document is required, it should be identified precisely, preferably by date and title. If you cannot identify a specific record clearly explain your needs:</i> _____  _____			
<b>For Regional Board Office Use Only</b>	Records Located: <input type="checkbox"/>	File Records Not Located: <input type="checkbox"/>	Records Exempt From Public Review: <input type="checkbox"/>



**Fire-Rescue Department**

Community Risk Reduction Division

April 2, 2018

Adrian Olivares  
Ninyo & Moore  
5710 Ruffin Road  
San Diego CA 92123

Dear Ms. Olivares:

I am responding to your records research request.

**NO** Fire inspection reports and related documents were found on the addresses below:

- **747, 751, 755 East San Ysidro Blvd San Diego CA 92173**

For information regarding current chemical inventories, please contact:

**County of San Diego  
Department of Environmental Health  
5500 Overland Avenue, San Diego, CA 92123  
858-505-6700 or 800-253-993**

If you have any questions, please contact me **EMAIL**.

Sincerely,

A handwritten signature in black ink, appearing to read "Debbie Ahern", written over a circular stamp or mark.

Debbie Ahern  
Clerical Assistant II

Enclosures



THE CITY OF SAN DIEGO

REQUEST FOR TECHNICAL SERVICES PERMIT INFORMATION

Permit information requests cost \$5.00 per address. Checks must be made payable to the "CITY TREASURER."

BUSINESS NAME: Ninyo & Moore

YOUR NAME: Adrian Olivares

STREET: 5710 Ruffin Road

CITY: San Diego STATE: CA ZIP CODE: 92123

TELEPHONE: 858-576-1000 x 11257 FAX: 858-576-9600

E-MAIL: aolivares@ninyoandmoore.com

Site Address: 747 East San Ysidro Blvd, San Diego, CA 92173

Site Address: 751 East San Ysidro Blvd, San Diego, CA 92173

Site Address: 755 East San Ysidro Blvd, San Diego, CA 92173755

Site Address:

Site Address:

Report(s) to be: \*Mailed: Picked-up: E-Mailed: X

Please return this form along with your payment to:

FIRE PREVENTION BUREAU
1010 SECOND AVENUE, SUITE 300
SAN DIEGO, CA 92101

ATTN: TECHNICAL SERVICES CLERK

\* Documents can be mailed if a stamped self-addressed envelope is mailed to us.

FIRE DEPARTMENT USE
Amount Received: 15.00
Receipt #: 07203916
Check #: 187512 187513 187573
Initials: [Signature]
Date: 4/2/18



Print Form



CITY OF SAN DIEGO  
CALIFORNIA

07 203916

OFFICIAL RECEIPT

DEPARTMENT / DIVISION NAME

SDFD / CRRD

DATE

4/2/18

AMOUNT:

*Fifteen*

DOLLARS

00/100

CENTS

\$15.00

RECEIVED FROM:

*Ninjo & Moore*

ADDRESS:

IN PAYMENT OF:

*record search (3)*

*747 E San Ysidro Blvd San Diego CA 92173*

CHECK *187512*  
*187513*  CASH  
*187573*

RECEIVED BY:

*[Signature]*

FOR ABOVE NAMED DEPARTMENT

FUND	DEPARTMENT	ORGANIZATION	ACCOUNT	JOB ORDER	FACILITY	AMOUNT	DISTRIBUTION:
100000	1912160011		423011			15.00	WHITE - CUSTOMER PINK - TREASURER YELLOW - RETAIN GREEN - AUDITOR

AC-1218 (REV. 1-86)

Received 3/19/18 RHH

# INDUSTRIAL WASTEWATER CONTROL PROGRAM INFORMATION REQUEST

Complete top portion and return to:

Industrial Wastewater Control Program  
9192 Topaz Wy, MS 901D  
San Diego, CA 92123-1119

Phone: (858) 654-4100  
Fax: (858) 654-4110

### Requester Information:

Name Adrian Olivares aolivares@ninyoandmoore.com  
Company Ninyo & Moore  
Address 5710 Ruffin Road  
San Diego, California 92123  
Phone (858) 576-1000 x 11257 Fax (858) 576-9600

### Site Information:

Address 751 East San Ysidro Blvd, San Diego, CA 92173

### For IWCP Use Only

A search of our records was conducted and the following information about the above site was found:

Permit # \_\_\_\_\_ Issued \_\_\_\_/\_\_\_\_/\_\_\_\_

Permittee Name \_\_\_\_\_

Category \_\_\_\_\_ Permitted flow \_\_\_\_\_

Description of permitted wastestream: \_\_\_\_\_

Violations: \_\_\_\_\_

Other Information: \_\_\_\_\_

The above permit was inactivated on \_\_\_\_/\_\_\_\_/\_\_\_\_ due to ownership change, facility closure, or other significant changes in operations.

No permit on file.

Inspector Roman Huizar Date 3/20/18

The above information is meant only to provide an overview of permitted industrial discharges to the sewer system. For additional information about environmental permits held by this facility, you may wish to contact the Hazardous Materials Management Division at (619) 338-2284 or the Air Pollution Control District at (858) 586-2650.



Received 3/20/18 HH

# INDUSTRIAL WASTEWATER CONTROL PROGRAM INFORMATION REQUEST

Complete top portion and return to:

Industrial Wastewater Control Program  
9192 Topaz Wy, MS 901D  
San Diego, CA 92123-1119

Phone: (858) 654-4100  
Fax: (858) 654-4110

### Requester Information:

Name Adrian Olivares aolivares@ninyoandmoore.com  
Company Ninyo & Moore  
Address 5710 Ruffin Road  
San Diego, California 92123  
Phone (858) 576-1000 x 11257 Fax (858) 576-9600

### Site Information:

Address 747 East San Ysidro Blvd, San Diego, CA 92173

### For IWCP Use Only

A search of our records was conducted and the following information about the above site was found:

Permit # \_\_\_\_\_ Issued \_\_\_\_/\_\_\_\_/\_\_\_\_

Permittee Name \_\_\_\_\_

Category \_\_\_\_\_ Permitted flow \_\_\_\_\_

Description of permitted wastestream: \_\_\_\_\_

Violations: \_\_\_\_\_

Other Information: \_\_\_\_\_

The above permit was inactivated on \_\_\_\_/\_\_\_\_/\_\_\_\_ due to ownership change, facility closure, or other significant changes in operations.

No permit on file.

Inspector Roman Huizar Date 3/20/18

The above information is meant only to provide an overview of permitted industrial discharges to the sewer system. For additional information about environmental permits held by this facility, you may wish to contact the Hazardous Materials Management Division at (619) 338-2284 or the Air Pollution Control District at (858) 586-2650.



# APPENDIX E

## Historical Research Documentation

**751 E SAN YSIDRO BLVD**  
751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173

Inquiry Number: 5224553.5  
March 20, 2018

# The EDR-City Directory Image Report

## TABLE OF CONTENTS

### SECTION

Executive Summary

Findings

City Directory Images

*Thank you for your business.*  
Please contact EDR at 1-800-352-0050  
with any questions or comments.

### **Disclaimer - Copyright and Trademark Notice**

This Report contains certain information obtained from a variety of public and other sources reasonably available to Environmental Data Resources, Inc. It cannot be concluded from this Report that coverage information for the target and surrounding properties does not exist from other sources. **NO WARRANTY EXPRESSED OR IMPLIED, IS MADE WHATSOEVER IN CONNECTION WITH THIS REPORT. ENVIRONMENTAL DATA RESOURCES, INC. SPECIFICALLY DISCLAIMS THE MAKING OF ANY SUCH WARRANTIES, INCLUDING WITHOUT LIMITATION, MERCHANTABILITY OR FITNESS FOR A PARTICULAR USE OR PURPOSE. ALL RISK IS ASSUMED BY THE USER. IN NO EVENT SHALL ENVIRONMENTAL DATA RESOURCES, INC. BE LIABLE TO ANYONE, WHETHER ARISING OUT OF ERRORS OR OMISSIONS, NEGLIGENCE, ACCIDENT OR ANY OTHER CAUSE, FOR ANY LOSS OR DAMAGE, INCLUDING, WITHOUT LIMITATION, SPECIAL, INCIDENTAL, CONSEQUENTIAL, OR EXEMPLARY DAMAGES. ANY LIABILITY ON THE PART OF ENVIRONMENTAL DATA RESOURCES, INC. IS STRICTLY LIMITED TO A REFUND OF THE AMOUNT PAID FOR THIS REPORT.** Purchaser accepts this Report "AS IS". Any analyses, estimates, ratings, environmental risk levels or risk codes provided in this Report are provided for illustrative purposes only, and are not intended to provide, nor should they be interpreted as providing any facts regarding, or prediction or forecast of, any environmental risk for any property. Only a Phase I Environmental Site Assessment performed by an environmental professional can provide information regarding the environmental risk for any property. Additionally, the information provided in this Report is not to be construed as legal advice.

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## EXECUTIVE SUMMARY

### DESCRIPTION

Environmental Data Resources, Inc.'s (EDR) City Directory Report is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's City Directory Report includes a search of available city directory data at 5 year intervals.

### RECORD SOURCES

EDR's Digital Archive combines historical directory listings from sources such as Cole Information and Dun & Bradstreet. These standard sources of property information complement and enhance each other to provide a more comprehensive report.

EDR is licensed to reproduce certain City Directory works by the copyright holders of those works. The purchaser of this EDR City Directory Report may include it in report(s) delivered to a customer. Reproduction of City Directories without permission of the publisher or licensed vendor may be a violation of copyright.

Data by

*infoUSA*<sup>®</sup>

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All Rights Reserved

### RESEARCH SUMMARY

The following research sources were consulted in the preparation of this report. A check mark indicates where information was identified in the source and provided in this report.

<u>Year</u>	<u>Target Street</u>	<u>Cross Street</u>	<u>Source</u>
2014	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2010	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2005	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
2000	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1995	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1992	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1987	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1982	<input checked="" type="checkbox"/>	<input type="checkbox"/>	EDR Digital Archive
1976	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Haines Criss-Cross Directory
1970	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Haines Criss-Cross Directory

## FINDINGS

### TARGET PROPERTY STREET

751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173

<u>Year</u>	<u>CD Image</u>	<u>Source</u>
-------------	-----------------	---------------

### E SAN YSIDRO BLVD

2014	pg A2	EDR Digital Archive
2010	pg A4	EDR Digital Archive
2005	pg A7	EDR Digital Archive
2000	pg A10	EDR Digital Archive
1995	pg A11	EDR Digital Archive
1992	pg A13	EDR Digital Archive
1987	pg A14	EDR Digital Archive
1982	pg A15	EDR Digital Archive
1976	pg A16	Haines Criss-Cross Directory
1970	pg A17	Haines Criss-Cross Directory
1970	pg A18	Haines Criss-Cross Directory

## FINDINGS

### CROSS STREETS

No Cross Streets Identified

## **City Directory Images**



**E SAN YSIDRO BLVD 2014**

710 ANG, JAMES P  
 BARAJAS, CLEVER  
 BECERRA, JOEL G  
 BEDOLLA, BERTHA  
 BOTT, NANCY S  
 BRISENO, ALEJANDRO  
 CARDENAS, DULCE  
 CERDA, YOLANDA V  
 CONWELL, FRED J  
 CURRIE ENTERPRISES INC  
 D AND G CUSTOM CABINETS & FINI  
 DAVIS, DOYLE L  
 DIDAQUE MINISTRIES  
 DUARTE, OSCAR F  
 EST DEL RIO SA DE CV  
 ESTABLECIMIENTO DEL RIO SADECV  
 FLORES, JAVIER  
 G Q S INC  
 GALAMARINI, HUGH C  
 GARCIA, BRENDA  
 GASTELUM, PAOLA  
 GE HUMPHREYS AND ASSOCIATES  
 GOMEZ, ENRIQUE A  
 GONZALEZ, MOISES  
 GUETZALA, ANA C  
 IBARRA, PEDRO A  
 INTERNATIONAL CAR RENTAL  
 INTERNATIONAL GLOBAL SERVICES  
 JIMENEZ KEYS  
 JIMENEZ, ELVIA S  
 LEE, MINHO  
 LILYS HOT DOG  
 LILYS TAMALES  
 LOPEZ, GABRIELA  
 MACIAS INTERNATIONAL INC  
 MIRANDA, OMAR  
 NAVARRO, GUADALUPE  
 RODRIGUEZ, LIZBETH  
 ROMERO, ROBERTO  
 ROSENBERG, TANIA  
 RUIZ, MARIA  
 SANCHEZ, ANGELINA  
 SERRANO, JESUS R  
 SUBLIME FLOORING  
 U -HAUL CO SAN YSIDRO  
 VAZQUEZ, JESSICA  
 VIDRI ART  
 XP QUICK CLAIMS  
 720 CUSTOMS BORDER PROTECTION BUR  
 DEPARTMENT HOMELAND SECURITY

**E SAN YSIDRO BLVD****2014****(Cont'd)**

720	NATIONAL TREASURY EMPLOYEE UN SO CAL FRESH NATURAL US IMMIGRATION NATURALIZATION
721	JACK IN BOX INC
723	FAIRN & SWANSON INC
727	A & A DELIVERY ALPHA TEAM CAPITAL INC ARKISOURCE BAJA MEX CURRENCY SERVICES BARRON, DIEGO CUEVA, GABRIELA EVE ACCESSORIES GARCIA, MARIA IMAJINE LLC JARAMILLO, PENNY LA SHUTTLES LAS VEGAS SHUTTLE EXPRESS INC LOPEZ, BETZABE M HANDBAGS MCDONALDS MCFARLANE, ORVILLE MEADE, MAYRA OASIS TRADE INC ORION CUSTOM PRO-PAK USA ROSE EDGAR E TEN DOLLAR SHOE STORE TUFESA USA
732	JANIS, GLORIA
747	ABC CURRANCY SERVICES HERRERA HERRERA & ASSOC INC SAROMA INC
751	EXECUTIVE LINES SAMYS PLACE TRANSPRTE INTRCALIFORNIAS INC
795	HENSEL PHELPS CONSTRUCTION
799	CASTRO INC
801	JOB OPTIONS K CORP TECHNOLOGY SERVICES

**E SAN YSIDRO BLVD 2010**

710 ACOSTA, KEYLA  
AGUILAR, KARLA  
ALCONES LA EXPRESS INC  
ALEJANDRO, LOURDES E  
ALFREDO COVARRUBIAS  
ALMA BERNAL  
AMEZCUA, EMIGDIO  
ARAIZA, ROGELIO  
ARREGUIN, ALEXIS  
BANKS, ROY  
BEDOLLA, BERTHA  
CAMACHO, SARAHLEE S  
CASILLAS, DENISSE  
CENTRAL DE AUTOBUSES INC  
CERDA, YOLANDA V  
CERVANTES, HECTOR  
COLON, ANNA  
CONSULTING SERVICES INC  
CORTEZ, MONICA  
CURRIE ENTERPRISES INC  
D&F INTERNATIONAL LLC  
DAVIS, DOYLE L  
DECARRILLO, MINERVA A  
DIDAQUE MINISTRIES  
ECKHOUT DANNY  
EL APOSENTO ALTO  
ESCAMILLA, ANTONIO  
EST DEL RIO SA DE CV  
ESTABLECIMIENTO DEL RIO SADECV  
ESTRADA, PEDRO  
FRAGOSO, OSCAR H  
GALAMARINI, HUGH C  
GARCIA, FRANCISCO  
GE HUMPHREYS AND ASSOCIATES  
GLOBAL QUALITY SYSTEMS INC  
GOMEZ, MARIA T  
GONGORA, MARIA T  
HIS SERVICE  
IBARRA, PEDRO A  
INTERNATIONAL CAR RENTAL  
INTERNATIONAL GLOBAL SERVICES  
KING, WAYNE  
LILYS HOT DOG  
LOWELL-WHALEY, LORNA M  
MACIAS INTERNATIONAL INC  
MARTINEZ MARIO FRANCISCO  
MARYS INCOME TAX SERVICE  
MB3P  
MENDOZA, HECTOR J  
MONTES VICTOR

**E SAN YSIDRO BLVD****2010****(Cont'd)**

710 MORALES, EZORI  
 N JOSEPH SIMONS  
 OLIVARES ELIAS JR CONSTRUCTION  
 OLVERA, ELIZABETH  
 ORZI CORP  
 PARTIDA, MELIZZA N  
 PROSPERITY FINANCIAL  
 REKA MATERIALES S A DE C  
 RIVAS, MARTHA E  
 ROCHA, ROBERT  
 RODRIGUEZ, LIZBETH  
 ROMERO, ROBERTO  
 RUIZ, KRYSTAL  
 SMITH, LETICIA A  
 TRIMBLE, CAITLIN  
 ULLOA, SOCORRO  
 VAZQUEZ, JESSICA  
 VIDRI ART  
 VIRGEN, JOSE F  
 XP QUICK CLAIMS  
 YANTIS ENTERPRISES  
 711 GARCIA, MAYRA E  
 714 SNS  
 720 ANIMAL & PLANT HLTH INSPTN SVC  
 CUSTOMS BORDER PROTECTION BUR  
 721 JACK IN BOX INC  
 723 FAIRN & SWANSON INC  
 LEDESMA, REYNALDO C  
 725 DON DINERO CAMBIO INC  
 FRONTERA FINANCIAL  
 726 TROLLEY SERVICES INC  
 727 ALEXANDER MAGNUM  
 ALFONSO ALBA  
 ALPHA TEAM CAPITAL INC  
 AMTL MISSIONS INDUSTRIES  
 ARKISOURCE  
 ARPALLAN, DAYANOVA L  
 BAJA MEX CURRENCY SERVICES  
 CACTUS TURF  
 CUEVA, GABRIELA  
 ETCA CORPORATION  
 EVE ACCESSORIES  
 EZ SOLUTIONS  
 LAMEX TOURS INC  
 LOPEZ, BETZABE  
 M HANDBAGS  
 MD & CD INC  
 ORION CUSTOM  
 PRO-PAK USA  
 ROSE EDGAR E

**E SAN YSIDRO BLVD**

**2010**

**(Cont'd)**

- 727 SERRANO, JUSTINE  
SHOES 4 LESS  
TEN DOLLAR SHOE STORE  
UABC  
YOUR WIRELESS SOLUTIONS
- 747 EL CORRE CAMINOS  
ENG RAUL LIM  
HERRERA HERRERA & ASSOC INC  
SAROMA INC
- 751 EXECUTIVE LINES  
TRANSPRTE INTRCALIFORNIAS INC
- 755 KIM INTERNATIONAL INC
- 795 MORAN & ASSOCIATES
- 799 CASTRO INC  
ELECTRONICS 2000
- 801 JOB OPTIONS

**E SAN YSIDRO BLVD 2005**

710 ALANIS, DIANNA  
ALCONES LA EXPRESS INC  
ARAIZA, ROGELIO  
ARELLANO, JUAN M  
ASTRO BUS LINES  
AVALOS, FELIZARDO  
AYALA, BENJAMIN R  
BALDERAS, V G  
BARLEY, JOE  
BARRETO, CARMEN  
BETANCOURT, LUIS  
CAMPOS, SERGIO  
CASTELLANOS, RAUL  
CASTELO, IVAN  
CEDILLO, MARIA A  
CHAVEZ, ISABEL  
CONTRERAS, FRANCISCA  
CURRIE ENTERPRISES INC  
CURRIE SHELBY M CONSULTANT  
DANIELS LOCKSMITH  
DECARRILLO, MINERVA A  
DEVELASCO, CARLOS  
ESPINOZA, LUIS J  
EST DEL RIO SA DE CV  
ESTABLECIMIENTO DEL RIO SADECV  
ESTRADA, JESUS  
FERRGUSON, CARMEN  
FLORES, JOSE A  
FRAGOSO, OSCAR H  
GALAMARINI, HUGH  
GALAVIZ, ANA L  
GALMEX GALVANIZING  
GALVAN, JOSE  
GODOY, CLAUDIO D  
GONZALEZ, VERONICA M  
GUERRA, JORGE A  
HERRERA, MARIA E  
IMPORTACION COLOTLAN  
INTERNATIONAL GLOBAL SERVICES  
J & J CURRIE ENTERPRISES INC  
JONES, EDWARD  
LEYVA, SALVADOR  
LOWELL, LORNA M  
MANCILLAS, RODRIGO  
MARROQUIN, ALBERTO  
MESA, FELICITAS  
MEZA, GUSTAVO V  
MONTANA, REINA A  
MONTES VICTOR  
MONTES, JUAN F

**E SAN YSIDRO BLVD****2005****(Cont'd)**

710 MORAN, JOSE F  
 N JOSEPH SIMONS  
 NUNEZ, MARIA  
 OROZCO, JOSE  
 ORZI CORP  
 PADILLA, MARIA O  
 PAOLA SALES INC  
 PARDO, CONSTANCE E  
 PETTIT, GREG A  
 PINEDA, JOSE C  
 RAMIREZ, FIDEL  
 REYES, FRANCISCO  
 RIOS, IGNACIO C  
 RIVERA, HUGO P  
 RODRIGUEZ, GRISELDA  
 ROSENFELD, MARK A  
 RUBIO, ROMINIQUE E  
 SALAS, PEDRO N  
 SERVICE EDUCATION & REHABILITA  
 SERVIN, RALPH L  
 SHLIEN, MARVIN  
 SILVA, FRANCISCO J  
 SKLAVENITIS, ALEXANDROS  
 TALMANTES, ABRAHAM  
 TEJEDA, JESUS M  
 TIRADO, OLGA  
 TRES ESTRELLAS DE ORO INC  
 TRINIDAD, LUIS S  
 TRPLAN, OFELIA Z  
 ULLOA, ARMANDO  
 URRIOLO, ELIANA  
 VENTURA, JESUS  
 VIENNA, SUSAN  
 ZERMENO, FRANCISCO T  
 720 AGRICULTURAL MARKETING SERVICE  
 CUSTOMS BORDER PROTECTION BUR  
 721 JACK IN THE BOX INC  
 723 FAIRN & SWANSON INC  
 726 TROLLEY SERVICES INC  
 727 CENTRAL MONITORING  
 CRUCERO USA LLC  
 DELACRUZ, EMILIO  
 ESTRELLA, BRUNO A  
 IRAK I GARCIA  
 LAMOUER ACCESSORIES  
 ONESOURCE SERVICES HOLDINGS  
 PRADO, ELIZABETH  
 PRO-PAK USA  
 PROJECT SOURCE  
 TROLLEY STOP

**E SAN YSIDRO BLVD**

**2005**

**(Cont'd)**

747	EL CORRE CAMINOS ENG RAUL LIM HERRERA HERRERA & ASSOC INC SAROMA INC
751	EXECUTIVE LINES TRANSPORTES INTERCALIFORNIAS
755	REGALO PERFECTO
795	BLUE BIRD CO JOANAS LINGERIE MORAN & ASSOCIATES PAYLESS SHOESOURCE INC
799	CASTRO INC ELECTRONICS 2000
803	RED CAB CO OF SAN DIEGO INC RED CAB COMPANY OF SAN DIEGO
874	BAJA LIQUIDATION INC



**E SAN YSIDRO BLVD 2000**

- 710 ALL AMERICAN CYLINDER HEA  
CURRIE ENTERPRISES  
CURRIE SHELBY M CONSULTANT  
DANIELS LOCKSMITH  
EST DEL RIO SA DE CV  
ESTABLECIMIENTO DEL RIO SADECV  
FRONTIER MAIL SERVICE INC  
GALMEX GALVANIZING  
INTERNATIONAL ADVG GIFT CO  
J & J CURRIE ENTERPRISES INC  
MON BAKERY  
PAOLA SALES INC  
TRES ESTRELLAS DE ORO INC
- 720 CUSTOMS SERVICE UNITED STATES  
IMMIGRATION NATURALIZATION SVC
- 721 JACK IN THE BOX INC
- 723 WELLS FARGO BANK NEVADA N A
- 727 CALIFORNIA FEDERAL BANK A FED  
GONZALEZ INC  
LAMOUE ACCESSORIES  
PRO-PAK USA  
TROLLEY STOP
- 747 ENG RAUL LIM  
SAROMA INC
- 751 TRANSPORTES INTERCALIFORNIAS
- 755 REGALO PERFECTO
- 795 BLUE BIRD CO  
EL CORRE CAMINOS  
MORAN & ASSOCIATES  
SUPER 99 CENT TIENDA
- 799 NARK MARK
- 803 RED CAB CO OF SAN DIEGO INC

**E SAN YSIDRO BLVD 1995**

672	CHOI, BYUNG
710	ALVAREZ, MARIO
	AMERICA SATELLITE
	BALLESTEROS, XAVIER
	BARBOZA, EVELIA
	CASRO, NORMA
	CHAVARIN, J J
	CONCEPTS NOW COSMETICS
	CROOK, RALPH
	CURRIE ENTERPRISES
	CURRIE SHELBY M CONSULTANT
	CURRIE, SHELBY M
	DANIELS LOCKSMITH
	ECHANOVE, OSCAR
	ESTABLECIMIENTO DEL RIO SADECV
	GALMEX GALVANIZING
	GOMEZ, GERARDO
	GONZALEZ, TERESA
	GUAKIL ALBERTO
	GUAPO, LOUIS
	HEYER, CARLOS
	INTERNAL TOURS SVC
	INTERNATIONAL ADVG GIFT CO
	INTERNATIONAL PARKING SYSTEMS
	J & J CURRIE ENTERPRISES INC
	JARA, ALMA
	JUAREZ, JESUS
	LAGUNES, YOLANDA
	LEYVA, SERGIO
	MERCADO, BEATRIZ
	MON BAKERY
	PAK, ARLYN
	PORTILLO, HECTOR
	POTTER, WENDY
	RAMIREZ, FIDEL
	ROBLES, RICARDO
	ROSE, JOHNNY
	RUIZ, RICHARD
	SALAS, CARLOS E
	SEVILLA, JOSE L
	TALAMANTES, FLOR
	TRAHIN, A
	VANDERBILT, SHARON L
	VILLA, ROSA
	VILLEGAS, A
720	OCCUPANT UNKNOWNN
	PORT OF ENTRY
	SUBURBAN JANITORIAL SERVICE
	UNITED STATES CUSTOMS SERVICE
721	FOODMAKER INC

**E SAN YSIDRO BLVD**

**1995**

**(Cont'd)**

723	EXCLUSIVE PARKING CO WELLS FARGO BANK N A
727	CHOMOSHE MOSHE GONZALEZ INC J&C DISCOUNT SHOES
747	ENG RAUL LIM LILLYS MERCADO INTERNATIONAL 88 INC SAROMA INC
751	TRANSPORTES INTERCALIFORNIAS
755	REGALO PERFECTO
795	PAYLESS SHOESOURCE INC PRO-PAKK INC QUAVIDIS TRAVEL
799	GREYHOUND DEPOT FOUNTAIN
803	RED CAB CO OF SAN DIEGO INC

**E SAN YSIDRO BLVD 1992**

- 710 CONCEPTS NOW COSMETICS  
CURRIE, SHELBY  
DANIELS LOCKSMITH  
ESTABLECIMIENTO DEL RIO SADECV  
FRONTIER PHOTO INC (NOT INC)  
INTERNATIONAL ADVG GIFT CO  
INTERNATIONAL PARKING SYSTEMS  
SAN YSIDRO PHOTO  
THE RABBIT EXPRESS  
WELLUX INDUSTRIES LTD
- 720 SUBURBAN JANITORIAL SERVICE  
UNITED STATES DEPT JUSTICE  
UNITED STATES DEPT TREASURY
- 721 FOODMAKER INC
- 723 WELLS FARGO BANK N A
- 727 BRESLERS 33 FLAVORS ICE CREAM  
PADILLAS ICE CREAM  
REAL INNOVATORS INC  
SMALL WORLD WOMENS ACCESSORIES
- 747 INTERNATIONAL MONEY EXCHANGE  
MERCADO INTERNATIONAL 88 INC  
SAROMA INC
- 795 PAYLESS SHOE  
UNIQUELY YOURS
- 799 GREYHOUND DEPOT FOUNTAIN

**E SAN YSIDRO BLVD 1987**

- 710 FRONTIER PHOTO  
INTERNATIONAL ADVG GIFT CO  
INTERNATIONAL PARKING SYSTEMS  
THE RABBIT EXPRESS
- 720 UNITED STATES DEPT OF TREASURY
- 721 JACK IN THE BOX
- 723 WELLS FARGO BANK N A\*
- 727 BRESLERS 33 FLAVORS ICE CREAM  
JOLLY-LOLLY INC  
MCDONALDS RESTAURANTS  
REAL INNOVATORS INC
- 747 INTERNATIONAL MONEY EXCHANGE  
MERCADO INTERNATIONAL 88 INC
- 803 RED CAB CO OF SAN DIEGO INC



-

**E SAN YSIDRO BLVD 1982**

- 710 FRONTIER PHOTO  
INTERNATIONAL ADVG GIFT CO
- 720 UNITED DEPT OF JUSTICE  
UNITED STATES DEPT
- 723 CROCKER NATIONAL BANK
- 747 MERCADO INTER CORP
- 803 RED CAB CO OF SAN DIEGO INC

## E SAN YSIDRO BLVD 1976

650*	ACCOUNTING SERVICES	428-1616+6
	*AGENCIA ADUANAL G	428-1165
	*AGENCIA GUTIERREZ	428-1165 1
	*DUNCAN BRUCE INC	428-2246 5
	*J&J TRUCKING	428-1862+6
	*MEX INSUR	428-1121
	*OSTERKAMP TRUCKING	428-3838+6
	*SOUTHWEST BROKERS	428-4403 3
660*	JOFFROY BROKERS INC	428-1168+6
	*JOFFROY WM F	428-1168+6
660½*	JOFFROY TAX SERVICE	428-1390+6
666	XXXX	00
670*	TODD BARBARA M	428-1141
672*	HOLIDAY LODGE MOTEL	428-1105 1
	KING ROBT	428-1885 3
674*	LAPAZ MEAT MKT	428-2700 5
675	XXXX	00
678*	ROMERO RENE R&CO	428-2274 2
690	XXXX	00
700	XXXX	00
701*	GATEWAY TRAVELODGE	428-2251 1
	*TRAVELODGE GATEWAY	428-2251 0
	*TRAVELODGE MOTELS	428-2251 0
710*	CALIF IMPORTS	428-2265+6
	*CURRIE SHELBY	428-2267+6
	*FRONTIER EMPLOYMENT	428-2267 5
	*LACOPA DE NIEVE	428-2973+6
	*MATERIALES CALIF	428-2265+6
	*NIZA IMPORTS	428-2265+6
720*	ANDERSON LEE&SONS	428-2414+6
	*US AGRI QRNTN INSP	428-7333 5
	*US AGRI VTRNRY SERV	428-7335 5
	*US GENERAL SV ADMIN	428-7340+6
	*US HLTH QUARANTINE	428-7337+6
	*US IMMGRTN PT ENTRY	428-7311 5
	*US TREAS BORDER STA	428-7201+6
	*US TREAS CSTMS INSP	428-7201 5
	*US TREAS CUSTOMS SV	428-7201 5
721*	JACK IN THE BOX	428-4679 5
723*	CROCKER NTL BK	236-8541+6
727	XXXX	00
729*	HUTCHINSON BROKERS	428-1133
747*	INTERNACIONAL MRCDO	428-1123 5
	*LIM J E CO INC	428-3131 1
751	XXXX	00
755*	ZAPATERIA LA BARATA	428-3530+6
795*	AARONSON BROS APPRL	428-4401 5
	*MERCADO AARONSON	428-1242 5
803*	RED CAB OF S D INC	428-1107
NO #*	GREYHOUND BUS LINES	428-1194
NO #*	PECK SCOTT E	428-1194
NO #*	SD CTY LIBRARY	428-2111 4
	* 93 BUS 46 RES 46 NEW	

## E SAN YSIDRO BLVD 1970

650*	AGENCIA ADUANAL G	428-1165
	*AGENCIA GUTLERREZ	428-1165
	*MEX INSUR	428-1121
	*SOUTHWEST BROKERS	428-1507
660*	JOFFROY BROKERS INC	428-1168
	JOFFROY WM F	428-1168+0
666*	AERONAVES DE MEXICO	232-6806+0
670*	TODD BARBARA M	428-1141
672*	HOLIDAY LODGE MOTEL	428-1542
	KING GLADYS	428-1885
	KING ROBT	428-1885
674*	HOLIDAY RESTAURANT	428-2333
678*	HOLIDAY LIQUOR	428-1613
690*	CASTOR ALFONSO	428-9041
	*FERNANDEZ FRANCISCO	428-9041
	*ONE O ONE MKT	428-9041
694*	LAPAZ MEAT MKT	428-1900
	*VEGA J JOE	428-1900
698*	BNFCL STNDRD LF INS	428-2117
	*CONTINTL TRLWYS BUS	428-1159+0
	*CUADRAS ERNEST	428-2117
700*	LAPAZ MOTEL	428-1412



## E SAN YSIDRO BLVD 1970

MCCUBBINS C H	428-1982+0
701*GATEWAY TRAVELODGE	428-2251+0
*TRAVELODGE GATEWAY	428-2251+0
*TRAVELODGE MOTELS	428-2251+0
710*CURRIE SHELBY	428-1470
*FRONTIER EMP AGCY	428-1470
727*STEPHENS CHVRN STN	428-2449+0
729*HUTCHINSON BROKERS	428-1133
747-INTERNACIONAL M	428-1123
751*LA ESPECIAL CLOTHNG	428-2069+0
*OSCAR'S DRIVE IN	428-1593
795*AARONSON BROS APPRL	428-1147
*AARONSON BROS GROC	428-3576+0
803*RED CAB OF S D INC	428-1107
NO **GREYHOUND BUS LINES	428-1194
NO **PECK SCOTT E	428-1194
NO **SD CITY LIBRARY	428-2111
NO **US CUSTOMS HOUSE	428-1185
NO **US IMMGR TN PT ENTRY	428-1161
NO **US PBLC HLTH SV	428-2228
NO **US TREASURY CSTM HS	428-1185+0
* 85 BUS 41 RES 39 NEW	

751 E SAN YSIDRO BLVD

751 E SAN YSIDRO BLVD

SAN YSIDRO, CA 92173

Inquiry Number: 5224553.3

March 19, 2018

## Certified Sanborn® Map Report



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# Certified Sanborn® Map Report

03/19/18

**Site Name:**

751 E SAN YSIDRO BLVD  
751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173  
EDR Inquiry # 5224553.3

**Client Name:**

Ninyo & Moore  
5710 Ruffin Rd  
San Diego, CA 92123  
Contact: Adrian Olivares



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## Certified Sanborn Results:

**Certification #** 3AB0-4D72-916D  
**PO #** NA  
**Project** 108566001



Sanborn® Library search results

Certification #: 3AB0-4D72-916D

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- Library of Congress
- University Publications of America
- EDR Private Collection

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**751 E SAN YSIDRO BLVD**

751 E SAN YSIDRO BLVD

SAN YSIDRO, CA 92173

Inquiry Number: 5224553.9

March 20, 2018

## The EDR Aerial Photo Decade Package



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# EDR Aerial Photo Decade Package

03/20/18

**Site Name:**

751 E SAN YSIDRO BLVD  
751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173  
EDR Inquiry # 5224553.9

**Client Name:**

Ninyo & Moore  
5710 Ruffin Rd  
San Diego, CA 92123  
Contact: Adrian Olivares



Environmental Data Resources, Inc. (EDR) Aerial Photo Decade Package is a screening tool designed to assist environmental professionals in evaluating potential liability on a target property resulting from past activities. EDR's professional researchers provide digitally reproduced historical aerial photographs, and when available, provide one photo per decade.

### Search Results:

<u>Year</u>	<u>Scale</u>	<u>Details</u>	<u>Source</u>
2014	1"=500'	Flight Year: 2014	USDA/NAIP
2010	1"=500'	Flight Year: 2010	USDA/NAIP
2005	1"=500'	Flight Year: 2005	USDA/NAIP
1994	1"=500'	Acquisition Date: May 31, 1994	USGS/DOQQ
1989	1"=500'	Flight Date: August 14, 1989	USDA
1985	1"=500'	Flight Date: August 05, 1985	USDA
1979	1"=500'	Flight Date: January 27, 1979	EDR Proprietary Landiscor
1970	1"=500'	Flight Date: March 06, 1970	EDR Proprietary Landiscor
1966	1"=500'	Flight Date: October 26, 1966	USGS
1964	1"=500'	Flight Date: April 07, 1964	USDA
1953	1"=500'	Flight Date: March 31, 1953	USDA
1949	1"=500'	Flight Date: February 16, 1949	USDA
1928	1"=500'	Flight Date: November 01, 1928	USGS

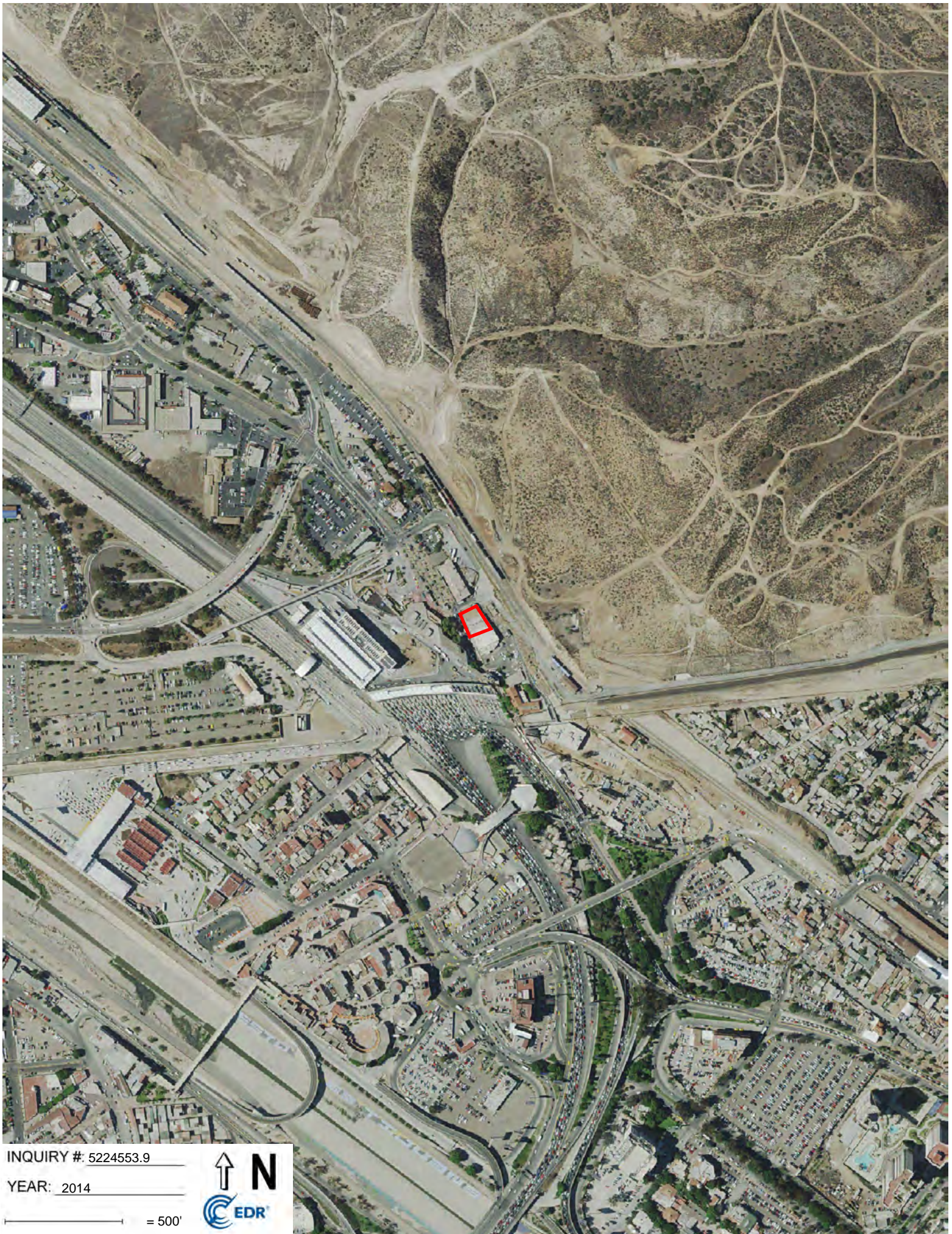
**When delivered electronically by EDR, the aerial photo images included with this report are for ONE TIME USE ONLY. Further reproduction of these aerial photo images is prohibited without permission from EDR. For more information contact your EDR Account Executive.**

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INQUIRY # 5224553.9

YEAR: 2014

— = 500'





INQUIRY #: 5224553.9

YEAR: 2010

— = 500'





INQUIRY #: 5224553.9

YEAR: 2005

— = 500'







INQUIRY #: 5224553.9

YEAR: 1994

— = 500'





INQUIRY #: 5224553.9

YEAR: 1989

— = 500'





INQUIRY #: 5224553.9

YEAR: 1985

— = 500'





INQUIRY #: 5224553.9

YEAR: 1979

— = 500'





INQUIRY #: 5224553.9

YEAR: 1970

— = 500'





INQUIRY #: 5224553.9

YEAR: 1966

— = 500'





INQUIRY #: 5224553.9

YEAR: 1964

— = 500'





INQUIRY #: 5224553.9

YEAR: 1953

— = 500'



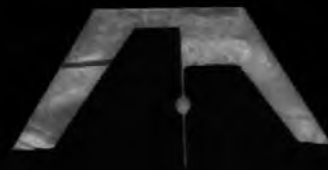




INQUIRY #: 5224553.9

YEAR: 1949

— = 500'





INQUIRY #: 5224553.9

YEAR: 1928

— = 500'



751 E SAN YSIDRO BLVD  
751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173

Inquiry Number: 5224553.4

March 19, 2018

# EDR Historical Topo Map Report

with QuadMatch™



6 Armstrong Road, 4th floor  
Shelton, CT 06484  
Toll Free: 800.352.0050  
[www.edrnet.com](http://www.edrnet.com)

# EDR Historical Topo Map Report

03/19/18

**Site Name:**

751 E SAN YSIDRO BLVD  
751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173  
EDR Inquiry # 5224553.4

**Client Name:**

Ninyo & Moore  
5710 Ruffin Rd  
San Diego, CA 92123  
Contact: Adrian Olivares



EDR Topographic Map Library has been searched by EDR and maps covering the target property location as provided by Ninyo & Moore were identified for the years listed below. EDR's Historical Topo Map Report is designed to assist professionals in evaluating potential liability on a target property resulting from past activities. EDR's Historical Topo Map Report includes a search of a collection of public and private color historical topographic maps, dating back to the late 1800s.

**Search Results:**

**Coordinates:**

<b>P.O.#</b>	NA	<b>Latitude:</b>	32.543917 32° 32' 38" North
<b>Project:</b>	108566001	<b>Longitude:</b>	-117.028776 -117° 1' 44" West
		<b>UTM Zone:</b>	Zone 11 North
		<b>UTM X Meters:</b>	497298.12
		<b>UTM Y Meters:</b>	3600727.75
		<b>Elevation:</b>	102.73' above sea level

**Maps Provided:**

2012  
1996  
1991  
1975  
1953  
1943  
1930  
1904

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## **Topo Sheet Key**

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

### **2012 Source Sheets**



Imperial Beach  
2012  
7.5-minute, 24000

### **1996 Source Sheets**



Imperial Beach  
1996  
7.5-minute, 24000  
Aerial Photo Revised 1996

### **1991 Source Sheets**



SAN DIEGO  
1991  
15-minute, 50000

### **1975 Source Sheets**



Imperial Beach  
1975  
7.5-minute, 24000  
Aerial Photo Revised 1975

## **Topo Sheet Key**

This EDR Topo Map Report is based upon the following USGS topographic map sheets.

### **1953 Source Sheets**



San Ysidro  
1953  
7.5-minute, 24000  
Aerial Photo Revised 1950

### **1943 Source Sheets**



San Ysidro  
1943  
7.5-minute, 31680

### **1930 Source Sheets**

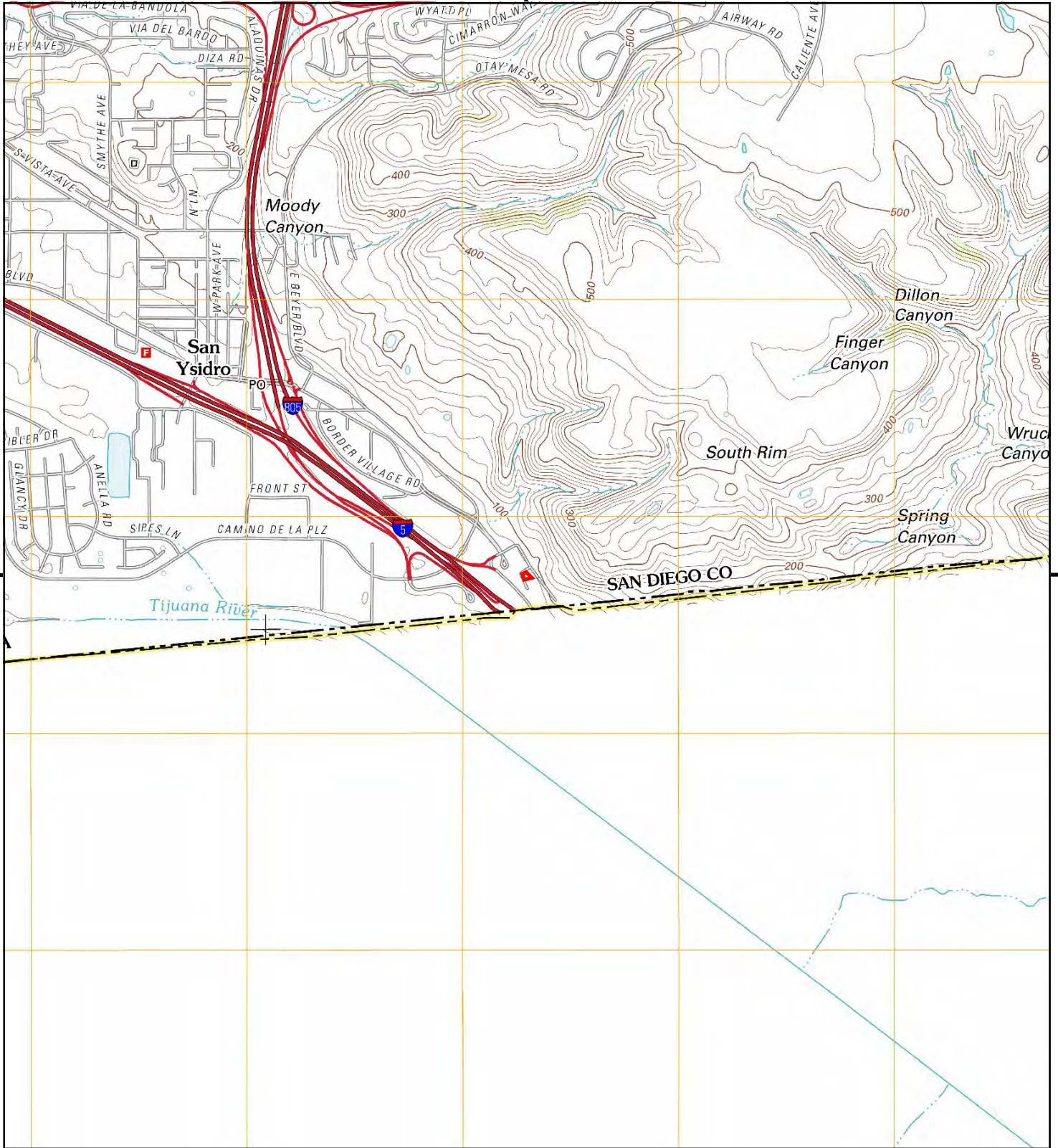


San Diego  
1930  
15-minute, 62500

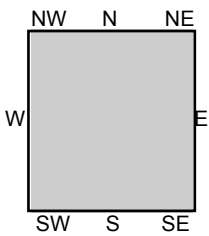
### **1904 Source Sheets**



San Diego  
1904  
15-minute, 62500



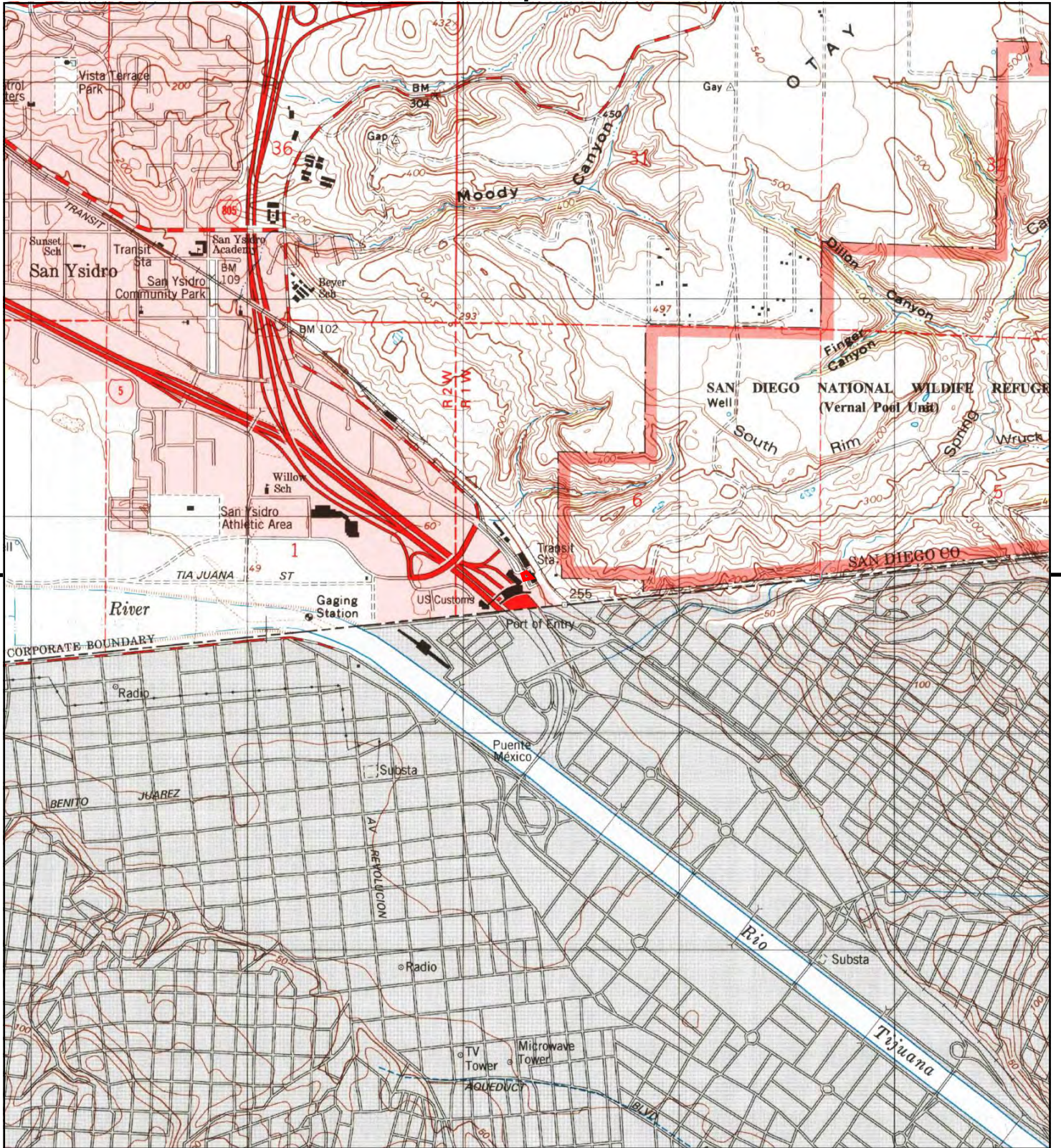
This report includes information from the following map sheet(s).



TP, Imperial Beach, 2012, 7.5-minute

SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173  
 CLIENT: Ninyo & Moore





This report includes information from the following map sheet(s).

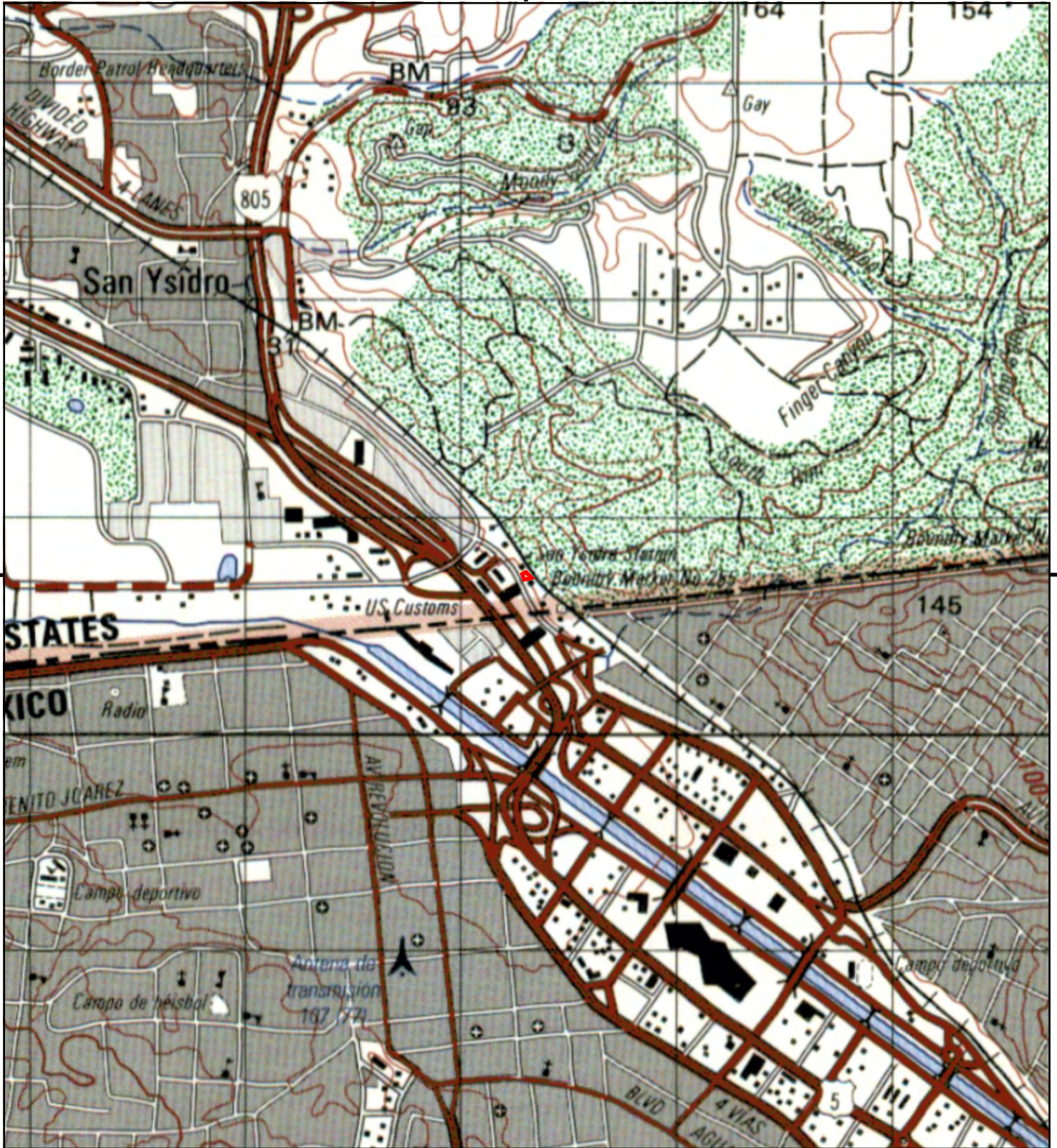


TP, Imperial Beach, 1996, 7.5-minute

SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173  
 CLIENT: Ninyo & Moore







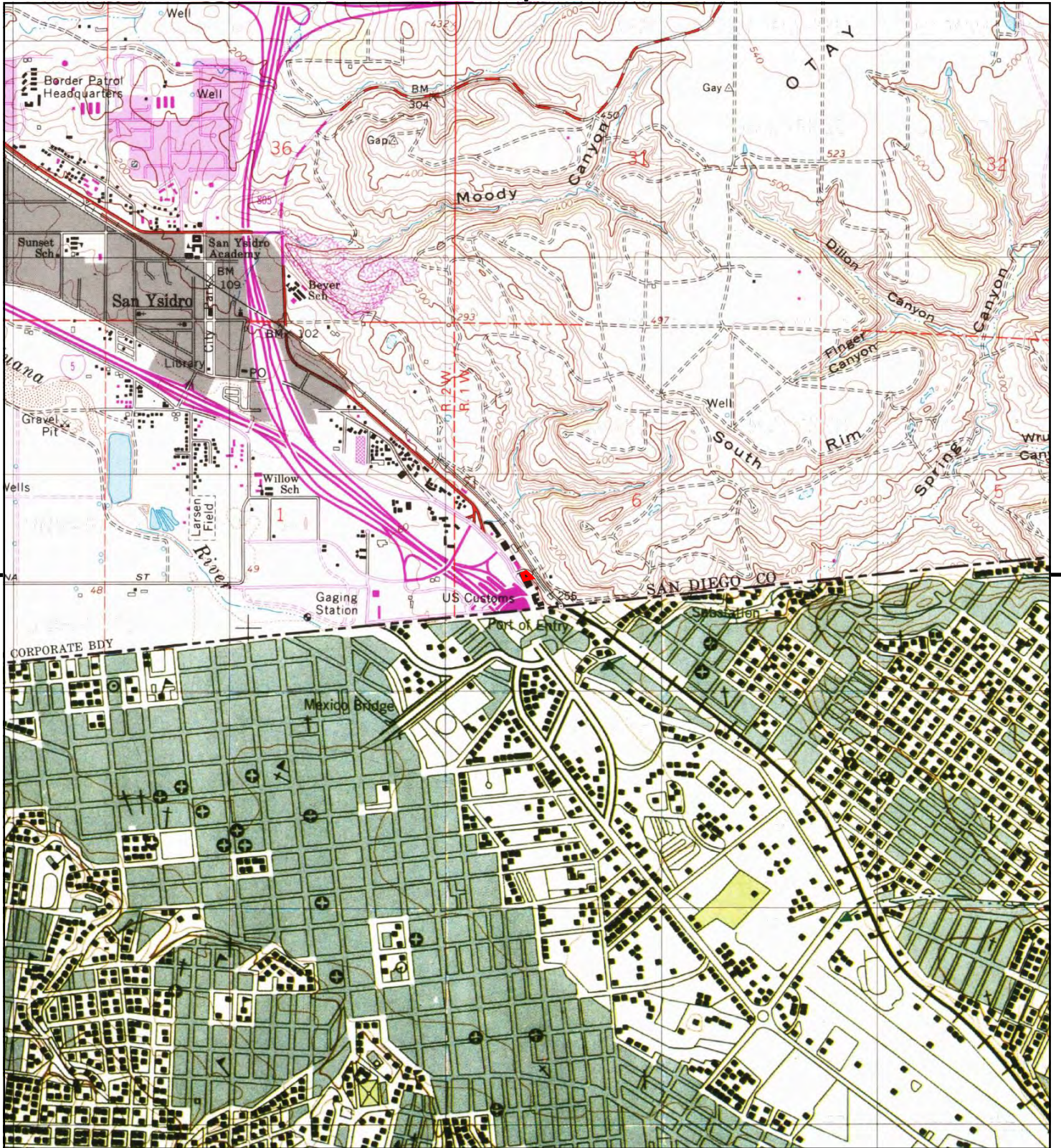
This report includes information from the following map sheet(s).



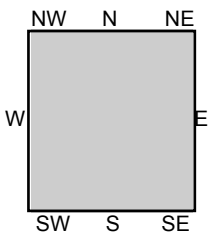
TP, SAN DIEGO, 1991, 15-minute

SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173  
 CLIENT: Ninyo & Moore





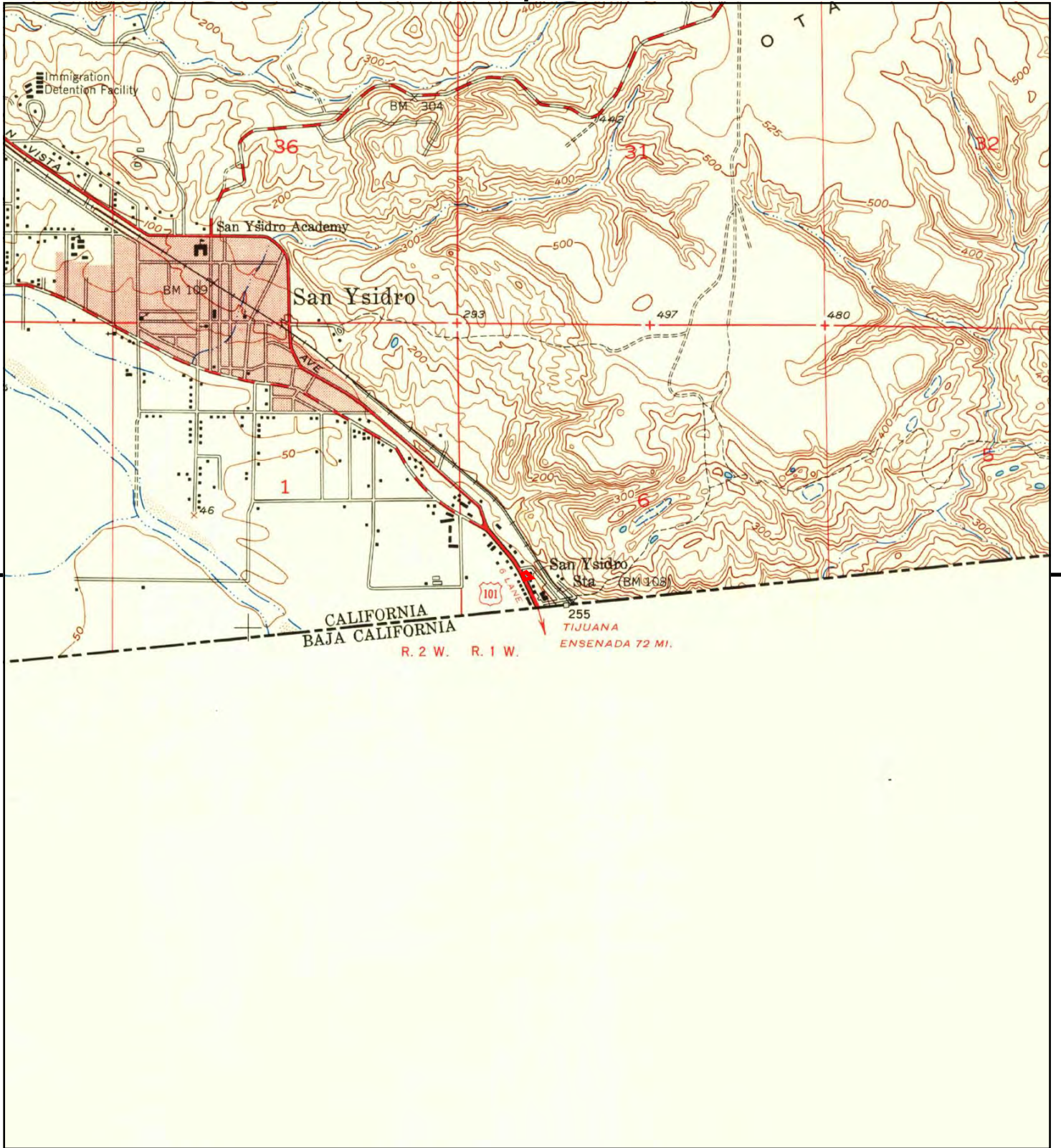
This report includes information from the following map sheet(s).



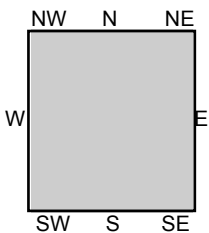
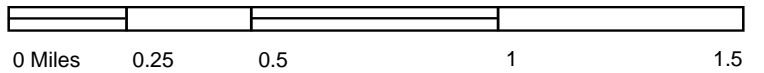
TP, Imperial Beach, 1975, 7.5-minute

SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173  
 CLIENT: Ninyo & Moore





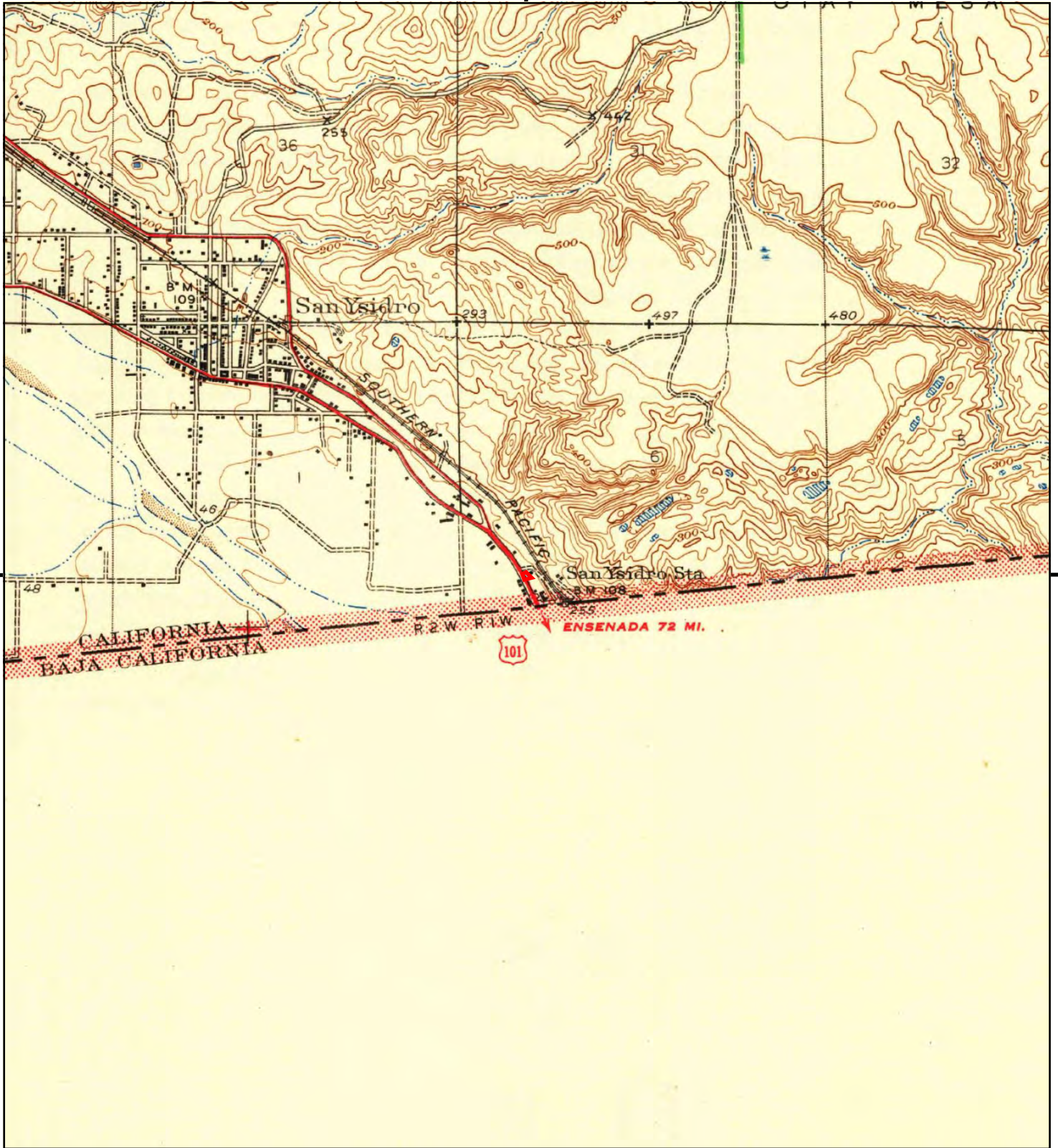
This report includes information from the following map sheet(s).



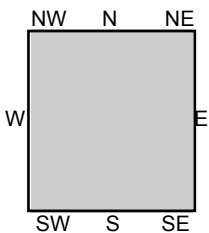
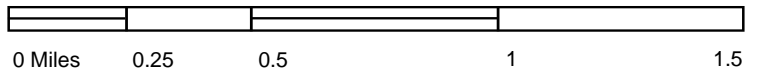
TP, San Ysidro, 1953, 7.5-minute

SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173  
 CLIENT: Ninyo & Moore





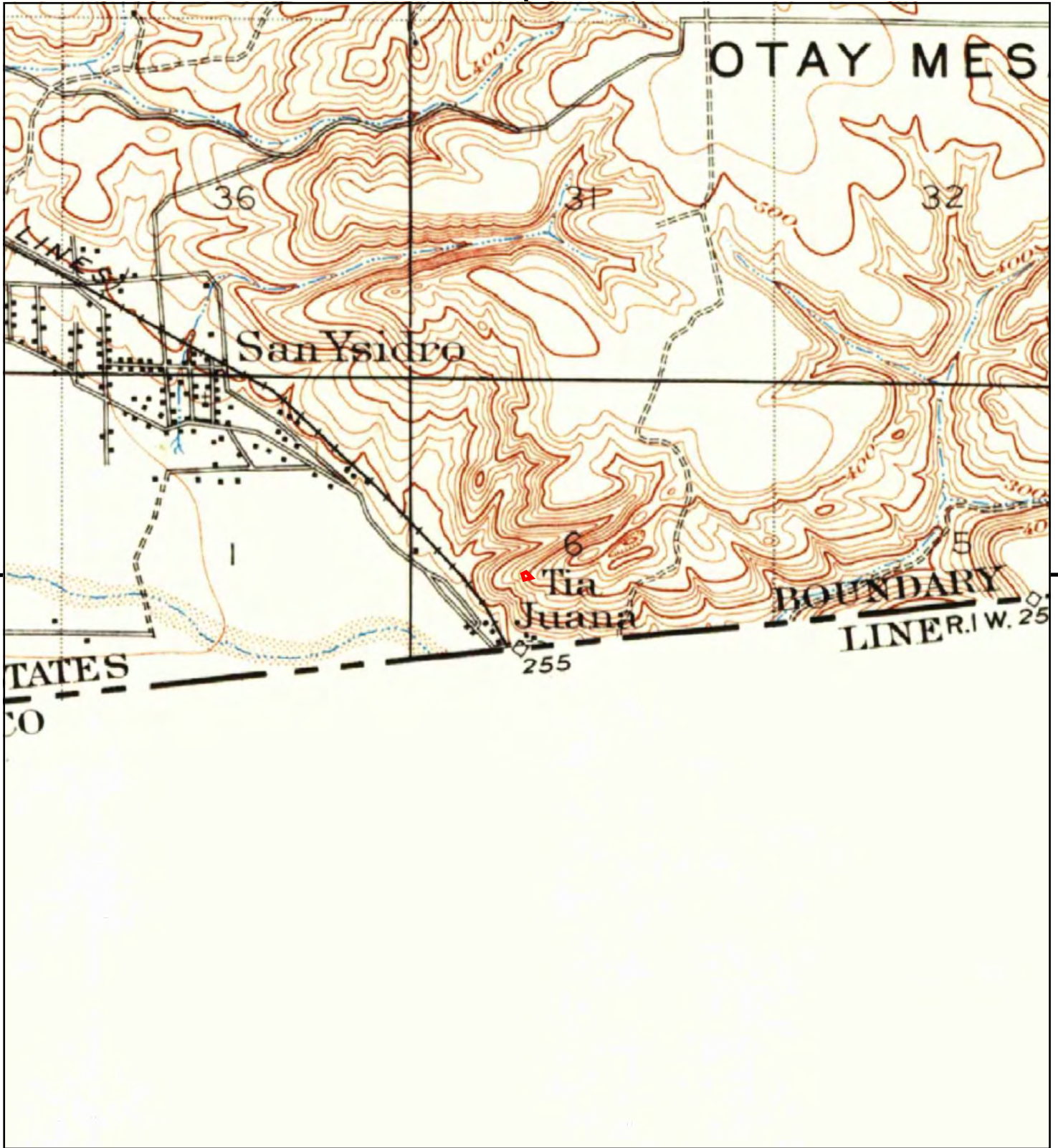
This report includes information from the following map sheet(s).



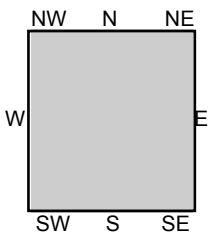
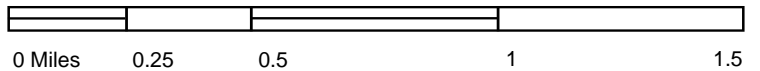
TP, San Ysidro, 1943, 7.5-minute

SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173  
 CLIENT: Ninyo & Moore





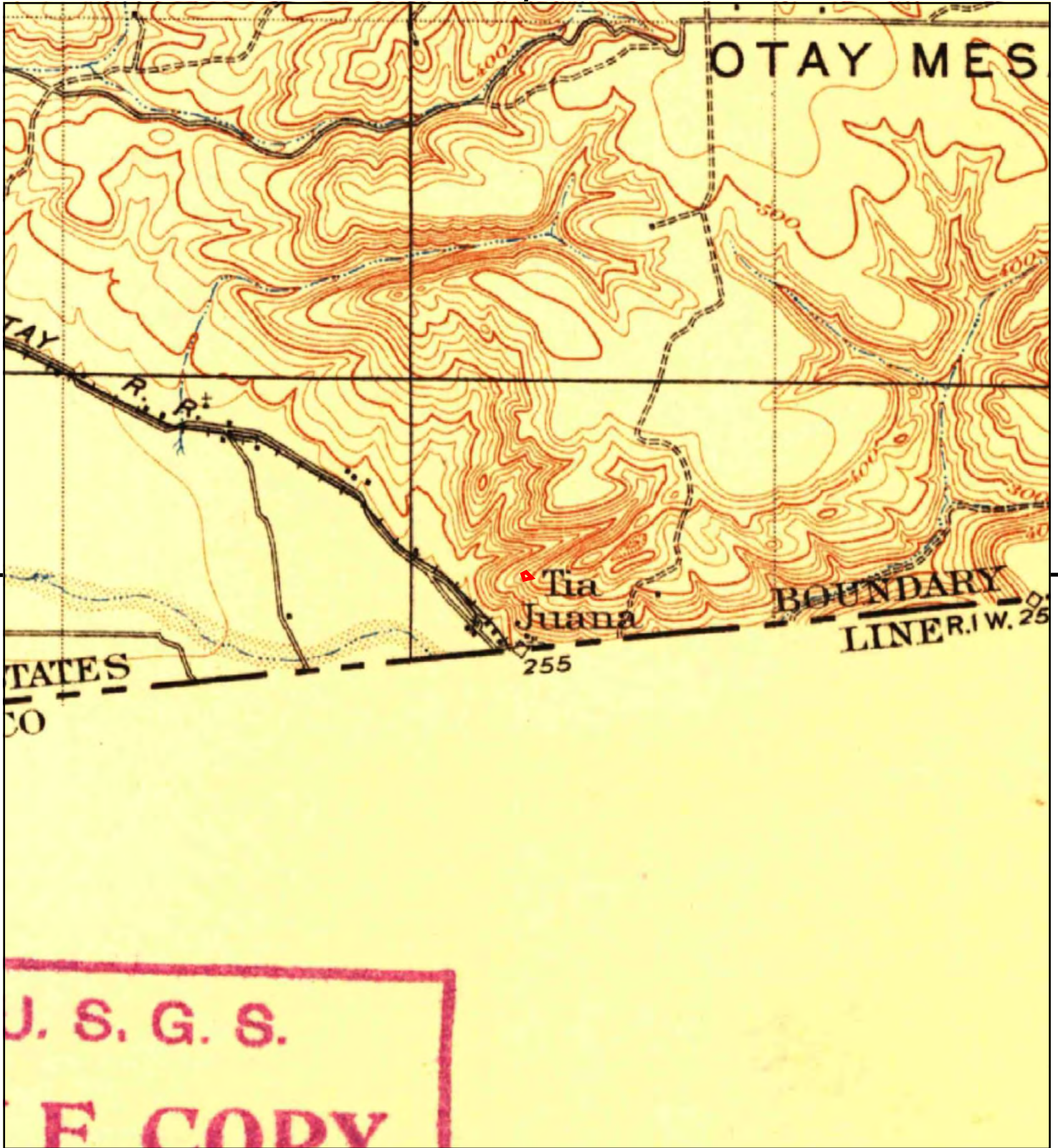
This report includes information from the following map sheet(s).



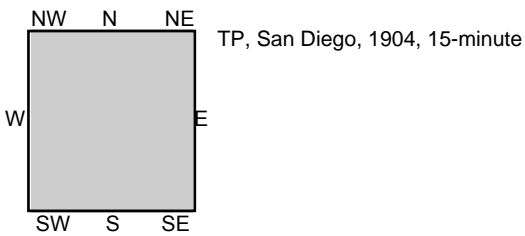
TP, San Diego, 1930, 15-minute

SITE NAME: 751 E SAN YSIDRO BLVD  
ADDRESS: 751 E SAN YSIDRO BLVD  
SAN YSIDRO, CA 92173  
CLIENT: Ninyo & Moore





This report includes information from the following map sheet(s).



SITE NAME: 751 E SAN YSIDRO BLVD  
 ADDRESS: 751 E SAN YSIDRO BLVD  
 SAN YSIDRO, CA 92173  
 CLIENT: Ninyo & Moore





L64A-005

**Project Information**

Project Nbr: **80844** Title: 751 San Ysidro URM  
Project Mgr: Feland, Charles (619)446-5398 cfeland@sandiego.gov



**Approval Information**

Approval Nbr: **2 52831** Type: Building Permit Status: Completed  
Issued: 09/26/2005 10:35 am Issued By: Hay, Ryan Permit Holder: J&M International LTD PTNRSP, - J&M International L  
Completed: 12/19/2005 6:29 am Completed By: Baker, Larry Owner Occupied:  Overridden:   
Extension Qty: 0 Extended By: Cancel Reason:  
Scope: Precancel Status:  
Land Doc Type:  
Recorded Map No.:  
Recorded Date:



**Job Location (747 SAN YSIDRO BL)**

Address Assessor Parcel  
747 SAN YSIDRO BL 667-020-2400

**Bureau of Census (BC) Codes**

BC Code  
Add/Alt Tenant Improvements

**Fee Type Units**

Fee Type	Amount
Valuation -CBC	50,000.00
DwellingUnit NetChange(+,-,0)	0.00

**Fee Worksheet**

Fee	Quantity	Unit	Category
Hrly Inspection-Structural	3.00	Hours	Inspection Fees
Hrly Plan Check-Structural	3.00	Hours	Plan Check Fees
Permit Issuance/with Plans	1.00	Each	Issuance Fees
Seismic Fee (Bldg Permit)	50,000.00	Valuation -CBC	Issuance Fees
State Fee (Bldg Permit)	50,000.00	Valuation -CBC	Issuance Fees



# Approval



THE CITY OF SAN DIEGO  
Development Services Department  
1222 First Avenue, San Diego, CA 92101-4154

4/16/18 8:44 am

Page 1 of 1

L64A-005

## Project Information

Project Nbr: **51398** Title: "Transportes" Wall Sign  
Project Mgr: Garcia, Rosa (619)446-5088 rngarcia@san Diego.gov



## Approval Information

Approval Nbr: **1 48084** Type: Sign Permit Status: Issued  
Issued: 09/17/2004 11:11 am Issued By: Tomas, Matthew Permit Holder: Transportes , Intercalifornia  
Completed: Completed By: Owner Occupied:  Overridden:   
Extension Qty: 0 Extended By: Cancel Reason:  
Scope: SAN YSIDRO..... Wall Sign for "Transportes Intercalifornias Precancel Status:  
Inc.". SYIO-CSR-3. OK to approve per Ron Halbritter. Land Doc Type:  
Recorded Map No.:  
Recorded Date:



## Job Location (751 E SAN YSIDRO BL)

Address Assessor Parcel  
751 E SAN YSIDRO BL 667-020-2400

## Fee Type Units

Fee Type	Amount
Valuation -CBC	1,500.00

## Fee Worksheet

Fee	Quantity	Unit	Category
Wall Sign, Electric	1.00	Each	Issuance Fees







L64A-005

**Project Information**

Project Nbr: **395731** Title: Jimmy Lin International LTD  
 Project Mgr: Ferrara, Troy (619)446-5160 tferrara@sandiego.gov

**Approval Information**

Approval Nbr: **13 81585** Type: Building Permit Status: Created



Issued: Issued By: Permit Holder:  
 Completed: Completed By: Owner Occupied:  Overridden:   
 Extension Qty: 0 Extended By: Cancel Reason:  
 Scope: Add new exit to existing tenant space. \*\* Install new door at exterior CMU wall located at rear wall \*\* Precancel Status:  
 Land Doc Type:  
 Recorded Map No.:  
 Recorded Date:

**Job Location (747 E. San Ysidro)**

Address Assessor Parcel  
 747 SAN YSIDRO BL 667-020-2400

**Bureau of Census (BC) Codes**

BC Code  
 Add/Alt Tenant Improvements

**Fee Type Units**

Fee Type	Amount
Valuation -CBC	652,960.00

**Fee Worksheet**

Fee	Quantity	Unit	Category
BuildgStand Surcharge SB1473	652,960.00	Valuation -CBC	Issuance Fees
Business-Tenant Improv BP	9,328.00	Square Feet (New)	Issuance Fees
Business-Tenant Improv PC	9,328.00	Square Feet (New)	Submittal Fees
Issuance-With Plans	1.00	Each	Issuance Fees
LeadHaz Prevention & Control	1.00	Each	Issuance Fees
Records-Com/MDU(Calcs&Std)	1.00	Each	Issuance Fees
Records-Com/MDU(No Calcs &Std)	1.00	Each	Issuance Fees
Seismic Fee (Bldg Permit)	652,960.00	Valuation -CBC	Issuance Fees
Window/Door (New) BP	1.00	Each	Issuance Fees
Window/Door (New) PC	1.00	Each	Plan Check Fees



# Approval



4/16/18 8:48 am

THE CITY OF SAN DIEGO  
Development Services Department  
1222 First Avenue, San Diego, CA 92101-4154

Page 1 of 1

L64A-005

## Project Information

Project Nbr: **311542** Title: ABC Currency Exchange T.I.  
Project Mgr: Vega, Jama (619)687-5935 jvega@sandiego.gov



## Approval Information

Approval Nbr: **10 89899** Type: Building Permit Status: Created

Issued: Issued By: Permit Holder:  
 Completed: Completed By: Owner Occupied:  Overridden:   
 Extension Qty: 0 Extended By: Cancel Reason:  
 Scope: Tenant improvement to extg money exchange area in extg market. Precancel Status:  
 Land Doc Type:  
 Recorded Map No.:  
 Recorded Date:



## Job Location (747 SAN YSIDRO BL)

Address Assessor Parcel  
 747 SAN YSIDRO BL 667-020-2400

## Bureau of Census (BC) Codes

BC Code  
 Add/Alt Tenant Improvements

## Fee Type Units

Fee Type	Amount
Valuation -CBC	4,000.00

## Fee Worksheet

Fee	Quantity	Unit	Category
BuildgStand Surcharge SB1473	4,000.00	Valuation -CBC	Issuance Fees
Hrly-DSD Insp Structural	1.00	Hours	Inspection Fees
Issuance-With Plans	1.00	Each	Issuance Fees
LeadHaz Prevention & Control	1.00	Each	Issuance Fees
Records-Com/MDU(No Calcs &Std)	1.00	Each	Issuance Fees
Seismic Fee (Bldg Permit)	4,000.00	Valuation -CBC	Issuance Fees
State Fee (Bldg Permit)	4,000.00	Valuation -CBC	Issuance Fees





L64A-005

**Project Information**

Project Nbr: **568603** Title: J&M Mercato Improvements  
 Project Mgr: Romero, Alberto (619)446-5184 ARRomero@sandiego.gov

**Approval Information**

Approval Nbr: **20 00606** Type: Building Permit Status: Created  
 Issued: Issued By: Permit Holder:  
 Completed: Completed By: Owner Occupied:  Overridden:   
 Extension Qty: 0 Extended By: Cancel Reason:  
 Scope: For URM upgrades, voluntary steel columns for servicability, Precancel Status:  
 new doors and accessibility upgrades to a 2-story commercial Land Doc Type:  
 building. Recorded Map No.:  
 Recorded Date:

**Job Location (747 SAN YSIDRO BL)**

Address Assessor Parcel  
 747 SAN YSIDRO BL 667-020-2400

**Bureau of Census (BC) Codes**

BC Code  
 Add/Alt NonRes Bldg or Struct

**Fee Type Units**

Fee Type	Amount
Valuation -CBC	37,200.00
DwellingUnit NetChange(+,-,0)	0.00

**Fee Worksheet**

Fee	Quantity	Unit	Category
BuildgStand Surcharge SB1473	37,200.00	Valuation -CBC	Issuance Fees
Hrly-DSD Insp Structural	3.00	Hours	Inspection Fees
LeadHaz Prevention & Control	1.00	Each	Issuance Fees
Records-Com/MDU(Calcs&Std)	1.00	Each	Issuance Fees
Seismic Fee (Bldg Permit)	37,200.00	Valuation -CBC	Issuance Fees





# APPENDIX F

## Vapor Encroachment Screening Matrix

Phase I ESA Vapor Encroachment Conditions (VEC) matrix includes a (1) Search Radius Test, (2) Chemicals of Concern Test (COC), and (3) a Critical Distance Test [1].

**(1) Search Radius Test:** Are there any known or suspect contaminated properties in the primary area of concern within the corresponding search radii?

Yes  No      If **No**, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If **Yes**, then:

**(2) Chemicals of Concern Test:** Are COC likely to be present within the area of concern for those known or suspect contaminated sites identified based on the Search Distance Test?

Yes  No      If **No**, then screening for a VEC is complete and no VEC *currently* exists, go to #4. If **Yes**, then:

**(3) Critical Distance Test:** A plume test to determine whether or not COC in the contaminated plume(s) may be within the critical distance.

Yes  No      (3a) Is information related to the contaminated(s) plume available (i.e., isoconcentration maps, site drawings, etc.)?

(3b) If **No**, then a VEC cannot be ruled out; check **Yes** in #4 below indicating it is likely a VEC exists. If **Yes**, then:

Yes  No      (3c) Is the site less than 100 feet to the nearest edge of a contaminated [non-petroleum hydrocarbon] plume(s)? If **Yes**, then check **Yes** in #4 below indicating it is likely a VEC exists.

Yes  No      (3d) Is the site less than 30 feet to the nearest edge of a dissolved petroleum hydrocarbon plume(s)? If **Yes**, then check **Yes** in #4 below indicating it is likely a VEC exists.

If the distance from the nearest edge of a contaminated plume to the nearest existing or planned structure on the site is less than 100 feet for non-petroleum hydrocarbon COC, or less than 30 feet for dissolved petroleum hydrocarbons, then it is presumed that a VEC *currently* exists beneath the site. If the distance from the nearest edge of the contaminated plume is greater than or equal to 100 feet for non-petroleum hydrocarbons, or 30 feet for dissolved petroleum hydrocarbon chemicals of concern, then it is presumed unlikely that a VEC *currently* exists beneath the site.

**(4) Is it likely that a VEC *currently* exists beneath the site?**

Yes  No      If **No**, then the VEC screening is complete and no further investigation is recommended at this time. If **Yes**, Ninyo & Moore recommends performing additional assessment, such as a Tier 2 VEC assessment according to ASTM E 2600-15.

[1] Based on guidance presented in the ASTM E 2600-15 Standard.



# APPENDIX G

## Qualification of the Environmental Professionals

# ADRIAN OLIVARES

## SENIOR PROJECT ENVIRONMENTAL SCIENTIST

### EDUCATION

M.P.H., Environmental Health  
Concentration, 2016, San Diego State  
University

B.S., Environmental Studies, 2002,  
University of California Santa Barbara

### REGISTRATIONS AND CERTIFICATIONS

40-Hour OSHA HAZWOPER Certification  
(with annual updates)

CPR / First Aid Certification

### EXPERIENCE HIGHLIGHTS

City of San Diego, As-Needed  
Environmental Services Site Assessment  
and Mitigation Process Contract

City of San Diego, As-Needed  
Environmental Consultant Services for  
Brownfield Assessment Project

County of San Diego, Cedar and Kettner  
Development Project

Cajon Valley Union School District,  
Magnolia Elementary School

### PROFESSIONAL AFFILIATIONS

San Diego Association of Environmental  
Professionals

As a Senior Project Environmental Scientist for Ninyo & Moore, Mr. Olivares manages and conducts Phase I and Phase II Environmental Site Assessments (ESAs), underground storage tank unauthorized release case investigations, human health risk assessments, indoor air quality studies, Caltrans Initial Site Assessments (ISAs), and California Environmental Quality Act (CEQA) hazardous materials technical studies (HMTS) for Environmental Impact Reports (EIRs). Mr. Olivares performs all phases of environmental investigations, coordinates and observes subsurface drilling activities, conducts investigations of subsurface contamination and logging of exploratory borings, conducts groundwater monitoring utilizing a variety of methods, authors reports, and interfaces with regulatory agencies.

### REPRESENTATIVE PROJECT EXPERIENCE

**City of San Diego, As-Needed Environmental Services Site Assessment and Mitigation Process Contract, San Diego, California:** Project Manager for two, five-year contracts awarded to Ninyo & Moore, which includes conducting environmental site assessments at contaminated, City-owned properties throughout the County of San Diego. Scope of services include: work plan and health and safety plan preparation, field investigations (drill, sample, analytical testing), remediation, human health risk assessments, groundwater monitoring and sampling, and report preparation including corrective action plans and site conceptual models. The purpose of the contract is to assist the City of San Diego in obtaining regulatory agency closure of its properties that have been affected by unauthorized releases from underground storage tanks (USTs).

**City of San Diego, Successor Agency to the Redevelopment Agency, As-Needed Environmental Consulting Services, Brownfields Assessment Project, San Diego, California:** Project Manager for this three year contract awarded to Ninyo & Moore, which includes conducting Phase I and II ESAs at various brownfield sites within redevelopment areas of City Heights, Central Imperial, and Southeastern San Diego. Work was performed as part of a United States Environmental Protection Agency (USEPA) community-wide grant program. Ninyo & Moore's scope of services included developing a program-level Quality Assurance Project Plan (QAPP) and site-specific, Phase I ESAs, Field Sampling Plans, Phase II ESAs, human health risk assessments, and participating in community outreach efforts. The contract also includes preparation of remedial plans and estimates. The purpose of the contract is to assist the City and other stake holders with assessment of brownfield sites to support redevelopment efforts in the community.

**County of San Diego, Cedar and Kettner Development Project, San Diego, California:** Project Manager for the Cedar and Kettner Development Project, which was performed as part of a five-year contract awarded to Ninyo & Moore by the County of San Diego DGS. The site was historically occupied by Hercules Oil Refining Company and an automotive repair facility. Scope of services included: pre-characterization of soil; preparation of a Soil and Groundwater Management Plan (SGMP), Community and Contractor Health and Safety Plans; and construction field support involving implementation of the SGMP, community monitoring, and worker monitoring.

**Cajon Valley Union School District, Magnolia Elementary School, El Cajon, California:** Project Manager performed an indoor air quality (IAQ) study, soil vapor survey, and human health risk assessment at Magnolia Elementary School located in El Cajon, California. The project was initiated in response to concerns that indoor air may be impacted with chlorinated hydrocarbons as a result of groundwater contaminants from an adjacent aerospace/electronics facility migrating into the school buildings via the vapor intrusion pathway. The Department of Toxic Substances Control (DTSC) provided regulatory oversight.

## **REPRESENTATIVE PROJECT EXPERIENCE (continued)**

**City of Chula Vista, Sweetwater Union High School District Property, Chula Vista, California:** Project Manager for this Phase II ESA project, which was performed as part of a USEPA community-wide grant program. Ninyo & Moore's scope of services included: preparation of a sampling and analysis plan; collection of soil and soil vapor samples to evaluate contaminants associated with underground storage tanks (USTs) and fueling areas, maintenance areas, and a paint shop; and preparation of a Phase II ESA report. The purpose of the project was to assist the City and District with the assessment of a brownfield site to support redevelopment efforts.

**Miramar Pipeline Relocation, 17 Miles from Naval Base Point Loma to Marine Corps Air Station Miramar, San Diego, California:** Project Environmental Scientist for an environmental assessment related to the relocation of portions of an existing 17-mile fuel pipeline. Ninyo & Moore's scope included: 1) preparation of an HMTS to document potential releases of hazardous materials or wastes from historical activities along the project alignment; 2) preparation of an SGMP to assist the contractor in the excavation, notification, monitoring, segregation, characterization, handling, and reuse and/or disposal of waste that may be encountered during earthwork activities; and 3) soil sampling and analytical testing to provide a screening evaluation of the environmental condition of existing soils along the proposed alignment.

**City of San Diego, Southeastern San Diego Community Plan Update, San Diego, California:** Project Manager for the preparation of an HMTS for the comprehensive update of the Southeastern San Diego Community Plan. The purpose of the HMTS was to document the presence of properties, which may have been impacted by hazardous materials or wastes, and to document the significance of impacts from the project area with respect to CEQA, and to discuss measures that can be implemented to reduce or mitigate the potential impacts.

**Otay Truck Route, San Diego, California:** Project Manager prepared an ISA for the Otay Truck Route Improvement Project in San Diego County, California. The area evaluated for this ISA was generally bounded by Siempre Viva Road to the north, Customhouse Court to the east, the international border to the south, and Britannia Boulevard to the west in the community of Otay Mesa. The purpose of the project was to provide the construction of additional travel lanes to the existing truck route for truck traffic entering the Otay Mesa Border Crossing Port of Entry and to provide a travel lane for Border Patrol and emergency vehicles. The ISA involved evaluation of properties within the boundaries of the project area and off-site properties, which have the potential to negatively impact the project area.

**Metropolitan Transit System, 13th Street Light Rail Vehicle Maintenance Facility and Newton Avenue Taxi Inspection Facility San Diego, California:** Project Manager for the implementation of the facility's Storm Water Pollution Prevention Plan (SWPPP). The project included monthly inspections, sampling, an annual inspection for the comprehensive site compliance evaluation for potential pollutant sources, and reporting to comply with the facility's Regional Water Quality Control Board industrial storm water permit requirements.

**NCTD Sorrento Valley Double Track Project, ISA, San Diego, California:** Project Environmental Scientist for an ISA for the Sorrento Valley Double Track Project. The project consists of construction of a second rail track extending the railroad double tracks from Sorrento Valley Station at MP 248.9 northwest approximately 1 mile to MP 247.8. The purpose of the ISA was to document potential environmental concerns related to hazardous materials and/or hazardous wastes including oil/water separators, waste oil, polychlorinated biphenyls, asbestos-containing material, lead-based paint, aerially-deposited lead, and railroad related hazards.

**University Avenue Pipeline, San Diego, California:** Project Environmental Scientist performed an HMTS for the University Avenue Pipeline Replacement Project located in San Diego, California. The purpose of the HMTS was to document the presence of properties and areas of potential environmental concern, which may have been impacted by releases of hazardous materials and/or wastes within the project area, which have the potential to impact the project, in order to assist with project planning and preliminary design.

**West Vista Way Sewer Project, Vista California:** Project Environmental Scientist for an environmental and geotechnical evaluation for the West Vista Way Sewer project in Vista, California. The project included the installation of a 15- to 16-inch diameter sewer pipeline along West Vista Way and a 12-inch diameter sewer pipeline from Huff Street to Grapevine Road. Of particular concern was a section of sewer crossing beneath Emerald Drive where a shallow groundwater table and potential contamination was suspected due to the presence of nearby unauthorized releases from several gas stations.



# STEPHAN A. BECK, PG, HG, CEG, EM, REA II

## PRINCIPAL ENVIRONMENTAL GEOLOGIST

### EDUCATION

M.A., Geology, 1981, California State University, Fresno

B.A., Geology, 1976, University of California at Santa Barbara

### REGISTRATIONS AND CERTIFICATIONS

PG 4375 (California)

CEG 1512 (California)

HG 126 (California)

REA I 2181 (California)

REA II 20110 (California)

PG 33080 (Arizona)

EM 1545 (Nevada)

PG 2234 (Wyoming)

OSHA 40-hour Health and Safety Training (with annual updates)

OSHA 8-hour Health and Safety Supervisor Training

County of San Diego Environmental Consultant Certification

Data Quality Objectives/Data Quality Assessment, 1997, Naval Facilities Engineering Service Center

Professional Certificate, Hazardous Materials Management, 1989, University of California at San Diego

Hydrogen Sulfide Safety, 1987, ESSE International, Inc.

### EXPERIENCE HIGHLIGHTS

Caltrans, District 11 Contract

San Diego Unified Port District, Environmental Contract

County of San Diego Burnsite Contract

San Diego County Regional Airport Authority On-Call Contract

### PROFESSIONAL AFFILIATIONS

International Society of Environmental Forensics

National Groundwater Association

San Diego Association of Geologists

San Diego Environmental Professionals

Mr. Beck's project experience includes soil, soil vapor, sediment, sludge, surface water, groundwater and soil vapor surface and subsurface site assessments, hazardous building materials, human health and ecological risk assessments, remedial design, and remedial/removal actions involving volatile and semi-volatile organic compounds, polychlorinated biphenyls, metals, refined petroleum products, and pesticides, underground storage tanks, radiological surveys, and various phases of hydrologic/groundwater supply projects. Other experience includes site assessment investigations for real estate transfers, including Navy property, school sites, power and coal gasification plants, Brownfields, pipeline, transportation and railroad rights-of-way, regulatory compliance involving U.S. Environmental Protection Agency, California Department of Toxic Substances Control, California Fish and Game Department, Regional Water Quality Control Board, Department of Health Services, Air Pollution Control District, California Integrated Waste Management Board, State Water Resources Control Board, and California Coastal Commission, environmental construction management services, characterization at NPL sites, RCRA, SARA, CERCLA, TSCA, CWA, SWDA, and CIWMB projects, technical studies for inclusion in CEQA/NEPA documents, preliminary endangerment assessments, expert witness and litigation support, enhanced oil recovery projects, and extensive drilling in the U.S. and abroad.

### REPRESENTATIVE PROJECT EXPERIENCE

**Metropolitan Transit Development Board, On-Call 5-Year Environmental Services Contract, San Diego County, California** Contract Manager and Principal Environmental Geologist for this on-call contract. Mr. Beck's services have included third party review, regulatory liaison, site assessments, permitting, stormwater compliance, construction management services, hazardous materials management and disposal, and lead and asbestos abatement oversight. Most recently, Mr. Beck has been integrally involved in the Mission Valley East Light Rail Extension project, providing critical senior technical expertise and quality review on stormwater pollution prevention protocols.

**San Diego City Schools, As Needed Environmental Consulting Services Contract, San Diego, California:** Principal-in-Charge, Technical Advisor, and QA/QC Manager for Phase I Environmental Site Assessments (ESA) at 13 proposed and existing elementary, middle, and high school sites within the jurisdiction of the San Diego Unified School District (SDUSD). The proposed sites included properties with existing commercial, industrial, and residential land uses. Phase II ESAs were also conducted on 9 existing SDUSD school sites and 2 proposed SDUSD school sites. Mr. Beck also provided technical input and report preparation assistance regarding implementation of Remedial Action Workplans at several of the sites to cleanup lead and organochlorine pesticides in soil. This work was performed under the direction of the California Department of Toxic Substances Control.

**County of San Diego Burnsite and Landfill Engineering Services As-Needed Contract, Various Locations, San Diego County, California:** Principal-in-Charge and Technical Advisor for an on-call environmental services to the County of San Diego Department of Public Works as part of its three year, \$500,000, Burn Site and Landfill Engineering Services As-Needed Contract. The general scope of work for this contract focuses on conducting investigations and remedial action at County inactive solid waste disposal sites, most of which are former burn sites. The specific engineering services required by the County include characterizing and delineating former burn sites; preparing landfill closure and post-closure maintenance plans; preparing construction plans, specifications, and cost estimates for landfill maintenance projects; implementing remedial action plans, preparing of health and safety plans; value engineering; and assistance during the bidding process for construction activities.

**Ninyo & Moore**

Experience | Quality | Commitment

**REPRESENTATIVE PROJECT EXPERIENCE (continued)**

**Centre City Development Corporation (CCDC), On-call Environmental Consulting Services Contract, San Diego, California:** Contract Manager and Principal Environmental Geologist on this on-call contract. Our services on this contract in the past years have included performing Phase I and Phase II Environmental Assessments on Downtown San Diego properties slated for purchase and redevelopment, third-party review of environmental consultants reports, and development and implementation of soil management protocols on construction sites within the CCDC jurisdiction. Mr. Beck performed complex third-party reviews and acted as Technical Liaison for the CCDC, working with stakeholders and regulators on complex urban redevelopment projects. As an example, Mr. Beck authored and has helped to implement the conclusions of a hazardous materials constraints analysis as part of the Downtown Community Plan Update and Master Environmental Impact Report. The analysis presented a summary of current downtown San Diego redevelopment trends in hazardous materials management from a regulatory and practical perspective, suggested methods that have proven effective in the identification, assessment, and mitigation of environmental issues, and provided general conclusions regarding the potential impact of hazardous materials releases on redevelopment in the 1500 acre downtown area. Mr. Beck was commended by the CCDC and other key downtown stakeholders for this concise and technically sound planning document.

**San Diego Unified Port District, San Diego, California:** Since 1994, Mr. Beck has been Program Director, Project Manager, Technical Advisor, and QA/QC Manager on numerous Port District on-call site assessment contracts involving Phase I due diligence, Phase II investigation, National Contingency Plan, Preliminary Endangerment Assessment, Remedial Investigation, Feasibility Studies, Risk Assessment, Public Participation Plans, Remedial Action Plans, NEPA/CEQA studies, and dealing with regulatory compliance issues and public concerns. Mr. Beck's involvement on such projects as the San Diego Convention Center Expansion and the Naval Training Center Landfill, has led to the swift and successful completion of these high profile, environmentally sensitive projects. Mr. Beck continues to provide technical input, QA/QC management, and regulatory liaison and negotiation for the former Campbell Shipyard remediation (landside and sediment), the East Parking Lot remediation of coal gasification wastes, the Tow Basin PCB remediation, and the assessment of contamination at the future Spinnaker Hotel site.

**San Diego County Regional Airport Authority (SDCRAA) On-Call Services Agreement, San Diego, California:** Principal Environmental Geologist for this contract, provided technical input and services to SDCRAA regarding environmental issues pertaining to airport operations, maintenance, construction, and expansion.. Mr. Beck also is Principal Environmental Geologist and Contract Manager for the environmental constraints study for the final alternative sites that will considered as potential locations for either a new airport or the expansion of existing facilities.

**California Integrated Waste Management Board (CIWMB) Closed, Illegal and Abandoned Disposal Site Investigation Program, Various Locations, California:** Principal-in-Charge and Technical Advisor for the Closed, Illegal and Abandoned (CIA) Site Investigation Program. This contract includes subsurface investigations of illegal disposal sites, solid waste disposal and co disposal sites where further site characterization is necessary for monitoring, enforcement action, or site cleanup. Investigations have included excavating and logging trenches and test pits and drilling borings to characterize subsurface materials, delineation of the extent of burned wastes or other buried wastes to evaluate recommended remedial action. The disposal site projects have all been sites where there has been an identified potential risk to human health and the environment.

**NTC Inactive Landfill, San Diego, California:** Principal-in-Charge and Technical Advisor for the Naval Training Center Inactive Landfill. The project involved identifying, delineating and characterizing buried wastes, a geotechnical investigation, evaluating remedial action alternatives, providing cost estimates for implementing corrective action, extensive interfacing with the client, RWQCB, CIWMB and other agencies, and presentation of data at various meetings and to technical advisory boards. A subsequent subsurface investigation to delineate the extent of burned wastes within the site and in outlying areas and to characterize the burn material in accordance with LEA requirements. Principal reviewer of the remedial action plan to clean close the site by removing the wastes and affected media.

**Chula Vista Bayfront Master Plan EIR, Chula Vista, California:** Principal Environmental Geologist for a hazardous materials technical study (HMTS) for the Chula Vista Bayfront Master Plan. The technical report will be utilized in the preparation of an Environmental Impact Report (EIR), and is not intended for the purpose of design or construction. The project area consists of a number of parcels along the bayfront in the city of Chula Vista, California totaling approximately 550 acres under the ownership and jurisdiction of the San Diego Unified Port District (Port), including land acquired from B.F. Goodrich, vacant and underutilized areas, and the existing South Bay Power Plant parcel. Mr. Beck's services included review of maps, reports and other environmental documents pertaining to the site; review regulatory agency databases for the site and for properties located within a 1,000-foot radius of the project area; and review of a HMTS report documenting findings and providing opinions and recommendations regarding possible environmental impacts to the project area.



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# Appendix C

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## Air Quality Calculations

San Ysidro LPOE - San Diego County, Annual

**San Ysidro LPOE**  
**San Diego County, Annual**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.24	Acre	0.24	10,454.40	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	40
<b>Climate Zone</b>	13			<b>Operational Year</b>	2020
<b>Utility Company</b>	San Diego Gas & Electric				
<b>CO2 Intensity (lb/MW hr)</b>	720.49	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use -
- Construction Phase -
- Demolition -
- Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10

San Ysidro LPOE - San Diego County, Annual

**2.0 Emissions Summary**

**2.1 Overall Construction**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	9.8200e-003	0.0934	0.0724	1.4000e-004	9.0000e-003	5.2700e-003	0.0143	1.8100e-003	4.9800e-003	6.8000e-003	0.0000	12.4314	12.4314	2.2900e-003	0.0000	12.4887
<b>Maximum</b>	<b>9.8200e-003</b>	<b>0.0934</b>	<b>0.0724</b>	<b>1.4000e-004</b>	<b>9.0000e-003</b>	<b>5.2700e-003</b>	<b>0.0143</b>	<b>1.8100e-003</b>	<b>4.9800e-003</b>	<b>6.8000e-003</b>	<b>0.0000</b>	<b>12.4314</b>	<b>12.4314</b>	<b>2.2900e-003</b>	<b>0.0000</b>	<b>12.4887</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2018	9.8200e-003	0.0934	0.0724	1.4000e-004	4.8000e-003	5.2700e-003	0.0101	1.0200e-003	4.9800e-003	6.0000e-003	0.0000	12.4314	12.4314	2.2900e-003	0.0000	12.4887
<b>Maximum</b>	<b>9.8200e-003</b>	<b>0.0934</b>	<b>0.0724</b>	<b>1.4000e-004</b>	<b>4.8000e-003</b>	<b>5.2700e-003</b>	<b>0.0101</b>	<b>1.0200e-003</b>	<b>4.9800e-003</b>	<b>6.0000e-003</b>	<b>0.0000</b>	<b>12.4314</b>	<b>12.4314</b>	<b>2.2900e-003</b>	<b>0.0000</b>	<b>12.4887</b>

San Ysidro LPOE - San Diego County, Annual

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	46.67	0.00	29.38	43.65	0.00	11.76	0.00	0.00	0.00	0.00	0.00	0.00

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-6-2018	9-5-2018	0.0985	0.0985
		Highest	0.0985	0.0985

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.9000e-004	2.0900e-003	5.3700e-003	2.0000e-005	1.3500e-003	2.0000e-005	1.3700e-003	3.6000e-004	2.0000e-005	3.8000e-004	0.0000	1.5217	1.5217	9.0000e-005	0.0000	1.5239
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	1.0383	1.0383	4.0000e-005	1.0000e-005	1.0419
<b>Total</b>	<b>5.9000e-004</b>	<b>2.0900e-003</b>	<b>5.3700e-003</b>	<b>2.0000e-005</b>	<b>1.3500e-003</b>	<b>2.0000e-005</b>	<b>1.3700e-003</b>	<b>3.6000e-004</b>	<b>2.0000e-005</b>	<b>3.8000e-004</b>	<b>4.0600e-003</b>	<b>2.5600</b>	<b>2.5641</b>	<b>3.7000e-004</b>	<b>1.0000e-005</b>	<b>2.5758</b>

San Ysidro LPOE - San Diego County, Annual

**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.0000e-004	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	4.9000e-004	2.0900e-003	5.3700e-003	2.0000e-005	1.3500e-003	2.0000e-005	1.3700e-003	3.6000e-004	2.0000e-005	3.8000e-004	0.0000	1.5217	1.5217	9.0000e-005	0.0000	1.5239
Waste						0.0000	0.0000		0.0000	0.0000	4.0600e-003	0.0000	4.0600e-003	2.4000e-004	0.0000	0.0101
Water						0.0000	0.0000		0.0000	0.0000	0.0000	1.0383	1.0383	4.0000e-005	1.0000e-005	1.0419
<b>Total</b>	<b>5.9000e-004</b>	<b>2.0900e-003</b>	<b>5.3700e-003</b>	<b>2.0000e-005</b>	<b>1.3500e-003</b>	<b>2.0000e-005</b>	<b>1.3700e-003</b>	<b>3.6000e-004</b>	<b>2.0000e-005</b>	<b>3.8000e-004</b>	<b>4.0600e-003</b>	<b>2.5600</b>	<b>2.5641</b>	<b>3.7000e-004</b>	<b>1.0000e-005</b>	<b>2.5758</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**



San Ysidro LPOE - San Diego County, Annual

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/6/2018	6/19/2018	5	10	
2	Site Preparation	Site Preparation	6/20/2018	6/20/2018	5	1	
3	Grading	Grading	6/21/2018	6/22/2018	5	2	
4	Paving	Paving	6/23/2018	6/29/2018	5	5	

**Acres of Grading (Site Preparation Phase): 0.5**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

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**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	60.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

**3.2 Demolition - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					6.6000e-003	0.0000	6.6000e-003	1.0000e-003	0.0000	1.0000e-003	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3297
<b>Total</b>	<b>5.3200e-003</b>	<b>0.0472</b>	<b>0.0389</b>	<b>6.0000e-005</b>	<b>6.6000e-003</b>	<b>3.1100e-003</b>	<b>9.7100e-003</b>	<b>1.0000e-003</b>	<b>2.9700e-003</b>	<b>3.9700e-003</b>	<b>0.0000</b>	<b>5.3041</b>	<b>5.3041</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>5.3297</b>

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**3.2 Demolition - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	9.7400e-003	2.0300e-003	2.0000e-005	5.1000e-004	4.0000e-005	5.5000e-004	1.4000e-004	4.0000e-005	1.8000e-004	0.0000	2.3641	2.3641	2.1000e-004	0.0000	2.3694
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.6200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3859	0.3859	1.0000e-005	0.0000	0.3862
<b>Total</b>	<b>4.9000e-004</b>	<b>9.9100e-003</b>	<b>3.6500e-003</b>	<b>2.0000e-005</b>	<b>9.1000e-004</b>	<b>4.0000e-005</b>	<b>9.5000e-004</b>	<b>2.5000e-004</b>	<b>4.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>2.7500</b>	<b>2.7500</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.7557</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.9700e-003	0.0000	2.9700e-003	4.5000e-004	0.0000	4.5000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3296
<b>Total</b>	<b>5.3200e-003</b>	<b>0.0472</b>	<b>0.0389</b>	<b>6.0000e-005</b>	<b>2.9700e-003</b>	<b>3.1100e-003</b>	<b>6.0800e-003</b>	<b>4.5000e-004</b>	<b>2.9700e-003</b>	<b>3.4200e-003</b>	<b>0.0000</b>	<b>5.3041</b>	<b>5.3041</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>5.3296</b>

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**3.2 Demolition - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	2.8000e-004	9.7400e-003	2.0300e-003	2.0000e-005	5.1000e-004	4.0000e-005	5.5000e-004	1.4000e-004	4.0000e-005	1.8000e-004	0.0000	2.3641	2.3641	2.1000e-004	0.0000	2.3694
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.6200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3859	0.3859	1.0000e-005	0.0000	0.3862
<b>Total</b>	<b>4.9000e-004</b>	<b>9.9100e-003</b>	<b>3.6500e-003</b>	<b>2.0000e-005</b>	<b>9.1000e-004</b>	<b>4.0000e-005</b>	<b>9.5000e-004</b>	<b>2.5000e-004</b>	<b>4.0000e-005</b>	<b>2.9000e-004</b>	<b>0.0000</b>	<b>2.7500</b>	<b>2.7500</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>2.7557</b>

**3.3 Site Preparation - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
<b>Total</b>	<b>3.9000e-004</b>	<b>4.8800e-003</b>	<b>2.1300e-003</b>	<b>0.0000</b>	<b>2.7000e-004</b>	<b>2.1000e-004</b>	<b>4.8000e-004</b>	<b>3.0000e-005</b>	<b>1.9000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.4458</b>	<b>0.4458</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4492</b>

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**3.3 Site Preparation - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0193</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
<b>Total</b>	<b>3.9000e-004</b>	<b>4.8800e-003</b>	<b>2.1300e-003</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>2.1000e-004</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>1.9000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.4458</b>	<b>0.4458</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4492</b>

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**3.3 Site Preparation - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0193</b>

**3.4 Grading - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					7.5000e-004	0.0000	7.5000e-004	4.1000e-004	0.0000	4.1000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	9.4300e-003	7.7800e-003	1.0000e-005		6.2000e-004	6.2000e-004		5.9000e-004	5.9000e-004	0.0000	1.0608	1.0608	2.0000e-004	0.0000	1.0659
<b>Total</b>	<b>1.0600e-003</b>	<b>9.4300e-003</b>	<b>7.7800e-003</b>	<b>1.0000e-005</b>	<b>7.5000e-004</b>	<b>6.2000e-004</b>	<b>1.3700e-003</b>	<b>4.1000e-004</b>	<b>5.9000e-004</b>	<b>1.0000e-003</b>	<b>0.0000</b>	<b>1.0608</b>	<b>1.0608</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>1.0659</b>

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**3.4 Grading - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.2000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0772	0.0772	0.0000	0.0000	0.0772
<b>Total</b>	<b>4.0000e-005</b>	<b>3.0000e-005</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0772</b>	<b>0.0772</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0772</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					3.4000e-004	0.0000	3.4000e-004	1.9000e-004	0.0000	1.9000e-004	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	1.0600e-003	9.4300e-003	7.7800e-003	1.0000e-005		6.2000e-004	6.2000e-004		5.9000e-004	5.9000e-004	0.0000	1.0608	1.0608	2.0000e-004	0.0000	1.0659
<b>Total</b>	<b>1.0600e-003</b>	<b>9.4300e-003</b>	<b>7.7800e-003</b>	<b>1.0000e-005</b>	<b>3.4000e-004</b>	<b>6.2000e-004</b>	<b>9.6000e-004</b>	<b>1.9000e-004</b>	<b>5.9000e-004</b>	<b>7.8000e-004</b>	<b>0.0000</b>	<b>1.0608</b>	<b>1.0608</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>1.0659</b>

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**3.4 Grading - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.0000e-005	3.0000e-005	3.2000e-004	0.0000	8.0000e-005	0.0000	8.0000e-005	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0772	0.0772	0.0000	0.0000	0.0772
<b>Total</b>	<b>4.0000e-005</b>	<b>3.0000e-005</b>	<b>3.2000e-004</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>8.0000e-005</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>0.0772</b>	<b>0.0772</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0772</b>

**3.5 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.3000e-003</b>	<b>0.0219</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>1.2800e-003</b>	<b>1.2800e-003</b>		<b>1.1800e-003</b>	<b>1.1800e-003</b>	<b>0.0000</b>	<b>2.4270</b>	<b>2.4270</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.4441</b>



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**3.5 Paving - 2018**

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.5000e-004	1.4600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3473	0.3473	1.0000e-005	0.0000	0.3476
<b>Total</b>	<b>1.9000e-004</b>	<b>1.5000e-004</b>	<b>1.4600e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3473</b>	<b>0.3473</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3476</b>

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.3000e-003</b>	<b>0.0219</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>1.2800e-003</b>	<b>1.2800e-003</b>		<b>1.1800e-003</b>	<b>1.1800e-003</b>	<b>0.0000</b>	<b>2.4270</b>	<b>2.4270</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.4441</b>

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**3.5 Paving - 2018**

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.5000e-004	1.4600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3473	0.3473	1.0000e-005	0.0000	0.3476
<b>Total</b>	<b>1.9000e-004</b>	<b>1.5000e-004</b>	<b>1.4600e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3473</b>	<b>0.3473</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3476</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	4.9000e-004	2.0900e-003	5.3700e-003	2.0000e-005	1.3500e-003	2.0000e-005	1.3700e-003	3.6000e-004	2.0000e-005	3.8000e-004	0.0000	1.5217	1.5217	9.0000e-005	0.0000	1.5239
Unmitigated	4.9000e-004	2.0900e-003	5.3700e-003	2.0000e-005	1.3500e-003	2.0000e-005	1.3700e-003	3.6000e-004	2.0000e-005	3.8000e-004	0.0000	1.5217	1.5217	9.0000e-005	0.0000	1.5239

4.2 Trip Summary Information

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.45	5.46	4.02	3,582	3,582
Total	0.45	5.46	4.02	3,582	3,582

4.3 Trip Type Information

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.588316	0.042913	0.184449	0.110793	0.017294	0.005558	0.015534	0.023021	0.001902	0.002024	0.006181	0.000745	0.001271

5.0 Energy Detail

Historical Energy Use: N



San Ysidro LPOE - San Diego County, Annual

**5.2 Energy by Land Use - Natural Gas**

**Mitigated**

	Natural Gas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Land Use	kBTU/yr	tons/yr										MT/yr						
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
City Park	0	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>



San Ysidro LPOE - San Diego County, Annual

**6.2 Area by SubCategory**

**Unmitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	1.0000e-004					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**7.0 Water Detail**

San Ysidro LPOE - San Diego County, Annual

**7.1 Mitigation Measures Water**

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	1.0383	4.0000e-005	1.0000e-005	1.0419
Unmitigated	1.0383	4.0000e-005	1.0000e-005	1.0419

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.285956	1.0383	4.0000e-005	1.0000e-005	1.0419
<b>Total</b>		<b>1.0383</b>	<b>4.0000e-005</b>	<b>1.0000e-005</b>	<b>1.0419</b>



San Ysidro LPOE - San Diego County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
City Park	0 / 0.285956	1.0383	4.0000e-005	1.0000e-005	1.0419
<b>Total</b>		<b>1.0383</b>	<b>4.0000e-005</b>	<b>1.0000e-005</b>	<b>1.0419</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	4.0600e-003	2.4000e-004	0.0000	0.0101
Unmitigated	4.0600e-003	2.4000e-004	0.0000	0.0101

San Ysidro LPOE - San Diego County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
<b>Total</b>		<b>4.0600e-003</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.0101</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
City Park	0.02	4.0600e-003	2.4000e-004	0.0000	0.0101
<b>Total</b>		<b>4.0600e-003</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.0101</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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San Ysidro LPOE - San Diego County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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San Ysidro LPOE - San Diego County, Winter

**San Ysidro LPOE**  
**San Diego County, Winter**

**1.0 Project Characteristics**

**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
City Park	0.24	Acre	0.24	10,454.40	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	40
<b>Climate Zone</b>	13			<b>Operational Year</b>	2020
<b>Utility Company</b>	San Diego Gas & Electric				
<b>CO2 Intensity (lb/MW hr)</b>	720.49	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use -

Construction Phase -

Demolition -

Construction Off-road Equipment Mitigation -

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstDustMitigation	WaterUnpavedRoadVehicleSpeed	0	10

San Ysidro LPOE - San Diego County, Winter

**2.0 Emissions Summary**

**2.1 Overall Construction (Maximum Daily Emission)**

**Unmitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.1689	11.3928	8.5242	0.0176	1.5075	0.6310	2.1386	0.4356	0.6022	1.0304	0.0000	1,769.726 2	1,769.726 2	0.3074	0.0000	1,776.634 6
<b>Maximum</b>	<b>1.1689</b>	<b>11.3928</b>	<b>8.5242</b>	<b>0.0176</b>	<b>1.5075</b>	<b>0.6310</b>	<b>2.1386</b>	<b>0.4356</b>	<b>0.6022</b>	<b>1.0304</b>	<b>0.0000</b>	<b>1,769.726 2</b>	<b>1,769.726 2</b>	<b>0.3074</b>	<b>0.0000</b>	<b>1,776.634 6</b>

**Mitigated Construction**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2018	1.1689	11.3928	8.5242	0.0176	0.7812	0.6310	1.4123	0.2080	0.6022	0.8028	0.0000	1,769.726 2	1,769.726 2	0.3074	0.0000	1,776.634 6
<b>Maximum</b>	<b>1.1689</b>	<b>11.3928</b>	<b>8.5242</b>	<b>0.0176</b>	<b>0.7812</b>	<b>0.6310</b>	<b>1.4123</b>	<b>0.2080</b>	<b>0.6022</b>	<b>0.8028</b>	<b>0.0000</b>	<b>1,769.726 2</b>	<b>1,769.726 2</b>	<b>0.3074</b>	<b>0.0000</b>	<b>1,776.634 6</b>

## San Ysidro LPOE - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	48.18	0.00	33.96	52.25	0.00	22.09	0.00	0.00	0.00	0.00	0.00	0.00

San Ysidro LPOE - San Diego County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4000e-004	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.0700e-003	0.0373	0.0976	2.9000e-004	0.0247	3.0000e-004	0.0250	6.6100e-003	2.8000e-004	6.8900e-003		29.6940	29.6940	1.7300e-003		29.7373
<b>Total</b>	<b>9.6100e-003</b>	<b>0.0373</b>	<b>0.0976</b>	<b>2.9000e-004</b>	<b>0.0247</b>	<b>3.0000e-004</b>	<b>0.0250</b>	<b>6.6100e-003</b>	<b>2.8000e-004</b>	<b>6.8900e-003</b>		<b>29.6941</b>	<b>29.6941</b>	<b>1.7300e-003</b>	<b>0.0000</b>	<b>29.7374</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	5.4000e-004	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Energy	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Mobile	9.0700e-003	0.0373	0.0976	2.9000e-004	0.0247	3.0000e-004	0.0250	6.6100e-003	2.8000e-004	6.8900e-003		29.6940	29.6940	1.7300e-003		29.7373
<b>Total</b>	<b>9.6100e-003</b>	<b>0.0373</b>	<b>0.0976</b>	<b>2.9000e-004</b>	<b>0.0247</b>	<b>3.0000e-004</b>	<b>0.0250</b>	<b>6.6100e-003</b>	<b>2.8000e-004</b>	<b>6.8900e-003</b>		<b>29.6941</b>	<b>29.6941</b>	<b>1.7300e-003</b>	<b>0.0000</b>	<b>29.7374</b>

## San Ysidro LPOE - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/6/2018	6/19/2018	5	10	
2	Site Preparation	Site Preparation	6/20/2018	6/20/2018	5	1	
3	Grading	Grading	6/21/2018	6/22/2018	5	2	
4	Paving	Paving	6/23/2018	6/29/2018	5	5	

**Acres of Grading (Site Preparation Phase): 0.5**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 0; Striped Parking Area: 0 (Architectural Coating – sqft)**

#### OffRoad Equipment



San Ysidro LPOE - San Diego County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Site Preparation	Graders	1	8.00	187	0.41
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Grading	Concrete/Industrial Saws	1	8.00	81	0.73
Grading	Rubber Tired Dozers	1	1.00	247	0.40
Grading	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	60.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Grading	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Water Unpaved Roads

Reduce Vehicle Speed on Unpaved Roads

San Ysidro LPOE - San Diego County, Winter

**3.2 Demolition - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					1.3205	0.0000	1.3205	0.2000	0.0000	0.2000			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>1.3205</b>	<b>0.6228</b>	<b>1.9433</b>	<b>0.2000</b>	<b>0.5943</b>	<b>0.7943</b>		<b>1,169.3502</b>	<b>1,169.3502</b>	<b>0.2254</b>		<b>1,174.9857</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0565	1.9289	0.4232	4.7500e-003	0.1049	7.6800e-003	0.1125	0.0287	7.3500e-003	0.0361		516.1433	516.1433	0.0480		517.3432
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0344	0.3247	8.5000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.5000e-004	0.0223		84.2327	84.2327	2.9200e-003		84.3057
<b>Total</b>	<b>0.1046</b>	<b>1.9633</b>	<b>0.7479</b>	<b>5.6000e-003</b>	<b>0.1870</b>	<b>8.2700e-003</b>	<b>0.1953</b>	<b>0.0505</b>	<b>7.9000e-003</b>	<b>0.0584</b>		<b>600.3760</b>	<b>600.3760</b>	<b>0.0509</b>		<b>601.6489</b>

San Ysidro LPOE - San Diego County, Winter

**3.2 Demolition - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5942	0.0000	0.5942	0.0900	0.0000	0.0900			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.350 2	1,169.350 2	0.2254		1,174.985 7
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>0.5942</b>	<b>0.6228</b>	<b>1.2170</b>	<b>0.0900</b>	<b>0.5943</b>	<b>0.6843</b>	<b>0.0000</b>	<b>1,169.350 2</b>	<b>1,169.350 2</b>	<b>0.2254</b>		<b>1,174.985 7</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0565	1.9289	0.4232	4.7500e-003	0.1049	7.6800e-003	0.1125	0.0287	7.3500e-003	0.0361		516.1433	516.1433	0.0480		517.3432
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0344	0.3247	8.5000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.5000e-004	0.0223		84.2327	84.2327	2.9200e-003		84.3057
<b>Total</b>	<b>0.1046</b>	<b>1.9633</b>	<b>0.7479</b>	<b>5.6000e-003</b>	<b>0.1870</b>	<b>8.2700e-003</b>	<b>0.1953</b>	<b>0.0505</b>	<b>7.9000e-003</b>	<b>0.0584</b>		<b>600.3760</b>	<b>600.3760</b>	<b>0.0509</b>		<b>601.6489</b>

San Ysidro LPOE - San Diego County, Winter

**3.3 Site Preparation - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846		982.7113	982.7113	0.3059		990.3596
<b>Total</b>	<b>0.7858</b>	<b>9.7572</b>	<b>4.2514</b>	<b>9.7600e-003</b>	<b>0.5303</b>	<b>0.4180</b>	<b>0.9483</b>	<b>0.0573</b>	<b>0.3846</b>	<b>0.4418</b>		<b>982.7113</b>	<b>982.7113</b>	<b>0.3059</b>		<b>990.3596</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0240	0.0172	0.1624	4.2000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.7000e-004	0.0112		42.1164	42.1164	1.4600e-003		42.1529
<b>Total</b>	<b>0.0240</b>	<b>0.0172</b>	<b>0.1624</b>	<b>4.2000e-004</b>	<b>0.0411</b>	<b>3.0000e-004</b>	<b>0.0414</b>	<b>0.0109</b>	<b>2.7000e-004</b>	<b>0.0112</b>		<b>42.1164</b>	<b>42.1164</b>	<b>1.4600e-003</b>		<b>42.1529</b>

San Ysidro LPOE - San Diego County, Winter

**3.3 Site Preparation - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846	0.0000	982.7113	982.7113	0.3059		990.3596
<b>Total</b>	<b>0.7858</b>	<b>9.7572</b>	<b>4.2514</b>	<b>9.7600e-003</b>	<b>0.2386</b>	<b>0.4180</b>	<b>0.6566</b>	<b>0.0258</b>	<b>0.3846</b>	<b>0.4103</b>	<b>0.0000</b>	<b>982.7113</b>	<b>982.7113</b>	<b>0.3059</b>		<b>990.3596</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0240	0.0172	0.1624	4.2000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.7000e-004	0.0112		42.1164	42.1164	1.4600e-003		42.1529
<b>Total</b>	<b>0.0240</b>	<b>0.0172</b>	<b>0.1624</b>	<b>4.2000e-004</b>	<b>0.0411</b>	<b>3.0000e-004</b>	<b>0.0414</b>	<b>0.0109</b>	<b>2.7000e-004</b>	<b>0.0112</b>		<b>42.1164</b>	<b>42.1164</b>	<b>1.4600e-003</b>		<b>42.1529</b>

San Ysidro LPOE - San Diego County, Winter

**3.4 Grading - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.7528	0.0000	0.7528	0.4138	0.0000	0.4138			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>0.7528</b>	<b>0.6228</b>	<b>1.3755</b>	<b>0.4138</b>	<b>0.5943</b>	<b>1.0081</b>		<b>1,169.3502</b>	<b>1,169.3502</b>	<b>0.2254</b>		<b>1,174.9857</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0344	0.3247	8.5000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.5000e-004	0.0223		84.2327	84.2327	2.9200e-003		84.3057
<b>Total</b>	<b>0.0481</b>	<b>0.0344</b>	<b>0.3247</b>	<b>8.5000e-004</b>	<b>0.0822</b>	<b>5.9000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>5.5000e-004</b>	<b>0.0223</b>		<b>84.2327</b>	<b>84.2327</b>	<b>2.9200e-003</b>		<b>84.3057</b>

San Ysidro LPOE - San Diego County, Winter

**3.4 Grading - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.3387	0.0000	0.3387	0.1862	0.0000	0.1862			0.0000			0.0000
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>	<b>0.3387</b>	<b>0.6228</b>	<b>0.9615</b>	<b>0.1862</b>	<b>0.5943</b>	<b>0.7805</b>	<b>0.0000</b>	<b>1,169.3502</b>	<b>1,169.3502</b>	<b>0.2254</b>		<b>1,174.9857</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0344	0.3247	8.5000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.5000e-004	0.0223		84.2327	84.2327	2.9200e-003		84.3057
<b>Total</b>	<b>0.0481</b>	<b>0.0344</b>	<b>0.3247</b>	<b>8.5000e-004</b>	<b>0.0822</b>	<b>5.9000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>5.5000e-004</b>	<b>0.0223</b>		<b>84.2327</b>	<b>84.2327</b>	<b>2.9200e-003</b>		<b>84.3057</b>

San Ysidro LPOE - San Diego County, Winter

**3.5 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735		1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9202</b>	<b>8.7447</b>	<b>7.2240</b>	<b>0.0113</b>		<b>0.5109</b>	<b>0.5109</b>		<b>0.4735</b>	<b>0.4735</b>		<b>1,070.1372</b>	<b>1,070.1372</b>	<b>0.3017</b>		<b>1,077.6798</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503
<b>Total</b>	<b>0.0866</b>	<b>0.0620</b>	<b>0.5845</b>	<b>1.5200e-003</b>	<b>0.1479</b>	<b>1.0600e-003</b>	<b>0.1489</b>	<b>0.0392</b>	<b>9.8000e-004</b>	<b>0.0402</b>		<b>151.6189</b>	<b>151.6189</b>	<b>5.2500e-003</b>		<b>151.7503</b>



San Ysidro LPOE - San Diego County, Winter

**3.5 Paving - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735	0.0000	1,070.137 2	1,070.137 2	0.3017		1,077.679 8
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9202</b>	<b>8.7447</b>	<b>7.2240</b>	<b>0.0113</b>		<b>0.5109</b>	<b>0.5109</b>		<b>0.4735</b>	<b>0.4735</b>	<b>0.0000</b>	<b>1,070.137 2</b>	<b>1,070.137 2</b>	<b>0.3017</b>		<b>1,077.679 8</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503
<b>Total</b>	<b>0.0866</b>	<b>0.0620</b>	<b>0.5845</b>	<b>1.5200e-003</b>	<b>0.1479</b>	<b>1.0600e-003</b>	<b>0.1489</b>	<b>0.0392</b>	<b>9.8000e-004</b>	<b>0.0402</b>		<b>151.6189</b>	<b>151.6189</b>	<b>5.2500e-003</b>		<b>151.7503</b>

**4.0 Operational Detail - Mobile**

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San Ysidro LPOE - San Diego County, Winter

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.0700e-003	0.0373	0.0976	2.9000e-004	0.0247	3.0000e-004	0.0250	6.6100e-003	2.8000e-004	6.8900e-003		29.6940	29.6940	1.7300e-003		29.7373
Unmitigated	9.0700e-003	0.0373	0.0976	2.9000e-004	0.0247	3.0000e-004	0.0250	6.6100e-003	2.8000e-004	6.8900e-003		29.6940	29.6940	1.7300e-003		29.7373

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
City Park	0.45	5.46	4.02	3,582	3,582
Total	0.45	5.46	4.02	3,582	3,582

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
City Park	9.50	7.30	7.30	33.00	48.00	19.00	66	28	6

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
City Park	0.588316	0.042913	0.184449	0.110793	0.017294	0.005558	0.015534	0.023021	0.001902	0.002024	0.006181	0.000745	0.001271

San Ysidro LPOE - San Diego County, Winter

**5.0 Energy Detail**

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Historical Energy Use: N

**5.1 Mitigation Measures Energy**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Unmitigated	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000

San Ysidro LPOE - San Diego County, Winter

**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
City Park	0	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

San Ysidro LPOE - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	5.4000e-004	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
Unmitigated	5.4000e-004	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
<b>Total</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>0.0000</b>		<b>6.0000e-005</b>

San Ysidro LPOE - San Diego County, Winter

**6.2 Area by SubCategory**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	5.4000e-004					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	0.0000	0.0000	2.0000e-005	0.0000		0.0000	0.0000		0.0000	0.0000		5.0000e-005	5.0000e-005	0.0000		6.0000e-005
<b>Total</b>	<b>5.4000e-004</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>5.0000e-005</b>	<b>5.0000e-005</b>	<b>0.0000</b>		<b>6.0000e-005</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

Fire Pumps and Emergency Generators

San Ysidro LPOE - San Diego County, Winter

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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**San Ysidro LPOE Alt2**  
**San Diego County, Annual**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	13.20	1000sqft	0.24	13,200.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	40
<b>Climate Zone</b>	13			<b>Operational Year</b>	2019
<b>Utility Company</b>	San Diego Gas & Electric				
<b>CO2 Intensity (lb/MW hr)</b>	720.49	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

- Project Characteristics -
- Land Use - Lot Size = 0.24 acres
- Construction Phase -
- Mobile Land Use Mitigation -
- Construction Off-road Equipment Mitigation -
- Waste Mitigation -



## San Ysidro LPOE Alt2 - San Diego County, Annual

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	PhaseEndDate	12/4/2018	11/30/2018
tblConstructionPhase	PhaseEndDate	11/20/2018	11/16/2018
tblConstructionPhase	PhaseEndDate	11/27/2018	11/23/2018
tblConstructionPhase	PhaseStartDate	11/28/2018	11/24/2018
tblConstructionPhase	PhaseStartDate	7/4/2018	6/30/2018
tblConstructionPhase	PhaseStartDate	11/21/2018	11/17/2018
tblLandUse	LotAcreage	0.30	0.24

## 2.0 Emissions Summary

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Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	6-15-2018	9-14-2018	0.3981	0.3981
2	9-15-2018	9-30-2018	0.0710	0.0710
		Highest	0.3981	0.3981

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0669	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.5000e-004
Energy	1.6000e-004	1.4400e-003	1.2100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	55.7531	55.7531	2.2100e-003	4.8000e-004	55.9514
Mobile	0.1543	0.6055	1.4983	4.0200e-003	0.3110	4.7100e-003	0.3157	0.0833	4.4300e-003	0.0877	0.0000	370.2086	370.2086	0.0234	0.0000	370.7936
Waste						0.0000	0.0000		0.0000	0.0000	2.8135	0.0000	2.8135	0.1663	0.0000	6.9702
Water						0.0000	0.0000		0.0000	0.0000	0.3102	6.3366	6.6468	0.0321	8.1000e-004	7.6896
<b>Total</b>	<b>0.2213</b>	<b>0.6070</b>	<b>1.4996</b>	<b>4.0300e-003</b>	<b>0.3110</b>	<b>4.8200e-003</b>	<b>0.3158</b>	<b>0.0833</b>	<b>4.5400e-003</b>	<b>0.0878</b>	<b>3.1237</b>	<b>432.2985</b>	<b>435.4222</b>	<b>0.2240</b>	<b>1.2900e-003</b>	<b>441.4051</b>

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**2.2 Overall Operational**

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0669	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.5000e-004
Energy	1.6000e-004	1.4400e-003	1.2100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	55.7531	55.7531	2.2100e-003	4.8000e-004	55.9514
Mobile	0.1543	0.6055	1.4983	4.0200e-003	0.3110	4.7100e-003	0.3157	0.0833	4.4300e-003	0.0877	0.0000	370.2086	370.2086	0.0234	0.0000	370.7936
Waste						0.0000	0.0000		0.0000	0.0000	2.8135	0.0000	2.8135	0.1663	0.0000	6.9702
Water						0.0000	0.0000		0.0000	0.0000	0.3102	6.3366	6.6468	0.0321	8.1000e-004	7.6896
<b>Total</b>	<b>0.2213</b>	<b>0.6070</b>	<b>1.4996</b>	<b>4.0300e-003</b>	<b>0.3110</b>	<b>4.8200e-003</b>	<b>0.3158</b>	<b>0.0833</b>	<b>4.5400e-003</b>	<b>0.0878</b>	<b>3.1237</b>	<b>432.2985</b>	<b>435.4222</b>	<b>0.2240</b>	<b>1.2900e-003</b>	<b>441.4051</b>

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

**3.0 Construction Detail**

**Construction Phase**

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Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/15/2018	6/28/2018	5	10	
2	Site Preparation	Site Preparation	6/29/2018	6/29/2018	5	1	
3	Building Construction	Building Construction	6/30/2018	11/16/2018	5	100	
4	Paving	Paving	11/17/2018	11/23/2018	5	5	
5	Architectural Coating	Architectural Coating	11/24/2018	11/30/2018	5	5	

**Acres of Grading (Site Preparation Phase): 0.5**

**Acres of Grading (Grading Phase): 0**

**Acres of Paving: 0**

**Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 19,800; Non-Residential Outdoor: 6,600; Striped Parking Area: 0 (Architectural Coating – sqft)**

**OffRoad Equipment**

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Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	4.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Water Unpaved Roads

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**3.2 Demolition - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3297
<b>Total</b>	<b>5.3200e-003</b>	<b>0.0472</b>	<b>0.0389</b>	<b>6.0000e-005</b>		<b>3.1100e-003</b>	<b>3.1100e-003</b>		<b>2.9700e-003</b>	<b>2.9700e-003</b>	<b>0.0000</b>	<b>5.3041</b>	<b>5.3041</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>5.3297</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.6200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3859	0.3859	1.0000e-005	0.0000	0.3862
<b>Total</b>	<b>2.1000e-004</b>	<b>1.7000e-004</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>4.0000e-004</b>	<b>0.0000</b>	<b>4.0000e-004</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.3859</b>	<b>0.3859</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3862</b>

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**3.2 Demolition - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	5.3200e-003	0.0472	0.0389	6.0000e-005		3.1100e-003	3.1100e-003		2.9700e-003	2.9700e-003	0.0000	5.3041	5.3041	1.0200e-003	0.0000	5.3296
<b>Total</b>	<b>5.3200e-003</b>	<b>0.0472</b>	<b>0.0389</b>	<b>6.0000e-005</b>		<b>3.1100e-003</b>	<b>3.1100e-003</b>		<b>2.9700e-003</b>	<b>2.9700e-003</b>	<b>0.0000</b>	<b>5.3041</b>	<b>5.3041</b>	<b>1.0200e-003</b>	<b>0.0000</b>	<b>5.3296</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	2.1000e-004	1.7000e-004	1.6200e-003	0.0000	4.0000e-004	0.0000	4.0000e-004	1.1000e-004	0.0000	1.1000e-004	0.0000	0.3859	0.3859	1.0000e-005	0.0000	0.3862
<b>Total</b>	<b>2.1000e-004</b>	<b>1.7000e-004</b>	<b>1.6200e-003</b>	<b>0.0000</b>	<b>4.0000e-004</b>	<b>0.0000</b>	<b>4.0000e-004</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>0.3859</b>	<b>0.3859</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3862</b>



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**3.3 Site Preparation - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					2.7000e-004	0.0000	2.7000e-004	3.0000e-005	0.0000	3.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
<b>Total</b>	<b>3.9000e-004</b>	<b>4.8800e-003</b>	<b>2.1300e-003</b>	<b>0.0000</b>	<b>2.7000e-004</b>	<b>2.1000e-004</b>	<b>4.8000e-004</b>	<b>3.0000e-005</b>	<b>1.9000e-004</b>	<b>2.2000e-004</b>	<b>0.0000</b>	<b>0.4458</b>	<b>0.4458</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4492</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0193</b>

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**3.3 Site Preparation - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					1.2000e-004	0.0000	1.2000e-004	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	3.9000e-004	4.8800e-003	2.1300e-003	0.0000		2.1000e-004	2.1000e-004		1.9000e-004	1.9000e-004	0.0000	0.4458	0.4458	1.4000e-004	0.0000	0.4492
<b>Total</b>	<b>3.9000e-004</b>	<b>4.8800e-003</b>	<b>2.1300e-003</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>2.1000e-004</b>	<b>3.3000e-004</b>	<b>1.0000e-005</b>	<b>1.9000e-004</b>	<b>2.0000e-004</b>	<b>0.0000</b>	<b>0.4458</b>	<b>0.4458</b>	<b>1.4000e-004</b>	<b>0.0000</b>	<b>0.4492</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0193</b>

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**3.4 Building Construction - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0542	0.5516	0.3876	5.7000e-004		0.0354	0.0354		0.0326	0.0326	0.0000	52.0058	52.0058	0.0162	0.0000	52.4106
<b>Total</b>	<b>0.0542</b>	<b>0.5516</b>	<b>0.3876</b>	<b>5.7000e-004</b>		<b>0.0354</b>	<b>0.0354</b>		<b>0.0326</b>	<b>0.0326</b>	<b>0.0000</b>	<b>52.0058</b>	<b>52.0058</b>	<b>0.0162</b>	<b>0.0000</b>	<b>52.4106</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	0.0134	3.6700e-003	3.0000e-005	6.6000e-004	1.0000e-004	7.7000e-004	1.9000e-004	1.0000e-004	2.9000e-004	0.0000	2.6766	2.6766	2.2000e-004	0.0000	2.6821
Worker	8.5000e-004	6.8000e-004	6.4900e-003	2.0000e-005	1.6000e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.5436	1.5436	5.0000e-005	0.0000	1.5449
<b>Total</b>	<b>1.3700e-003</b>	<b>0.0140</b>	<b>0.0102</b>	<b>5.0000e-005</b>	<b>2.2600e-003</b>	<b>1.1000e-004</b>	<b>2.3900e-003</b>	<b>6.2000e-004</b>	<b>1.1000e-004</b>	<b>7.3000e-004</b>	<b>0.0000</b>	<b>4.2201</b>	<b>4.2201</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>4.2270</b>

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**3.4 Building Construction - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0542	0.5516	0.3876	5.7000e-004		0.0354	0.0354		0.0326	0.0326	0.0000	52.0058	52.0058	0.0162	0.0000	52.4105
<b>Total</b>	<b>0.0542</b>	<b>0.5516</b>	<b>0.3876</b>	<b>5.7000e-004</b>		<b>0.0354</b>	<b>0.0354</b>		<b>0.0326</b>	<b>0.0326</b>	<b>0.0000</b>	<b>52.0058</b>	<b>52.0058</b>	<b>0.0162</b>	<b>0.0000</b>	<b>52.4105</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	5.2000e-004	0.0134	3.6700e-003	3.0000e-005	6.6000e-004	1.0000e-004	7.7000e-004	1.9000e-004	1.0000e-004	2.9000e-004	0.0000	2.6766	2.6766	2.2000e-004	0.0000	2.6821
Worker	8.5000e-004	6.8000e-004	6.4900e-003	2.0000e-005	1.6000e-003	1.0000e-005	1.6200e-003	4.3000e-004	1.0000e-005	4.4000e-004	0.0000	1.5436	1.5436	5.0000e-005	0.0000	1.5449
<b>Total</b>	<b>1.3700e-003</b>	<b>0.0140</b>	<b>0.0102</b>	<b>5.0000e-005</b>	<b>2.2600e-003</b>	<b>1.1000e-004</b>	<b>2.3900e-003</b>	<b>6.2000e-004</b>	<b>1.1000e-004</b>	<b>7.3000e-004</b>	<b>0.0000</b>	<b>4.2201</b>	<b>4.2201</b>	<b>2.7000e-004</b>	<b>0.0000</b>	<b>4.2270</b>

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**3.5 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.3000e-003</b>	<b>0.0219</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>1.2800e-003</b>	<b>1.2800e-003</b>		<b>1.1800e-003</b>	<b>1.1800e-003</b>	<b>0.0000</b>	<b>2.4270</b>	<b>2.4270</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.4441</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.5000e-004	1.4600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3473	0.3473	1.0000e-005	0.0000	0.3476
<b>Total</b>	<b>1.9000e-004</b>	<b>1.5000e-004</b>	<b>1.4600e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3473</b>	<b>0.3473</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3476</b>

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**3.5 Paving - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	2.3000e-003	0.0219	0.0181	3.0000e-005		1.2800e-003	1.2800e-003		1.1800e-003	1.1800e-003	0.0000	2.4270	2.4270	6.8000e-004	0.0000	2.4441
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
<b>Total</b>	<b>2.3000e-003</b>	<b>0.0219</b>	<b>0.0181</b>	<b>3.0000e-005</b>		<b>1.2800e-003</b>	<b>1.2800e-003</b>		<b>1.1800e-003</b>	<b>1.1800e-003</b>	<b>0.0000</b>	<b>2.4270</b>	<b>2.4270</b>	<b>6.8000e-004</b>	<b>0.0000</b>	<b>2.4441</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.9000e-004	1.5000e-004	1.4600e-003	0.0000	3.6000e-004	0.0000	3.6000e-004	1.0000e-004	0.0000	1.0000e-004	0.0000	0.3473	0.3473	1.0000e-005	0.0000	0.3476
<b>Total</b>	<b>1.9000e-004</b>	<b>1.5000e-004</b>	<b>1.4600e-003</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>0.0000</b>	<b>3.6000e-004</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>1.0000e-004</b>	<b>0.0000</b>	<b>0.3473</b>	<b>0.3473</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.3476</b>

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**3.6 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.1530						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005		3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
<b>Total</b>	<b>0.1537</b>	<b>5.0100e-003</b>	<b>4.6400e-003</b>	<b>1.0000e-005</b>		<b>3.8000e-004</b>	<b>3.8000e-004</b>		<b>3.8000e-004</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.6398</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0193</b>

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**3.6 Architectural Coating - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e	
Category	tons/yr										MT/yr						
Archit. Coating	0.1530						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	
Off-Road	7.5000e-004	5.0100e-003	4.6400e-003	1.0000e-005			3.8000e-004	3.8000e-004		3.8000e-004	3.8000e-004	0.0000	0.6383	0.6383	6.0000e-005	0.0000	0.6398
<b>Total</b>	<b>0.1537</b>	<b>5.0100e-003</b>	<b>4.6400e-003</b>	<b>1.0000e-005</b>			<b>3.8000e-004</b>	<b>3.8000e-004</b>		<b>3.8000e-004</b>	<b>3.8000e-004</b>	<b>0.0000</b>	<b>0.6383</b>	<b>0.6383</b>	<b>6.0000e-005</b>	<b>0.0000</b>	<b>0.6398</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.0000e-005	1.0000e-005	8.0000e-005	0.0000	2.0000e-005	0.0000	2.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0193	0.0193	0.0000	0.0000	0.0193
<b>Total</b>	<b>1.0000e-005</b>	<b>1.0000e-005</b>	<b>8.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>0.0000</b>	<b>2.0000e-005</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>1.0000e-005</b>	<b>0.0000</b>	<b>0.0193</b>	<b>0.0193</b>	<b>0.0000</b>	<b>0.0000</b>	<b>0.0193</b>

**4.0 Operational Detail - Mobile**

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**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.1543	0.6055	1.4983	4.0200e-003	0.3110	4.7100e-003	0.3157	0.0833	4.4300e-003	0.0877	0.0000	370.2086	370.2086	0.0234	0.0000	370.7936
Unmitigated	0.1543	0.6055	1.4983	4.0200e-003	0.3110	4.7100e-003	0.3157	0.0833	4.4300e-003	0.0877	0.0000	370.2086	370.2086	0.0234	0.0000	370.7936

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	585.02	554.93	269.68	824,957	824,957
Total	585.02	554.93	269.68	824,957	824,957

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357

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**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	54.1823	54.1823	2.1800e-003	4.5000e-004	54.3713
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	54.1823	54.1823	2.1800e-003	4.5000e-004	54.3713
NaturalGas Mitigated	1.6000e-004	1.4400e-003	1.2100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5708	1.5708	3.0000e-005	3.0000e-005	1.5802
NaturalGas Unmitigated	1.6000e-004	1.4400e-003	1.2100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5708	1.5708	3.0000e-005	3.0000e-005	1.5802

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	29436	1.6000e-004	1.4400e-003	1.2100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5708	1.5708	3.0000e-005	3.0000e-005	1.5802
<b>Total</b>		<b>1.6000e-004</b>	<b>1.4400e-003</b>	<b>1.2100e-003</b>	<b>1.0000e-005</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.5708</b>	<b>1.5708</b>	<b>3.0000e-005</b>	<b>3.0000e-005</b>	<b>1.5802</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
Strip Mall	29436	1.6000e-004	1.4400e-003	1.2100e-003	1.0000e-005		1.1000e-004	1.1000e-004		1.1000e-004	1.1000e-004	0.0000	1.5708	1.5708	3.0000e-005	3.0000e-005	1.5802
<b>Total</b>		<b>1.6000e-004</b>	<b>1.4400e-003</b>	<b>1.2100e-003</b>	<b>1.0000e-005</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>		<b>1.1000e-004</b>	<b>1.1000e-004</b>	<b>0.0000</b>	<b>1.5708</b>	<b>1.5708</b>	<b>3.0000e-005</b>	<b>3.0000e-005</b>	<b>1.5802</b>

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**5.3 Energy by Land Use - Electricity**

**Unmitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	165792	54.1823	2.1800e-003	4.5000e-004	54.3713
<b>Total</b>		<b>54.1823</b>	<b>2.1800e-003</b>	<b>4.5000e-004</b>	<b>54.3713</b>

**Mitigated**

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
Strip Mall	165792	54.1823	2.1800e-003	4.5000e-004	54.3713
<b>Total</b>		<b>54.1823</b>	<b>2.1800e-003</b>	<b>4.5000e-004</b>	<b>54.3713</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0669	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.5000e-004
Unmitigated	0.0669	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.5000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0153					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0516					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.5000e-004
<b>Total</b>	<b>0.0669</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.5000e-004</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.0153					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0516					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	1.0000e-005	0.0000	1.2000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	2.4000e-004	2.4000e-004	0.0000	0.0000	2.5000e-004
<b>Total</b>	<b>0.0669</b>	<b>0.0000</b>	<b>1.2000e-004</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.4000e-004</b>	<b>2.4000e-004</b>	<b>0.0000</b>	<b>0.0000</b>	<b>2.5000e-004</b>

**7.0 Water Detail**

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**7.1 Mitigation Measures Water**

San Ysidro LPOE Alt2 - San Diego County, Annual

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	6.6468	0.0321	8.1000e-004	7.6896
Unmitigated	6.6468	0.0321	8.1000e-004	7.6896

**7.2 Water by Land Use**

**Unmitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	0.977757 / 0.599271	6.6468	0.0321	8.1000e-004	7.6896
<b>Total</b>		<b>6.6468</b>	<b>0.0321</b>	<b>8.1000e-004</b>	<b>7.6896</b>

San Ysidro LPOE Alt2 - San Diego County, Annual

**7.2 Water by Land Use**

**Mitigated**

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
Strip Mall	0.977757 / 0.599271	6.6468	0.0321	8.1000e-004	7.6896
<b>Total</b>		<b>6.6468</b>	<b>0.0321</b>	<b>8.1000e-004</b>	<b>7.6896</b>

**8.0 Waste Detail**

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**8.1 Mitigation Measures Waste**

**Category/Year**

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	2.8135	0.1663	0.0000	6.9702
Unmitigated	2.8135	0.1663	0.0000	6.9702



San Ysidro LPOE Alt2 - San Diego County, Annual

**8.2 Waste by Land Use**

**Unmitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	13.86	2.8135	0.1663	0.0000	6.9702
<b>Total</b>		<b>2.8135</b>	<b>0.1663</b>	<b>0.0000</b>	<b>6.9702</b>

**Mitigated**

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
Strip Mall	13.86	2.8135	0.1663	0.0000	6.9702
<b>Total</b>		<b>2.8135</b>	<b>0.1663</b>	<b>0.0000</b>	<b>6.9702</b>

**9.0 Operational Offroad**

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Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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San Ysidro LPOE Alt2 - San Diego County, Annual

**10.0 Stationary Equipment**

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**Fire Pumps and Emergency Generators**

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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San Ysidro LPOE Alt2 - San Diego County, Winter

**San Ysidro LPOE Alt2**  
**San Diego County, Winter**

**1.0 Project Characteristics**

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**1.1 Land Usage**

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
Strip Mall	13.20	1000sqft	0.24	13,200.00	0

**1.2 Other Project Characteristics**

<b>Urbanization</b>	Urban	<b>Wind Speed (m/s)</b>	2.6	<b>Precipitation Freq (Days)</b>	40
<b>Climate Zone</b>	13			<b>Operational Year</b>	2019
<b>Utility Company</b>	San Diego Gas & Electric				
<b>CO2 Intensity (lb/MW hr)</b>	720.49	<b>CH4 Intensity (lb/MW hr)</b>	0.029	<b>N2O Intensity (lb/MW hr)</b>	0.006

**1.3 User Entered Comments & Non-Default Data**

Project Characteristics -

Land Use - Lot Size = 0.24 acres

Construction Phase -

Mobile Land Use Mitigation -

Construction Off-road Equipment Mitigation -

Waste Mitigation -

## San Ysidro LPOE Alt2 - San Diego County, Winter

Table Name	Column Name	Default Value	New Value
tblConstDustMitigation	WaterUnpavedRoadMoistureContent	0	12
tblConstructionPhase	PhaseEndDate	12/4/2018	11/30/2018
tblConstructionPhase	PhaseEndDate	11/20/2018	11/16/2018
tblConstructionPhase	PhaseEndDate	11/27/2018	11/23/2018
tblConstructionPhase	PhaseStartDate	11/28/2018	11/24/2018
tblConstructionPhase	PhaseStartDate	7/4/2018	6/30/2018
tblConstructionPhase	PhaseStartDate	11/21/2018	11/17/2018
tblLandUse	LotAcreage	0.30	0.24

## 2.0 Emissions Summary

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San Ysidro LPOE Alt2 - San Diego County, Winter

**2.2 Overall Operational**

**Unmitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3664	1.0000e-005	1.3600e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8900e-003	2.8900e-003	1.0000e-005		3.0800e-003
Energy	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.4878	9.4878	1.8000e-004	1.7000e-004	9.5442
Mobile	0.9564	3.6169	9.1966	0.0239	1.9108	0.0285	1.9393	0.5108	0.0268	0.5376		2,422.4089	2,422.4089	0.1575		2,426.3475
<b>Total</b>	<b>1.3237</b>	<b>3.6248</b>	<b>9.2046</b>	<b>0.0239</b>	<b>1.9108</b>	<b>0.0291</b>	<b>1.9399</b>	<b>0.5108</b>	<b>0.0274</b>	<b>0.5382</b>		<b>2,431.8996</b>	<b>2,431.8996</b>	<b>0.1577</b>	<b>1.7000e-004</b>	<b>2,435.8948</b>

**Mitigated Operational**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.3664	1.0000e-005	1.3600e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8900e-003	2.8900e-003	1.0000e-005		3.0800e-003
Energy	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.4878	9.4878	1.8000e-004	1.7000e-004	9.5442
Mobile	0.9564	3.6169	9.1966	0.0239	1.9108	0.0285	1.9393	0.5108	0.0268	0.5376		2,422.4089	2,422.4089	0.1575		2,426.3475
<b>Total</b>	<b>1.3237</b>	<b>3.6248</b>	<b>9.2046</b>	<b>0.0239</b>	<b>1.9108</b>	<b>0.0291</b>	<b>1.9399</b>	<b>0.5108</b>	<b>0.0274</b>	<b>0.5382</b>		<b>2,431.8996</b>	<b>2,431.8996</b>	<b>0.1577</b>	<b>1.7000e-004</b>	<b>2,435.8948</b>

## San Ysidro LPOE Alt2 - San Diego County, Winter

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

### 3.0 Construction Detail

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#### Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	6/15/2018	6/28/2018	5	10	
2	Site Preparation	Site Preparation	6/29/2018	6/29/2018	5	1	
3	Building Construction	Building Construction	6/30/2018	11/16/2018	5	100	
4	Paving	Paving	11/17/2018	11/23/2018	5	5	
5	Architectural Coating	Architectural Coating	11/24/2018	11/30/2018	5	5	

Acres of Grading (Site Preparation Phase): 0.5

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 19,800; Non-Residential Outdoor: 6,600; Striped Parking Area: 0 (Architectural Coating – sqft)

#### OffRoad Equipment

San Ysidro LPOE Alt2 - San Diego County, Winter

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Paving	Cement and Mortar Mixers	4	6.00	9	0.56
Demolition	Concrete/Industrial Saws	1	8.00	81	0.73
Building Construction	Cranes	1	4.00	231	0.29
Building Construction	Forklifts	2	6.00	89	0.20
Site Preparation	Graders	1	8.00	187	0.41
Paving	Pavers	1	7.00	130	0.42
Paving	Rollers	1	7.00	80	0.38
Demolition	Rubber Tired Dozers	1	1.00	247	0.40
Building Construction	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Demolition	Tractors/Loaders/Backhoes	2	6.00	97	0.37
Paving	Tractors/Loaders/Backhoes	1	7.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	1	8.00	97	0.37

**Trips and VMT**

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	4	10.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	2	5.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	5	4.00	2.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Paving	7	18.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	1.00	0.00	0.00	10.80	7.30	20.00	LD_Mix	HDT_Mix	HHDT

**3.1 Mitigation Measures Construction**

Water Exposed Area

Water Unpaved Roads



San Ysidro LPOE Alt2 - San Diego County, Winter

**3.2 Demolition - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943		1,169.3502	1,169.3502	0.2254		1,174.9857
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>		<b>0.6228</b>	<b>0.6228</b>		<b>0.5943</b>	<b>0.5943</b>		<b>1,169.3502</b>	<b>1,169.3502</b>	<b>0.2254</b>		<b>1,174.9857</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0344	0.3247	8.5000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.5000e-004	0.0223		84.2327	84.2327	2.9200e-003		84.3057
<b>Total</b>	<b>0.0481</b>	<b>0.0344</b>	<b>0.3247</b>	<b>8.5000e-004</b>	<b>0.0822</b>	<b>5.9000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>5.5000e-004</b>	<b>0.0223</b>		<b>84.2327</b>	<b>84.2327</b>	<b>2.9200e-003</b>		<b>84.3057</b>

San Ysidro LPOE Alt2 - San Diego County, Winter

**3.2 Demolition - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0643	9.4295	7.7762	0.0120		0.6228	0.6228		0.5943	0.5943	0.0000	1,169.3502	1,169.3502	0.2254		1,174.9857
<b>Total</b>	<b>1.0643</b>	<b>9.4295</b>	<b>7.7762</b>	<b>0.0120</b>		<b>0.6228</b>	<b>0.6228</b>		<b>0.5943</b>	<b>0.5943</b>	<b>0.0000</b>	<b>1,169.3502</b>	<b>1,169.3502</b>	<b>0.2254</b>		<b>1,174.9857</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0481	0.0344	0.3247	8.5000e-004	0.0822	5.9000e-004	0.0827	0.0218	5.5000e-004	0.0223		84.2327	84.2327	2.9200e-003		84.3057
<b>Total</b>	<b>0.0481</b>	<b>0.0344</b>	<b>0.3247</b>	<b>8.5000e-004</b>	<b>0.0822</b>	<b>5.9000e-004</b>	<b>0.0827</b>	<b>0.0218</b>	<b>5.5000e-004</b>	<b>0.0223</b>		<b>84.2327</b>	<b>84.2327</b>	<b>2.9200e-003</b>		<b>84.3057</b>

San Ysidro LPOE Alt2 - San Diego County, Winter

**3.3 Site Preparation - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.5303	0.0000	0.5303	0.0573	0.0000	0.0573			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846		982.7113	982.7113	0.3059		990.3596
<b>Total</b>	<b>0.7858</b>	<b>9.7572</b>	<b>4.2514</b>	<b>9.7600e-003</b>	<b>0.5303</b>	<b>0.4180</b>	<b>0.9483</b>	<b>0.0573</b>	<b>0.3846</b>	<b>0.4418</b>		<b>982.7113</b>	<b>982.7113</b>	<b>0.3059</b>		<b>990.3596</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0240	0.0172	0.1624	4.2000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.7000e-004	0.0112		42.1164	42.1164	1.4600e-003		42.1529
<b>Total</b>	<b>0.0240</b>	<b>0.0172</b>	<b>0.1624</b>	<b>4.2000e-004</b>	<b>0.0411</b>	<b>3.0000e-004</b>	<b>0.0414</b>	<b>0.0109</b>	<b>2.7000e-004</b>	<b>0.0112</b>		<b>42.1164</b>	<b>42.1164</b>	<b>1.4600e-003</b>		<b>42.1529</b>

San Ysidro LPOE Alt2 - San Diego County, Winter

**3.3 Site Preparation - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.2386	0.0000	0.2386	0.0258	0.0000	0.0258			0.0000			0.0000
Off-Road	0.7858	9.7572	4.2514	9.7600e-003		0.4180	0.4180		0.3846	0.3846	0.0000	982.7113	982.7113	0.3059		990.3596
<b>Total</b>	<b>0.7858</b>	<b>9.7572</b>	<b>4.2514</b>	<b>9.7600e-003</b>	<b>0.2386</b>	<b>0.4180</b>	<b>0.6566</b>	<b>0.0258</b>	<b>0.3846</b>	<b>0.4103</b>	<b>0.0000</b>	<b>982.7113</b>	<b>982.7113</b>	<b>0.3059</b>		<b>990.3596</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0240	0.0172	0.1624	4.2000e-004	0.0411	3.0000e-004	0.0414	0.0109	2.7000e-004	0.0112		42.1164	42.1164	1.4600e-003		42.1529
<b>Total</b>	<b>0.0240</b>	<b>0.0172</b>	<b>0.1624</b>	<b>4.2000e-004</b>	<b>0.0411</b>	<b>3.0000e-004</b>	<b>0.0414</b>	<b>0.0109</b>	<b>2.7000e-004</b>	<b>0.0112</b>		<b>42.1164</b>	<b>42.1164</b>	<b>1.4600e-003</b>		<b>42.1529</b>

San Ysidro LPOE Alt2 - San Diego County, Winter

**3.4 Building Construction - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520		1,146.5323	1,146.5323	0.3569		1,155.4555
<b>Total</b>	<b>1.0848</b>	<b>11.0316</b>	<b>7.7512</b>	<b>0.0114</b>		<b>0.7087</b>	<b>0.7087</b>		<b>0.6520</b>	<b>0.6520</b>		<b>1,146.5323</b>	<b>1,146.5323</b>	<b>0.3569</b>		<b>1,155.4555</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0108	0.2640	0.0772	5.4000e-004	0.0135	2.1000e-003	0.0156	3.9000e-003	2.0000e-003	5.9000e-003		58.1396	58.1396	5.0300e-003		58.2654
Worker	0.0192	0.0138	0.1299	3.4000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		33.6931	33.6931	1.1700e-003		33.7223
<b>Total</b>	<b>0.0300</b>	<b>0.2777</b>	<b>0.2071</b>	<b>8.8000e-004</b>	<b>0.0464</b>	<b>2.3400e-003</b>	<b>0.0487</b>	<b>0.0126</b>	<b>2.2200e-003</b>	<b>0.0148</b>		<b>91.8327</b>	<b>91.8327</b>	<b>6.2000e-003</b>		<b>91.9876</b>

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**3.4 Building Construction - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.0848	11.0316	7.7512	0.0114		0.7087	0.7087		0.6520	0.6520	0.0000	1,146.5323	1,146.5323	0.3569		1,155.4555
<b>Total</b>	<b>1.0848</b>	<b>11.0316</b>	<b>7.7512</b>	<b>0.0114</b>		<b>0.7087</b>	<b>0.7087</b>		<b>0.6520</b>	<b>0.6520</b>	<b>0.0000</b>	<b>1,146.5323</b>	<b>1,146.5323</b>	<b>0.3569</b>		<b>1,155.4555</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0108	0.2640	0.0772	5.4000e-004	0.0135	2.1000e-003	0.0156	3.9000e-003	2.0000e-003	5.9000e-003		58.1396	58.1396	5.0300e-003		58.2654
Worker	0.0192	0.0138	0.1299	3.4000e-004	0.0329	2.4000e-004	0.0331	8.7200e-003	2.2000e-004	8.9300e-003		33.6931	33.6931	1.1700e-003		33.7223
<b>Total</b>	<b>0.0300</b>	<b>0.2777</b>	<b>0.2071</b>	<b>8.8000e-004</b>	<b>0.0464</b>	<b>2.3400e-003</b>	<b>0.0487</b>	<b>0.0126</b>	<b>2.2200e-003</b>	<b>0.0148</b>		<b>91.8327</b>	<b>91.8327</b>	<b>6.2000e-003</b>		<b>91.9876</b>

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**3.5 Paving - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735		1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9202</b>	<b>8.7447</b>	<b>7.2240</b>	<b>0.0113</b>		<b>0.5109</b>	<b>0.5109</b>		<b>0.4735</b>	<b>0.4735</b>		<b>1,070.1372</b>	<b>1,070.1372</b>	<b>0.3017</b>		<b>1,077.6798</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503
<b>Total</b>	<b>0.0866</b>	<b>0.0620</b>	<b>0.5845</b>	<b>1.5200e-003</b>	<b>0.1479</b>	<b>1.0600e-003</b>	<b>0.1489</b>	<b>0.0392</b>	<b>9.8000e-004</b>	<b>0.0402</b>		<b>151.6189</b>	<b>151.6189</b>	<b>5.2500e-003</b>		<b>151.7503</b>

San Ysidro LPOE Alt2 - San Diego County, Winter

**3.5 Paving - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	0.9202	8.7447	7.2240	0.0113		0.5109	0.5109		0.4735	0.4735	0.0000	1,070.1372	1,070.1372	0.3017		1,077.6798
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
<b>Total</b>	<b>0.9202</b>	<b>8.7447</b>	<b>7.2240</b>	<b>0.0113</b>		<b>0.5109</b>	<b>0.5109</b>		<b>0.4735</b>	<b>0.4735</b>	<b>0.0000</b>	<b>1,070.1372</b>	<b>1,070.1372</b>	<b>0.3017</b>		<b>1,077.6798</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0866	0.0620	0.5845	1.5200e-003	0.1479	1.0600e-003	0.1489	0.0392	9.8000e-004	0.0402		151.6189	151.6189	5.2500e-003		151.7503
<b>Total</b>	<b>0.0866</b>	<b>0.0620</b>	<b>0.5845</b>	<b>1.5200e-003</b>	<b>0.1479</b>	<b>1.0600e-003</b>	<b>0.1489</b>	<b>0.0392</b>	<b>9.8000e-004</b>	<b>0.0402</b>		<b>151.6189</b>	<b>151.6189</b>	<b>5.2500e-003</b>		<b>151.7503</b>



San Ysidro LPOE Alt2 - San Diego County, Winter

**3.6 Architectural Coating - 2018**

**Unmitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	61.1820					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506		281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>61.4806</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>		<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>

**Unmitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.8100e-003	3.4400e-003	0.0325	8.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		8.4233	8.4233	2.9000e-004		8.4306
<b>Total</b>	<b>4.8100e-003</b>	<b>3.4400e-003</b>	<b>0.0325</b>	<b>8.0000e-005</b>	<b>8.2100e-003</b>	<b>6.0000e-005</b>	<b>8.2700e-003</b>	<b>2.1800e-003</b>	<b>5.0000e-005</b>	<b>2.2300e-003</b>		<b>8.4233</b>	<b>8.4233</b>	<b>2.9000e-004</b>		<b>8.4306</b>

San Ysidro LPOE Alt2 - San Diego County, Winter

**3.6 Architectural Coating - 2018**

**Mitigated Construction On-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	61.1820					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2986	2.0058	1.8542	2.9700e-003		0.1506	0.1506		0.1506	0.1506	0.0000	281.4485	281.4485	0.0267		282.1171
<b>Total</b>	<b>61.4806</b>	<b>2.0058</b>	<b>1.8542</b>	<b>2.9700e-003</b>		<b>0.1506</b>	<b>0.1506</b>		<b>0.1506</b>	<b>0.1506</b>	<b>0.0000</b>	<b>281.4485</b>	<b>281.4485</b>	<b>0.0267</b>		<b>282.1171</b>

**Mitigated Construction Off-Site**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	4.8100e-003	3.4400e-003	0.0325	8.0000e-005	8.2100e-003	6.0000e-005	8.2700e-003	2.1800e-003	5.0000e-005	2.2300e-003		8.4233	8.4233	2.9000e-004		8.4306
<b>Total</b>	<b>4.8100e-003</b>	<b>3.4400e-003</b>	<b>0.0325</b>	<b>8.0000e-005</b>	<b>8.2100e-003</b>	<b>6.0000e-005</b>	<b>8.2700e-003</b>	<b>2.1800e-003</b>	<b>5.0000e-005</b>	<b>2.2300e-003</b>		<b>8.4233</b>	<b>8.4233</b>	<b>2.9000e-004</b>		<b>8.4306</b>

**4.0 Operational Detail - Mobile**

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San Ysidro LPOE Alt2 - San Diego County, Winter

**4.1 Mitigation Measures Mobile**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.9564	3.6169	9.1966	0.0239	1.9108	0.0285	1.9393	0.5108	0.0268	0.5376		2,422.4089	2,422.4089	0.1575		2,426.3475
Unmitigated	0.9564	3.6169	9.1966	0.0239	1.9108	0.0285	1.9393	0.5108	0.0268	0.5376		2,422.4089	2,422.4089	0.1575		2,426.3475

**4.2 Trip Summary Information**

Land Use	Average Daily Trip Rate			Unmitigated	Mitigated
	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
Strip Mall	585.02	554.93	269.68	824,957	824,957
Total	585.02	554.93	269.68	824,957	824,957

**4.3 Trip Type Information**

Land Use	Miles			Trip %			Trip Purpose %		
	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
Strip Mall	9.50	7.30	7.30	16.60	64.40	19.00	45	40	15

**4.4 Fleet Mix**

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
Strip Mall	0.581689	0.044135	0.186694	0.113515	0.018244	0.005600	0.015197	0.022573	0.001888	0.002088	0.006279	0.000742	0.001357

San Ysidro LPOE Alt2 - San Diego County, Winter

**5.0 Energy Detail**

Historical Energy Use: N

**5.1 Mitigation Measures Energy**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.4878	9.4878	1.8000e-004	1.7000e-004	9.5442
NaturalGas Unmitigated	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.4878	9.4878	1.8000e-004	1.7000e-004	9.5442

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**5.2 Energy by Land Use - NaturalGas**

**Unmitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	80.6466	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.4878	9.4878	1.8000e-004	1.7000e-004	9.5442
<b>Total</b>		<b>8.7000e-004</b>	<b>7.9100e-003</b>	<b>6.6400e-003</b>	<b>5.0000e-005</b>		<b>6.0000e-004</b>	<b>6.0000e-004</b>		<b>6.0000e-004</b>	<b>6.0000e-004</b>		<b>9.4878</b>	<b>9.4878</b>	<b>1.8000e-004</b>	<b>1.7000e-004</b>	<b>9.5442</b>

**Mitigated**

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
Strip Mall	0.0806466	8.7000e-004	7.9100e-003	6.6400e-003	5.0000e-005		6.0000e-004	6.0000e-004		6.0000e-004	6.0000e-004		9.4878	9.4878	1.8000e-004	1.7000e-004	9.5442
<b>Total</b>		<b>8.7000e-004</b>	<b>7.9100e-003</b>	<b>6.6400e-003</b>	<b>5.0000e-005</b>		<b>6.0000e-004</b>	<b>6.0000e-004</b>		<b>6.0000e-004</b>	<b>6.0000e-004</b>		<b>9.4878</b>	<b>9.4878</b>	<b>1.8000e-004</b>	<b>1.7000e-004</b>	<b>9.5442</b>

**6.0 Area Detail**

**6.1 Mitigation Measures Area**

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	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.3664	1.0000e-005	1.3600e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8900e-003	2.8900e-003	1.0000e-005		3.0800e-003
Unmitigated	0.3664	1.0000e-005	1.3600e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8900e-003	2.8900e-003	1.0000e-005		3.0800e-003

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3600e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8900e-003	2.8900e-003	1.0000e-005		3.0800e-003
<b>Total</b>	<b>0.3664</b>	<b>1.0000e-005</b>	<b>1.3600e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>2.8900e-003</b>	<b>2.8900e-003</b>	<b>1.0000e-005</b>		<b>3.0800e-003</b>

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**6.2 Area by SubCategory**

**Mitigated**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0838					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.2825					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.3000e-004	1.0000e-005	1.3600e-003	0.0000		0.0000	0.0000		0.0000	0.0000		2.8900e-003	2.8900e-003	1.0000e-005		3.0800e-003
<b>Total</b>	<b>0.3664</b>	<b>1.0000e-005</b>	<b>1.3600e-003</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>0.0000</b>	<b>0.0000</b>		<b>2.8900e-003</b>	<b>2.8900e-003</b>	<b>1.0000e-005</b>		<b>3.0800e-003</b>

**7.0 Water Detail**

**7.1 Mitigation Measures Water**

**8.0 Waste Detail**

**8.1 Mitigation Measures Waste**

**9.0 Operational Offroad**

Equipment Type	Number	Hours/Day	Days/Year	Horse Power	Load Factor	Fuel Type
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**10.0 Stationary Equipment**

**Fire Pumps and Emergency Generators**

## San Ysidro LPOE Alt2 - San Diego County, Winter

Equipment Type	Number	Hours/Day	Hours/Year	Horse Power	Load Factor	Fuel Type
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**Boilers**

Equipment Type	Number	Heat Input/Day	Heat Input/Year	Boiler Rating	Fuel Type
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**User Defined Equipment**

Equipment Type	Number
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**11.0 Vegetation**

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