



# City of Imperial Beach, California

COMMUNITY DEVELOPMENT DEPARTMENT

825 Imperial Beach Blvd., Imperial Beach, CA 91932 Tel: (619) 628-1356 Fax: (619) 424-4093

April 12, 2011

TO: Distribution List [by certified mail]

RE: **Notice of Preparation (NOP) of a Draft Program Environmental Impact Report (DEIR) for the General Plan/LCP and Commercial Zoning Amendment Project**

The City of Imperial Beach will be the Lead Agency and will prepare an environmental impact report for the project identified above. We need to know the views of your agency as to the scope and content of the environmental information which is germane to your agency's statutory responsibilities in connection with the proposed project. Your agency will need to use the EIR prepared by our agency when considering your permit or other approval for the project.

The project description, location, and potential environmental effects are contained in the attached Environmental Initial Study.

Due to time limits mandated by State law, your response must be sent at the earliest possible date **but not later than 30 days** after receipt of this notice.

Please send your response to Jim Nakagawa, City Planner. Please provide the name for a contact person in your agency in your response.

**Project Title:** Imperial Beach General Plan/LCP and Commercial Zoning Amendment  
**Project Applicant:** City of Imperial Beach  
**Environmental Scoping Meeting:** Tuesday, April 26, 2011, from 6:00 pm to 7:30 pm at the Imperial Beach Community Room, 825 Imperial Beach Blvd, Imperial Beach, CA 91932

Jim Nakagawa, AICP, City Planner  
619-628-1355  
[jnakagawa@cityofib.org](mailto:jnakagawa@cityofib.org)

Reference: California Code of Regulations, Title 14, (CEQA Guidelines) Sections 15082(a), 15103, and 15375.

Attachments: Initial Study with Project Description (15 hard copies) and Notice of Completion

Distribution list:

- State Clearinghouse, 1400 Tenth Street, P.O. Box 3044 Sacramento, CA 95812-3044
- Diana Lilly, Coastal Planner, CA Coastal Commission - San Diego District, 7575 Metropolitan Drive, Suite 103, San Diego, CA 92108-4402
- David Nagy, Environmental Planning, CalTrans District 11, MS 242, 4050 Taylor Street, San Diego, CA 92110
- Patricia Hutchins, Imperial Beach Chamber of Commerce, 702 Seacoast Drive, Imperial Beach, CA 91932-1871
- Michael H. Carey, 862 4<sup>th</sup> Street, Imperial Beach, CA 91932



**Initial Study**  
**for the**  
**Imperial Beach General Plan/Local Coastal Plan and**  
**Commercial Zoning Amendments Project (MF 935)**

**City of Imperial Beach**  
**San Diego County, CA**

Lead Agency:

**City of Imperial Beach**  
Community Development Department  
825 Imperial Beach Boulevard  
Imperial Beach, CA 91932  
Contact: Jim Nakagawa, AICP, City Planner  
(619) 628-1355  
[jnakagawa@cityofib.org](mailto:jnakagawa@cityofib.org)

April 12, 2011

# SECTION 1

## PROJECT OVERVIEW

### 1.1 Project Description

The City of Imperial Beach (City) proposes to amend the Imperial Beach General Plan and Local Coastal Plan (updated October 2010) and Zoning Ordinance (Title 19 of the Imperial Beach Municipal Code) to revise existing land use designations and zoning regulations for properties designated C-1 General Commercial in the Palm Avenue (State Route [SR]-75) Study Area, C-2 Seacoast Commercial in the Old Palm Avenue and Seacoast Drive Study Area, C-3 Neighborhood Commercial in the 13<sup>th</sup> Street Corridor Study Area; and for the MU-1 (Mixed Use-1) and MU-2 (Mixed Use-2) General Plan overlay designations. The project would also change the land use and zoning regulations affecting properties designated R-1500 (High Density Residential) that also have the MU-1 and MU-2 overlay designations and are located adjacent to commercial properties in the Palm Avenue and Seacoast Drive study areas. Properties designated C-3 along the 13th Street Corridor at Imperial Beach Boulevard and at Iris Avenue will also be considered for General Plan and zoning amendments. In addition, residentially developed parcels designated C-3 at the northeast corner of 9th Street and Imperial Beach Boulevard are proposed to be changed to R-3000 (Two Family Residential) per General Plan Land Use Policy L-4g. The effect of the proposed project may encourage additional mixed-use commercial and multi-family residential development within the project study areas. A regional location map is shown in Figure 1 and a map of the project study areas showing existing zoning and General Plan land use designations is provided as Figure 2.

### 1.2 Project Study Areas/Environmental Setting

The project site consists of existing developed properties in four study areas containing primarily commercial and residential land uses. Some vacant properties exist where previous improvements have been removed; however, no natural areas of native vegetation exist within the project site. More detailed descriptions of each of the project study areas are provided below.

**Palm Avenue (SR-75) Study Area.** This study area extends east-west along approximately 1 mile of Palm Avenue/SR-75 from the east City boundary to Rainbow Drive. The south study area boundary is Donax Avenue. Existing commercial properties along Palm Avenue east of 13th Street and west of 9th Street are also included. The north study area boundary is Calla Avenue, excepting Rose Temple Memorial Park, and continues west to include Bernardo Shores RV Park. This study area contains mostly community commercial services along both sides of Palm Avenue, such as automotive services, retail stores, personal services, restaurants, and fast food outlets. North and south of Palm Avenue along Calla and Donax avenues are mostly multi-family residences with some single-family interspersed within the study area. Existing zoning is C-1 along Palm Avenue/SR-75. Many of the properties located along Calla and Donax avenues and along the connecting streets north and south of Palm Avenue are zoned R-1500 with an MU-1 overlay designation. All of the Palm Avenue Study Area is within the Coastal Zone except at the south side of Palm Avenue east of 13th Street.

**Old Palm Avenue Study Area.** This east-west study area extends along approximately 0.25-mile of Palm Avenue from Third Street to Seacoast Drive and mainly consists of small independent neighborhood businesses, boutiques, restaurants, and multi-family residences. Existing zoning is C-2. All of the Old Palm Avenue Study Area is within the Coastal Zone.

**Seacoast Drive Study Area.** This north-south study area extends along approximately 0.5-mile of Seacoast Drive from Palm Avenue to Imperial Beach Boulevard. It provides the major access road for beachfront properties and visitor services. Accommodations are provided in apartments, time-shares, condominiums, hotels, motels, and residences. Commercial uses are primarily independent businesses serving visitors and local residents and include recreational rental facilities, as well as restaurants and taverns. Mixed-use residential over commercial buildings are found along this corridor, as well as both old and new apartment buildings, condominiums, oceanfront homes and duplexes, and a few beach cottages. The Imperial Beach Pier extends into the ocean from the end of Evergreen Avenue and provides shops and food service. Existing zoning along both sides of Seacoast Drive is C-2; most of the oceanfront properties are zoned R-1500 with an MU-2 overlay designation. All of the Seacoast Drive Study Area is within the Coastal Zone.

**13th Street Corridor Study Area.** This study area consists of two commercial intersections, at Imperial Beach Boulevard and at Iris Avenue. The larger commercial area at Imperial Beach Boulevard extends from Ebony Avenue on the north to Fern Avenue on the south. The west boundary is at Florence Street and the east boundary is at Georgia Street. The commercial district provides a wide variety of neighborhood commercial services in several multi-tenant centers, and also includes newer mixed-use buildings with residential over commercial, restaurants and taverns, gas stations and automotive services, and multi-family residences. Central Elementary School is adjacent to the northwest. The Iris Avenue commercial site consists of a small neighborhood market and two adjacent single-family residences. Existing zoning in both subareas of the 13th Street Corridor is C-3. The main entrance to the Naval Outlying Landing Field, Imperial Beach, historically referred to as Ream Field, is adjacent to the study area on the south side of Iris Avenue. Only the portion of the study area that is north of Imperial Beach Boulevard and west of 13th Street is within the Coastal Zone.

### **1.3 General Plan/Local Coastal Plan Amendments**

The proposed project will consider amending the Land Use Element of the City General Plan and Local Coastal Plan (GP/LCP), which may include revisions to the land use map, land use categories, land use policies, and Table L-2, Land Use Designations and Specifications, for the following designations: R-1500 High Density Residential with the MU-1 and MU-2 overlays, C-1 General Commercial, C-2 Seacoast Commercial, and C-3 Neighborhood Commercial. In addition to amending the Land Use Element, all other General Plan Elements would be reviewed to identify amendments needed to maintain internal consistency within the General Plan.

### **1.4 Zoning Code Amendments**

The proposed project will consider rezoning properties within the study areas and amending the City Zoning Code in Chapters 19.26 (C-1 General Commercial Zone including the MU-1 overlay), 19.27 (C-2 Seacoast Commercial Zone including the MU-2 overlay), and 19.28 (C-3 Neighborhood Commercial Zone). Other chapters of the City Zoning Code would also be amended to be consistent with the above-listed chapters of the Zoning Code or with amendments to the General Plan. Zoning Code amendments

to the zones listed above are anticipated to include revisions to the list of permitted land uses and those requiring a conditional use permit or site plan review.

The Zoning Code amendments will also consider adding requirements for active commercial uses on the ground floor in certain zoning districts; and development standards for density, building height, first floor height, building setbacks, and stepbacks for upper floors. These amendments are intended to enable development of more active mixed-use districts of commercial and residential uses that would have pedestrian-friendly streets, inviting commercial storefronts, streetscape design amenities, and outdoor dining and market spaces. Inclusion of these or other amenities, including “green building” design, may be used to grant development incentives such as residential density and height bonuses or reduced parking requirements in exchange for features that enhance the project or benefit the community.



**Figure 1**  
**Regional Location Map**

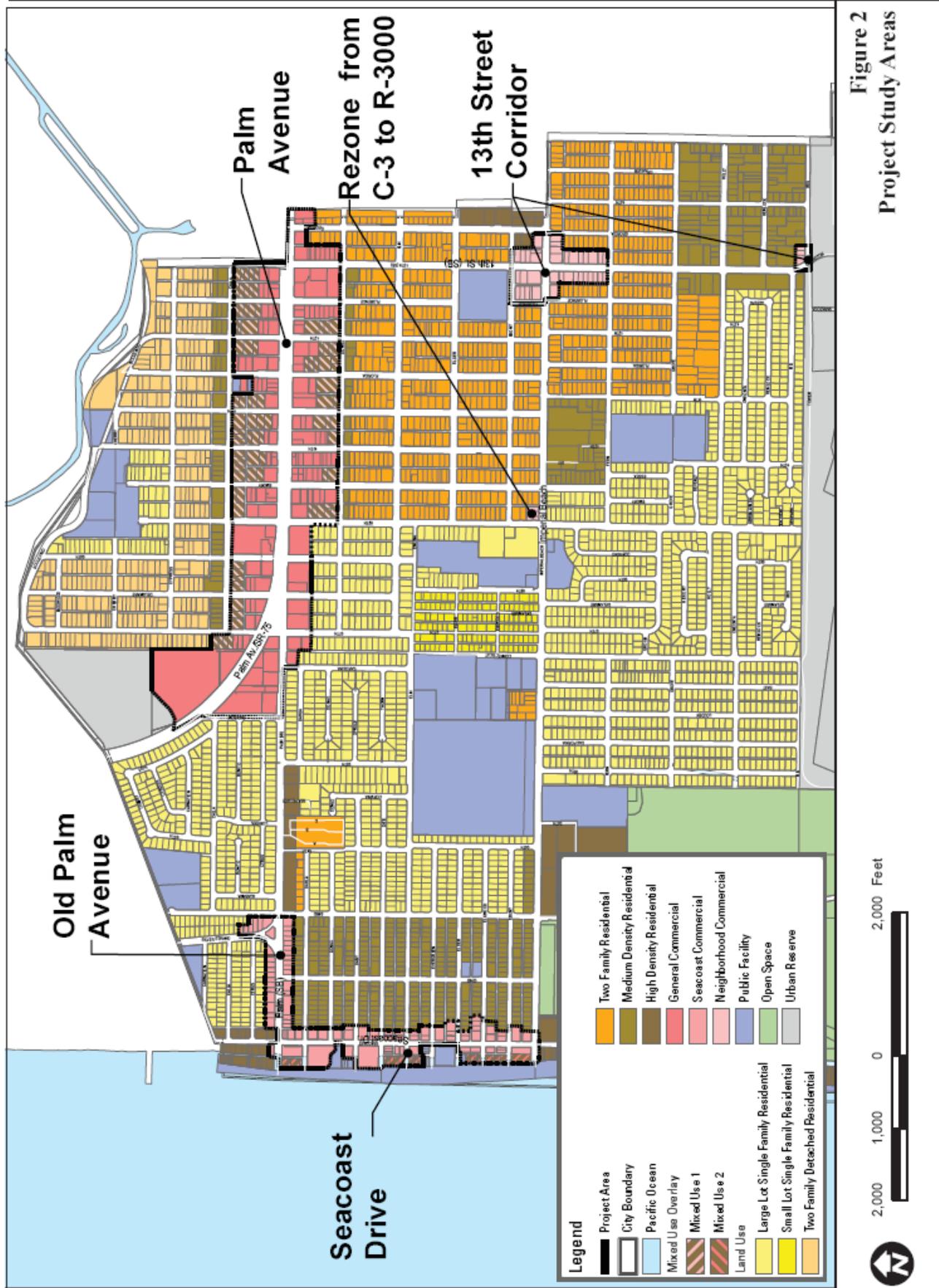


Figure 2  
Project Study Areas

## SECTION 2 ENVIRONMENTAL CHECKLIST

1. Project title:  
Imperial Beach General Plan/Local Coastal Plan and Commercial Zoning Amendments
  
2. Lead agency name and address:  
City of Imperial Beach, Community Development Department  
825 Imperial Beach Boulevard  
Imperial Beach, CA 91932
  
3. Contact person and phone number:  
Jim Nakagawa, City Planner  
(619) 628-1355
  
4. Project location:  
Within the City of Imperial Beach's commercial corridors of Palm Avenue/SR-75, Old Palm Avenue, and Seacoast Drive; and for the commercial nodes on 13th Street at Imperial Beach Boulevard and at Iris Avenue. In addition, residentially developed parcels designated C-3 at the northeast corner of 9th Street and Imperial Beach Boulevard are proposed to be changed to R-3000. Figure 1 is a regional location map and Figure 2 is the project study area map.
  
5. Project sponsor's name and address:  
City of Imperial Beach, Community Development Department  
825 Imperial Beach Boulevard  
Imperial Beach, CA 91932
  
6. General plan and zoning designation:  
The existing Imperial Beach GP/LCP and zoning designations are C-1 General Commercial, C-2 Seacoast Commercial, C-3 Neighborhood Commercial. In addition, the City General Plan applies the MU-1 Mixed Use Overlay to allow certain R-1500-designated properties in the Palm Avenue (SR-75) Study Area to develop with uses allowed in the C-1 designation; and the MU-2 Mixed Use Overlay to allow certain R-1500-designated properties in the Seacoast Drive Study Area to develop with uses allowed in the C-2 designation.
  
7. Description of project:  
The City proposes to amend the City's GP/LCP (updated October 2010) and Zoning Ordinance (Title 19 of the Imperial Beach Municipal Code) to revise existing land use designations and zoning regulations for properties designated C-1 (General Commercial), C-2 (Seacoast Commercial), C-3

(Neighborhood Commercial); and for the MU-1 (Mixed Use-1) and MU-2 (Mixed Use-2) General Plan overlay designations. The project would also change the zoning district regulations and development standards affecting properties designated R-1500 (High Density Residential) that have the MU-1 and MU-2 overlays that are located adjacent to commercial properties in the Palm Avenue and Seacoast Drive study areas. Properties designated C-3 along the 13th Street Corridor at Imperial Beach Boulevard and at Iris Avenue will also be considered for general plan and zoning amendments. The effect of the proposed project may encourage additional mixed-use commercial and multi-family residential development within the project study areas. A map of the project study areas is provided as Figure 2.

8. Surrounding land uses and setting:

The project area is located within the developed urban setting of Imperial Beach and consists mostly of single-family and multi-family residential development. Beyond the properties immediately adjacent to the study areas are land uses that help define the unique character of Imperial Beach. South of the Seacoast Drive Study Area is the Tijuana River Estuary and associated preserved open space. The Pacific Ocean and coastline are immediately west of the study area. North of the Palm Avenue (SR-75) Study Area are salt evaporation ponds and south San Diego Bay. The Naval Outlying Landing Field Imperial Beach is located immediately south of the southern portion of the 13th Street Corridor Study area.

9. Parcels designated C-3 at 9th Street and Imperial Beach Boulevard

In preparing this Initial Study it has been determined that amending the GP/LCP designation from C-3 to R-3000 for the residentially developed parcels at the northeast corner 9th Street and Imperial Beach Boulevard as required by General Plan Land Use Policy L-4g is consistent with the existing land use on the properties and the change from a commercial to a residential land use designation would have no potential environmental impact. Therefore, this redesignation for this property is not further addressed in this Initial Study.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement).

California Coastal Commission

**ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:**

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

- |  |   |  |
|--|---|--|
| <input checked="" type="checkbox"/> Aesthetics               | <input type="checkbox"/> Agriculture and Forestry Resources | <input checked="" type="checkbox"/> Air Quality                        |
| <input type="checkbox"/> Biological Resources                | <input checked="" type="checkbox"/> Cultural Resources      | <input type="checkbox"/> Geology/Soils                                 |
| <input checked="" type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials      | <input checked="" type="checkbox"/> Hydrology/Water Quality            |
| <input type="checkbox"/> Land Use/Planning                   | <input type="checkbox"/> Mineral Resources                  | <input checked="" type="checkbox"/> Noise                              |
| <input checked="" type="checkbox"/> Population/Housing       | <input checked="" type="checkbox"/> Public Services         | <input checked="" type="checkbox"/> Recreation                         |
| <input checked="" type="checkbox"/> Transportation/Traffic   | <input type="checkbox"/> Utilities/Service Systems          | <input checked="" type="checkbox"/> Mandatory Findings of Significance |

**DETERMINATION:**

On the basis of this initial evaluation:

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

  
\_\_\_\_\_  
Jim Nakagawa, City Planner

April 12, 2011  
Date

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>I. AESTHETICS.</b> Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><i>The City of Imperial Beach is located along the coast of the Pacific Ocean with scenic views of the ocean afforded from many areas of the City. The City's General Plan also specifies the Tijuana River Estuary, Naval Outlying Landing Field, and the Salt Evaporation Ponds/South San Diego Bay as scenic resources. Areas included in the project, specifically the Seacoast Drive Study Area and Old Palm Avenue Study Area are near the coastline and immediately north of the Tijuana River Estuary. The southern portion of the 13th Street Corridor is immediately adjacent to the north of the Naval Outlying Landing Field. Certain proposed amendments to the City GP/LCP and Zoning Ordinance, such as increased height of buildings could have an impact on coastal, open space, and other scenic views.</i></p>				
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p><i>The project site is currently urbanized and does not contain rock outcroppings, significant trees, or other scenic resources other than the beach as described under item 1a. Beginning at the northern boundary of Imperial Beach, SR-75 traveling north is an officially designated State Scenic Highway (Caltrans 2010). This designation begins immediately north of the Palm Avenue Study area. However, no designated historic buildings exist in this area. Therefore, the project impact would be less than significant.</i></p>				
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><i>The amendments proposed as part of the project would include policies aimed at improving the aesthetic quality of the existing developed areas through visual consistency, architectural requirements, and other visual considerations. These requirements would</i></p>				

*improve the visual character of the area. The proposed increase in permitted building height of up to 7 feet in some of the project study areas, would not substantially degrade the visual character or quality of the local area.*

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

*The project site is already developed with existing urban uses, including lighting. The City's lighting regulations are contained in Chapter 19.56 of the Municipal Code and include requirements for shielding of light sources. The project would not create a substantial new source of light or glare.*

**II. AGRICULTURE AND FOREST RESOURCES.**

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

*The project is located within an existing developed and urbanized portion of Imperial Beach. The area is currently used for commercial and residential purposes and there is no farmland in the immediate vicinity. Pursuant to the Farmland Mapping and Monitoring Program, the project site is designated as Urban and Built Up Land (California Department of Conservation 2010a). The project would not convert any Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use.*

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

*There are no existing agricultural zoning designations in the project site. The project site currently includes zoning designations of C-1 General Commercial, C-2 Seacoast Commercial, C-3 Neighborhood Commercial, R-1500 High Density Residential, and PF Public Facility with overlays of MU-1 Mixed-Use 1 and MU-2 Mixed*

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>Use 2. None of the land within the project site is under a Williamson Act contract.</i>				
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The area included in the project is located within an existing developed and urbanized portion of Imperial Beach. The area is currently used for commercial and residential purposes and there is no forest land, timberland, or timberland zoned land in the immediate vicinity. Proposed amendments to the General Plan and Zoning Ordinance would guide development in the existing urban area and would not impact timberland or timber production.</i>				
d) Result in the loss of forest land or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The area included in the project is located within an existing developed and urbanized portion of Imperial Beach. Because the area is already developed with urban uses and there is no forest land within or near the project site, the project would not result in the loss or conversion of forest land.</i>				
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project is located in an area currently developed with urban commercial and other mixed uses. The area is in an interior portion of Imperial Beach and would not result in fringe or edge effects that could impact distant agriculture or forest lands.</i>				
<b>III. AIR QUALITY.</b> Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project is expected to enable revitalization of</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>underutilized properties and would likely cause an increase in commercial and residential traffic. This anticipated increase in traffic would result in an increase of air quality emissions that may conflict with or obstruct implementation of the air quality plan. A Traffic Impact Study will be prepared to determine the volume of traffic anticipated to result from the project.</i></p>				
<p>b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?</p> <p><i>As described above for item IIIa, increased traffic generation would result in increased air quality emissions from vehicles. In addition, resulting demolition and construction activities would also create air quality emissions that could lead to a violation of an air quality standard, most specifically for particulate matter (PM<sub>10</sub>, or PM<sub>2.5</sub>).</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?</p> <p><i>The San Diego Air Basin is a federal nonattainment area for the 8-hour ozone standard, and a state nonattainment area for ozone, PM<sub>10</sub>, and PM<sub>2.5</sub>. As described above, potential air quality impacts could result from the increased traffic generated by the project. In addition, air emissions would result from construction activities associated with any new construction or redevelopment. The increase in emissions, whether determined to be significant or not for the individual project, could add to a cumulatively considerable net increase of a criteria pollutant.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d) Expose sensitive receptors to substantial pollutant concentrations?</p> <p><i>As described above for item IIIa, additional traffic volumes due to the project could result in increased air quality emissions from vehicles. This increase in</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

vehicle emissions could result in pollutant concentrations, such as carbon monoxide hotspots if traffic conditions are poor and intersections do not operate at acceptable levels. This could result in the exposure of sensitive receptors, including area residents, to substantial pollutant concentrations.

e) Create objectionable odors affecting a substantial number of people?

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*The project would amend the General Plan and Zoning Ordinance regulating an existing urban area currently developed with commercial and residential uses. The project would not include the introduction of typical odor producing land uses, such as a sewer treatment plant or an industrial use involving noxious chemicals. Rather, the project would promote revitalization of the area with similar types of uses that already exist and would not expose people to a substantial objectionable odor source. Therefore, the project impact would be less than significant.*

**IV. BIOLOGICAL RESOURCES.** Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*The project site includes various locations within Imperial Beach that are already developed with existing urban uses including buildings, paved roadways, parking lots, and sidewalks. There is no available habitat that supports sensitive species within the project site. Proposed amendments would guide revitalization and redevelopment in the existing urban setting and would not extend development into undeveloped areas. Therefore, the project impact would be less than significant.*

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>California Department of Fish and Game or US Fish and Wildlife Service?</p> <p><i>No riparian habitat or other sensitive natural community is located within the project site. The Tijuana River Estuary is located to the south of the project site, specifically the southern end of the Seacoast Drive Study Area. However, the proposed amendments that would guide revitalization and redevelopment in the existing urban setting would not extend new development toward the estuary or change the existing development in a manner that would have a substantial adverse effect on the sensitive area. The City's Jurisdictional Urban Runoff Management Program (JURMP) and Municipal Code Chapter 8.30, Urban Runoff Management and Discharge Control, require best management practices to reduce the potential for polluted runoff during construction and operation of new development and would avoid any substantial adverse indirect effects on nearby habitat associated with the Tijuana River Estuary or ocean shoreline. Therefore, the project impact would be less than significant.</i></p>				
<p>c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?</p> <p><i>No wetlands are located within the project site. As described above for item IVb, the Seacoast Drive Study Area is located immediately north of the Tijuana River Estuary. However, the proposed amendments that would guide revitalization and redevelopment in the existing urban setting would not extend new development toward wetland areas or change the existing development in a manner that would have a substantial adverse effect on wetlands. Therefore, the project impact would be less than significant.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>corridors, or impede the use of native wildlife nursery sites?</p> <p><i>The area included in the project is located within the existing developed and urbanized portion of Imperial Beach. The existing urban project site does not serve as a wildlife corridor or facilitate the movement of species.</i></p>				
<p>e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?</p> <p><i>Biological resources within the project site would generally only include existing landscaping planted to visually enhance the area. Any proposed landscaping and/or design plan amendments would be consistent with local policies, such as tree preservation.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?</p> <p><i>The project site is not located within a local, regional, or state habitat conservation plan area and the proposed amendments that would guide revitalization and redevelopment in the existing urban setting would not create conflicts with any such plans.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>V. CULTURAL RESOURCES.</b> Would the project:</p>				
<p>a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?</p> <p><i>The proposed amendments could result in the demolition or altering of structures and facilities located within the project site. It is possible that some structures in the project site could be historic resources and land use alterations or construction activities could cause an adverse effect on the historic resource.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?</p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>The project site is currently developed with existing urban uses that have previously altered and disturbed the land. It is likely that any existing archaeological resources would have been disrupted during development of the existing urban uses, such as ground disturbance for structural footings, utility trenching, roadbed grading, etc. Though archaeological resources are not expected to be found within the project site, new ground disturbance during construction resulting from the proposed amendments could potentially disturb unknown archaeological resources.</i></p>				
<p>c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?</p> <p><i>The project site is currently developed with existing urban uses that have previously altered and disturbed the land. There are no remaining unique geological features within the project site. However, paleontological resources could be encountered if substantial excavation is proposed, such as for underground parking.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d) Disturb any human remains, including those interred outside of formal cemeteries?</p> <p><i>The project site is currently developed with existing urban uses that have previously altered and disturbed the land. Though human remains are not expected to be found within the project site, new ground disturbance during construction resulting from the proposed amendments could potentially disturb unknown human remains.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b>VI. GEOLOGY AND SOILS.</b> Would the project:</p>				
<p>a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving</p>				
<p>i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p>fault? Refer to Division of Mines and Geology Special Publication 42?</p> <p><i>The project site is not located within an earthquake fault zone as delineated by the Alquist-Priolo Earthquake Fault Zoning Map (California Department of Conservation 2010b). The Safety Element of the Imperial Beach General Plan states that the La Nacion Fault is the closest fault to the City, located about 2 miles east. Thus, substantial adverse effects to people or structures due to fault rupture are not anticipated and the potential impact would be less than significant.</i></p>				
<p>ii) Strong seismic ground shaking?</p> <p><i>The entire Southern California region is subject to strong seismic ground shaking due to the numerous faults that traverse the area. The Safety Element of the Imperial Beach General Plan states that much of the City lies upon deposits that are poorly consolidated or unconsolidated aggregates of silt, sand, and gravel, resulting in a high potential of earthquake damage to structures located on this material. However, required adherence to regulatory codes, such as the Uniform Building Code (UBC) and California Building Code (CBC) would ensure that all new development would be built to adequately withstand strong seismic ground shaking through proper engineering and design. This would limit any potential adverse effects to people or property to a less than significant impact.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>iii) Seismic-related ground failure, including liquefaction?</p> <p><i>Strong seismic ground shaking could result in liquefaction of poorly consolidated and saturated soils. The Safety Element of the Imperial Beach General Plan states that due to the structure of the soils and the high water table within the City, liquefaction poses the biggest threat of serious damage in the event of moderate or major seismic activity. However, required adherence to regulatory codes, such as the UBC and CBC would ensure that all new development would be built to adequately avoid potential liquefaction or</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>ground failure through proper engineering and design. This would limit any potential adverse effects to people or property to a less than significant impact.</i></p>				
<p>iv) Landslides?</p> <p><i>The project is located in an area that is flat and developed with existing urban uses. The proposed amendments would result in potential new development within the project site. Because the area is topographically flat with no steep slopes or hillsides, there is minimal potential for landslides to occur within the project site, regardless of any additional development or changes to the existing uses. This would limit any potential adverse landslide effects to people or property to a less than significant impact.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Result in substantial soil erosion or the loss of topsoil?</p> <p><i>Soil erosion or loss of topsoil would generally not occur with the proposed amendments as the project site is currently developed with urban uses and generally covered with impervious surfaces. While soil erosion and loss of topsoil could occur during construction activities, standard measures such as an erosion control plan and other best management practices during construction would limit the potential for erosion to a less than significant impact.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?</p> <p><i>There are many individual properties within the project site that may be developed or redeveloped as a result of the proposed amendments. It is possible that unstable soil conditions may exist within the project site and could cause related damage through lateral spreading, subsidence, liquefaction or collapse. However, unstable soil conditions would be controlled through proper engineering and adherence to required building standards, such as the UBC and CBC. The required conformance with these standards would</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>minimize potential for geologic hazards resulting from unstable soil conditions and would be a less than significant project impact.</i>				
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>There are many individual properties within the project site that may be developed or redeveloped as a result of the proposed amendments. It is possible that some of the properties within the project site may be located on expansive soils as defined in the UBC. However, expansive soil conditions would be controlled through proper engineering and adherence to required building guidelines, such as the UBC and CBC. The required conformance with these regulations would minimize potential for substantial risks to life or property resulting from expansive soil conditions and would be a less than significant project impact.</i>				
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>Sewer systems are currently used for the existing urban development located within the project site and any resulting new development would also be served by sewer. The urban nature of the project site is not appropriate for septic tanks or other waste water disposal systems. Thus, no impact on soils would result.</i>				
<b>VII. GREENHOUSE GAS EMISSIONS.</b> Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>As described for item IIIa, the project is expected to result in new construction that would likely cause an increase in commercial and residential traffic, as well as emissions during construction. This increase in</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>traffic and construction activities would result in an increase of air emissions from mobile sources. In addition, the revitalization of the project site would also increase the consumption of fossil fuels necessary to support operation of more commercial and residential developments than currently exist, such as additional electricity and water consumption.</i></p>				
<p>b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?</p> <p><i>As described above for item VIIa, increased emission of air pollutants and use of fossil fuels may result from the project. It is possible that these increases would conflict with policies adopted for the purpose of reducing greenhouse gas emissions, such as Assembly Bill 32, Executive Order S-3-05, and Senate Bills 97 and 375.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p><b><u>VIII. HAZARDS AND HAZARDOUS MATERIALS.</u></b> Would the project:</p>				
<p>a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?</p> <p><i>New development could include typical commercial facilities that routinely use or distribute hazardous materials, such as dry cleaners or gas stations. All hazardous material handling, transport, use, or disposal is regulated through state and federal laws. Any facility in the project site that would use hazardous materials would be required to adhere to all regulations, which would minimize the potential for hazards to the public. The proposed amendments would not allow for heavy industrial uses or other types of facilities that would generate substantial hazardous material risks. Therefore, the project impact would be less than significant.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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materials into the environment?

*As described above for item VIIIa, it is possible that some new development could include typical commercial facilities that routinely use or distribute hazardous materials, such as dry cleaners or gas stations. These general types of facilities already exist within the project site and the proposed amendments would not allow for heavy industrial uses or other types of facilities that would generate substantial hazardous material risks. All hazardous materials handling, transport, use, or disposal is regulated through state and federal laws. Increased potential for significant public or environmental hazards due to release of hazardous materials would not result. Therefore, the project impact would be less than significant.*

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*There are multiple schools located within 0.25 mile of the project site, such as Mar Vista Senior High, Imperial Beach Elementary, Central Elementary, Bayside Elementary, and West View Elementary. As described above for item VIIIa, it is possible that some new development could include typical commercial facilities that routinely use or distribute hazardous materials, such as dry cleaners or gas stations. These general types of facilities already exist within the project site and the proposed amendments would not allow for heavy industrial uses or other types of facilities that would generate substantial hazardous material risks. The required adherence to state and federal laws regulating hazardous materials would limit any potential for hazardous material risk near a school and the project impact would be less than significant.*

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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environment?

*There are many individual properties within the project site that may be proposed for new construction. It is possible that some of these properties may have been previously contaminated by past uses and may be listed as a hazardous material site. However, uniformly applied procedures established by the County Department of Environmental Health related to the identification and remediation of soil contamination would avoid any public health impacts associated with potential soil contamination by previous activities on the project sites. Therefore, the project impact would be less than significant.*

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*The entire project site is within 2 miles of the Naval Outlying Landing Field and the southern portion of the 13th Street Corridor Study Area is located immediately adjacent to the north. This facility is used primarily for helicopter operations and helicopter pilot training. No airport land use compatibility plan has been adopted for the facility (San Diego County Regional Airport Authority 2011). The revitalization of the project site with similar uses to those that currently exist, and with a maximum permitted building height of 40 feet, would not create a new or additional safety hazard for people working or residing within the project site. The building height increase included within the proposed amendments would allow development within typical residential and commercial structure heights and would not be of the magnitude to affect air operations at the Naval facility or create a safety conflict. Therefore, the project impact would be less than significant.*

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>The Naval Outlying Landing Field is a military facility and, as discussed under item VIII, is the only airstrip in the project vicinity. No private airstrips are located in the project area.</i></p>				
<p>g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?</p> <p><i>The City does not have an adopted emergency response plan or emergency evacuation plan. Therefore, the project would have no impact.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?</p> <p><i>The project is located within existing urban development. There is no interface with wildlands that would expose people or structures to wildland fires.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p><b>IX. HYDROLOGY AND WATER QUALITY.</b> Would the project:</p>				
<p>a) Violate any water quality standards or waste discharge requirements?</p> <p><i>The project would enable revitalization of the project site, potentially inducing additional commercial and residential development. Though this new development would likely not result in substantial new areas of impervious surfaces as the project site is already extensively built with urban uses, the increased traffic in the area would generate additional amounts of pollutants on the roadways and in paved parking areas. These auto-related pollutants, such as oil, gasoline, or other chemicals associated with vehicle operation could accumulate in surface water runoff. Additional sources of wastewater pollution could result from increased commercial development, such as gas stations or other facilities that could generate polluted non-point source runoff. Construction activities associated with new or redevelopment could also result in increased runoff. The City's JURMP and Municipal Code Chapter 8.30,</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>Urban Runoff Management and Discharge Control, require best management practices to reduce the potential for polluted runoff during construction and operation of new development and would avoid any substantial adverse indirect effects on nearby habitat associated with the Tijuana River Estuary or ocean shoreline. Therefore, the project impact would be less than significant.</i></p>				
<p>b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?</p> <p><i>The proposed amendments would not result in a land use modification that would increase demand on groundwater supplies. Revitalization of the area may result in increased development and additional demand on water supply, but water supply to the project site would continue to be supplied by the imported water system. The project site is currently developed with existing urban uses and the project would not result in substantial new areas of impervious surfaces that could interfere with groundwater recharge. Therefore, the project impact would be less than significant.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?</p> <p><i>The urban area in which the project is located currently has an existing drainage system in place to control runoff. Redevelopment or new development would not substantially alter the existing drainage patterns of the developed area as most would occur within sites that have previously been developed with impervious surfaces. There are no streams or rivers within the project site that would be altered by the project. Therefore, the project impact would be less than</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>significant.</i>				
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project site is almost entirely developed with very little impervious surface remaining in the urban setting. Most development would take place on sites that have been previously developed with impervious uses. For this reason, any development resulting from the proposed amendment would not substantially increase the volume or rate of runoff that would result in on-site or off-site flooding. There are no streams or rivers within the project site that would be altered by the project. Therefore, the project impact would be less than significant.</i>				
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>As discussed under item IXa, higher volumes of traffic traveling through and parking within the project site as a result of new development could generate additional polluted runoff. Construction activities necessary for new development would also have the potential to generate polluted runoff. However, compliance with the City's JURMP and Municipal Code Chapter 8.30, Urban Runoff Management and Discharge Control, would require the use of best management practices to reduce the potential for polluted runoff during construction and operation of new development. Therefore, the project impact would be less than significant.</i>				
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>As described under item IXa, the increased development that would likely result with from new development in the project site would have the potential to result in increased pollutants that could adversely</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>impact runoff during both construction and operation of the project. Therefore, the project impact would be less than significant.</i>				
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>As shown in Figure S-1 of the Imperial Beach General Plan Safety Element, the project site is not located within a 100-year flood hazard area.</i>				
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>As shown in Figure S-1 of the Imperial Beach General Plan Safety Element, the project site is not located within a 100-year flood hazard area.</i>				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The project area is generally bounded by water bodies on three sides; the Pacific Ocean to the west, the San Diego Bay to the north, and the Tijuana River Estuary to the south. However, unless a substantial rise in sea level or a tsunami occurred (discussed in item IXj below), these water bodies do not typically produce flooding effects. The project site is not within the delineated 100-year floodplain. The project site is not located downstream of a levee or dam and flooding in the project area would not result because of the failure of these facilities. The addition of new commercial and residential development in the project site would not create a substantial risk to people or structures due to flooding hazards. Therefore, the project impact would be less than significant.</i>				
j) Inundation by seiche, tsunami, or mudflow?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>Portions of the project site are located almost immediately adjacent to the Pacific Ocean coastline. The project would increase residential density and commercial activity, thus placing additional people</i>				

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<i>within an area that could be subject to a tsunami.</i>				
<b>X. LAND USE AND PLANNING.</b> Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The area included in the project is located within an existing developed and urbanized portion of Imperial Beach. The area is currently used for residential, commercial, and mixed use purposes. The proposed amendments would guide revitalization and redevelopment within the existing urban setting would not extend development into new areas or allow for substantially different types of uses than currently exist. The proposed amendments would not result in any development or expanded infrastructure that would physically divide the established community, which is presently developed with similar types of land uses as proposed by the project. Therefore, the project impact would be less than significant.</i>				
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The proposed amendments would result in modifications to the City's GP/LCP and Zoning Ordinance to improve development standards and implement more effective design review. The proposed modifications would not result in revisions to any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.</i>				
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>There are no applicable habitat conservation plans or natural community conservation plans within the project site.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<b>XI. MINERAL RESOURCES.</b> Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project site is currently developed with urban uses and there are no mineral extraction operations in the area. No known mineral resources would be lost as the proposed amendments would only modify the existing urban land uses currently developed within the project site.</i>				
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<i>The project site is not delineated as a mineral resource recovery site in the Imperial Beach General Plan or other applicable planning document or land use plan.</i>				
<b>XII. NOISE.</b> Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The project is expected to enable revitalization of underutilized properties, which would likely cause an increase in commercial and residential development. The new uses would be similar in nature to the existing urban uses and not expected to generate substantial new noise sources. However, the additional traffic associated with new and revitalized development could cause an increase in noise levels, potentially in excess of applicable noise standards as defined in the Imperial Beach General Plan Noise Element, Figure N-3. In addition, mixed residential and commercial land uses could result in noise impacts to residents.</i>				
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The new development that may result from the project would require temporary construction activity. This</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>construction activity is assumed to be typical of urban development and would not create excessive groundborne vibration or groundborne noise levels. Modified land uses within the project site would continue to include commercial, residential, and mixed uses and would not provide for heavy industrial types of use that might generate excessive groundborne vibrations. Therefore, the project impact would be less than significant.</i></p>				
<p>c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?</p> <p><i>The project is expected to enable revitalization of underutilized properties which would likely cause an increase in commercial and residential traffic. This anticipated additional traffic would result in increased noise levels, most noticeable to properties near Palm Avenue/SR-75 and Seacoast Drive. Elevated traffic noise would be a permanent increase in the ambient noise levels in the project vicinity above those that currently exist. As identified in item X11a, mixed residential and commercial land uses could result in noise impacts to residents.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?</p> <p><i>The project is expected to enable revitalization that would likely result in an increase in commercial and residential development. Construction activities associated with development activity would temporarily increase the noise levels over the existing ambient noise environment.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?</p> <p><i>The Naval Outlying Landing Field is located immediately south of the southern portion of the 13th</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Street Corridor Study Area and is a substantial source of noise due to helicopter activity. As indicated in Figure N-2 of the Imperial Beach General Plan Noise Element, all portions of the project site would be located outside of the 60 dBA CNEL contour lines of the airfield facility. Though the helicopter noise would be audible and considered a nuisance at times, the noise levels from the airfield would be within the compatible range for any new commercial and residential development resulting from the project, as defined by Figure N-3 of the Noise Element. Therefore, the project impact would be less than significant.*

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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*There are no other airstrips in the project vicinity with the exception of the Naval facility, as described above for item XIIe.*

**XIII. POPULATION AND HOUSING.** Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*The proposed amendments would modify allowed residential land uses and regulations for the C-1, C-2, C-3, and R-1500 designations and the MU-1 and MU-2 overlay designations. The amendments would enable additional multi-family development within the project site, which would increase the population of Imperial Beach.*

b) Displace substantial numbers of existing housing units, necessitating the construction of replacement housing elsewhere?

<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*The project is expected to enable revitalization of underutilized properties which would likely result in the demolition of existing buildings, including residential units. Therefore, the project has the potential to displace existing housing units. However, the proposed*

*amendments would allow for development of new and denser residential development; thus, it is likely that any displaced housing units would be replaced within the project site. Therefore, the project impact would be less than significant.*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*As described under item XIIIb, the proposed amendments have the potential to displace existing housing units and their residents. However, the proposed amendments would allow for development of new and denser residential development; thus, it is likely that any displaced housing units would be replaced within the project site. Therefore, the project impact would be less than significant.*

**XIV. PUBLIC SERVICES.**

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

Fire protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*The project site is currently used for residential and commercial purposes, and the proposed amendments would guide revitalization and redevelopment within the existing urban setting. This revitalization would likely result in additional commercial use and more residential units and residents living in the project site. Fire protection in the project area is provided by the Imperial Beach Fire Department. However, the increase in commercial facilities and residential units would create additional demand for fire protection services, which may result in the need for new or expanded*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
services.				
Police protection?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>As described above for fire protection, the revitalization of the project site would create additional commercial use and more residential units and residents living in the project site. Police protection is provided in the project area by the San Diego County Sheriff's Department, Imperial Beach Division. However, the increase in commercial facilities and residential units would create additional demand for police services, which may result in the need for new or expanded services.</i>				
Schools?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The revitalization of the project site would allow for more dense residential development, resulting in additional people and children living in the project site. The Facilities and Services Element of the Imperial Beach General Plan states that the South Bay Union School District is severely impacted with more students than the school's fixed facilities can accommodate. Children in the project area would attend local schools and the increase in enrollment could place additional demands on the already overcrowded school system and its facilities.</i>				
Parks?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The City owns and maintains approximately 14.74 acres of park land in four sites consisting of Sports Park, Ream Park, Triangle Park, and Marina Vista Park. Other recreational opportunities exist in the area such as the nearby beaches, trails, and the Tijuana River Estuary Visitors Center. The potential increase in residents in the project site would place an additional demand on existing parks within Imperial Beach.</i>				

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
Other public facilities?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>The Imperial Beach Branch of the San Diego County Library is located at 810 Imperial Beach Boulevard. The potential increase in residents in the project site would create an additional demand for library services.</i>				

**XV. RECREATION.**

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*The project is expected to result in new residential development. The increase in residents in the project site would place an additional demand on existing neighborhood parks and other recreational facilities such that physical deterioration of the facilities could be accelerated.*

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*The potential increase in residents within the project site may create a need for additional parks in Imperial Beach.*

**XVI. TRANSPORTATION/TRAFFIC.** Would the project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*The project is expected to enable revitalization of underutilized properties which would create an increase in commercial and residential traffic. This increase in*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<p><i>traffic could result in operational conditions that exceed the applicable thresholds established in the Imperial Beach General Plan Circulation Element, which states: "Arterials and local streets should be designed to operate at service level 'C' or better during average daily traffic volume (ADT) conditions. Signalized intersections under peak hour conditions should operate at service level 'D' or better." A Traffic Impact Analysis will be prepared to determine the potential transportation impacts of the additional traffic volume added to local roadways as a result of the project.</i></p>				
<p>b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?</p> <p><i>As described above for item XVla, the project would generate additional traffic volumes in the project site. This additional daily traffic on local roads, such as Seacoast Drive, Palm Avenue, or 13th Street, could result in increased traffic congestion that would conflict with applicable level of service standards or other traffic operation standards. A Traffic Impact Analysis will be prepared to determine the potential transportation impacts of the additional traffic volumes added to local roadways.</i></p>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<p>c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?</p> <p><i>The proposed amendments would modify the policies that regulate land uses within the project site and would allow for increased building height. The building height increase would be within typical residential and commercial structure height and would not be of the magnitude to affect air traffic patterns.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
<p>d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?</p>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

*The project does not include the redesign of any existing transportation facilities. The proposed amendments would modify policies regulating the existing urban land uses and allow for similar revitalized uses, but not in a manner that would create or substantially increase transportation hazards.*

e) Result in inadequate emergency access?

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Result in inadequate emergency access?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

*As described above for item XVIa, it is estimated that the project would generate additional traffic. This additional daily traffic on local roads could result in increased traffic congestion that could impede emergency access and hinder the ability of emergency vehicles to reach an emergency within an acceptable response time.*

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

f) Conflict with adopted policies, plans or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*The existing transit services in Imperial Beach would not be modified or altered by the project. Bikeways and pedestrian facilities would be improved concurrent with development as needed to complete or replace existing bikeways and sidewalks. The land use modifications resulting from the project would revitalize an existing commercial and residential area that would continue to be serviced by existing transit modes. An increase in commercial and residential activity in the project site may increase demand on the public transit system, but would not conflict with transit, bicycle, or pedestrian policies, such as those identified in the Imperial Beach General Plan Circulation Element. Therefore, the project impact would be less than significant.*

**XVII. UTILITIES AND SERVICE SYSTEMS.** Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*As described under item XVIIe, below, the City's wastewater is conveyed to the City of San Diego*

	<b>Potentially Significant Impact</b>	<b>Less Than Significant with Mitigation Incorporated</b>	<b>Less Than Significant Impact</b>	<b>No Impact</b>
<p><i>Metropolitan Sewage System for treatment. The project is expected to enable revitalization of underutilized properties, which would likely cause an increase in commercial and residential development. While the increase in commercial operations and residential units in the project site would increase demand for wastewater treatment services, it would not cause an exceedance of wastewater treatment requirements of the Regional Water Quality Control Board. Therefore, the project impact would be less than significant.</i></p>				
<p>b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p> <p><i>As described under items XVIIId and e, below, the City's water supply is provided by the City of San Diego Public Utilities Department and wastewater is conveyed to the City of San Diego Metropolitan Sewage System for treatment. The project would likely result in an increase in commercial and residential use within the project site. However, these additional uses would not generate a substantial increased demand for water or wastewater treatment that would require an expansion of the capacity of existing facilities. Therefore, the project impact would be less than significant.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<p>c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?</p> <p><i>Substantial amounts of additional storm water would not result with new construction or redevelopment associated with the project because the project site is already developed with urban uses. New development within the project site would likely result in minimal new areas of impervious surfaces. Thus, the project would not necessitate new or expanded storm water drainage facilities to handle increased volumes of runoff. Therefore, the project impact would be less than significant.</i></p>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

*Imperial Beach is supplied with potable water from the Otay Water Treatment Plant operated by the City of San Diego Public Utilities Department. In December 2010, the plant completed upgrades to meet upcoming more stringent water quality regulations and has a treatment capacity of 31 million gallons per day (MGD) and to meet new water quality regulations. The proposed project would not cause the demand for water supply to exceed existing supplies and therefore require new or expanded entitlements. Therefore, the project impact would be less than significant.*

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*The City Sewer Division is responsible for the operation, maintenance and rehabilitation of the City's 11 pump stations and 50 miles of sewer collection system that conveys the City's wastewater to the City of San Diego Metropolitan Sewage System for treatment. The project would likely result in an increase in commercial and residential use within the project site. However, these additional uses would not generate increased demand for wastewater treatment that would exceed the treatment capacity of existing facilities. Therefore, the project impact would be less than significant.*

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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*The new commercial development and residential development likely to result from the project would generate additional volumes of solid waste relative to the water currently generated. Solid waste disposal for Imperial Beach is currently provided at the Otay*

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
<i>Landfill. The Otay Landfill Solid Waste Facility has an estimated remaining capacity of 33,070,879 cubic yards and an estimate closure date of April 2021 (CalRecycle 2011). Therefore, the project impact would be less than significant.</i>				
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
<i>The revitalization of existing commercial and residential land uses within the project site would result in the continued generation solid waste typical of these land uses. The project would not create a conflict with federal, state, or local statutes related to solid waste. Therefore, the project impact would be less than significant.</i>				
<b>XVIII. MANDATORY FINDINGS OF SIGNIFICANCE.</b>				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>As described in items IXa–f, the project would not have the potential to significantly impact biological resources due to the existing urban development encompassing the project site. However, there is a potential for new development to impact a historic or prehistoric resource as described in items Xa and b.</i>				
b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
<i>There is a possibility for the project to result in impacts</i>				

Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
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*that are individually limited, but have the potential to combine with other projects or conditions in the vicinity, which would result in a cumulative impact when considered together. Examples of potential cumulative impacts that may result from project implementation include traffic operations, public service availability, noise, air quality, greenhouse gas emissions, and others.*

c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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*Potential adverse effects to humans that could result from the project include increased air pollution, noise levels, and traffic congestion as identified throughout this Initial Study.*

**References**

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