

Final Environmental Initial Study and Mitigated Negative Declaration for the Breakwater Project

Improvements at the project's primary access point on SR-75 would include construction of a new two-lane driveway with a partial center median. A right-in/right-out channelized turn lane would be provided for both ingress and egress from the site at this access point. Within the project site, vehicular access would be provided directly to the commercial/retail buildings via on-site driveways. In addition to vehicular paths, the internal circulation network for the Breakwater project includes dedicated on-site paths of travel supported by enhanced paving and crosswalks to encourage pedestrian and bicycle accessibility. As shown on Figure 8, site design and building placement includes a designated circulation route interconnecting all internal uses on site, including site entrances, primary building entrances, public facilities and plaza areas, and adjacent uses, to existing external pedestrian facilities and streets, thereby minimizing barriers to pedestrian access and interconnectivity. The project site would include clearly marked pedestrian pathways and enhanced paving to minimize conflict between vehicular and pedestrian circulation.

Parking sufficient to accommodate development of the project would be provided on site. City of Imperial Beach parking requirements for General Commercial zones is 5.0 spaces per 1,000 square feet of gross leased area. The project includes the provision of 238 surface parking spaces, a ratio of 5.1 spaces per 1,000 square feet of gross leased area, including the handicapped-accessible parking spaces required for compliance with the Americans with Disabilities Act. The project would also provide sufficient on-site bicycle storage facilities (i.e., bike racks) for retail customers.

Utility Improvements

The project's sewer and water needs would be served by the existing sewer and water infrastructure present in and around the project site with certain improvements necessary to serve the proposed commercial/retail development, which would be designed and implemented by the project applicant and the City of Imperial Beach. The project would provide for construction of all necessary infrastructure extensions of existing lines to the site to meet the water and sewer demands of the project. The project would connect to the existing 16-inch water line beneath Palm Avenue via an 8-inch PVC pipeline to be distributed to each of the proposed on-site buildings. The project would construct all necessary laterals to provide water service to the proposed buildings. Finally, the project would install all necessary fire service with backflow device lines and on-site fire hydrants to ensure a reliable and appropriate water source exists on site for firefighting purposes. Infrastructure improvements to the City of Imperial Beach's existing public sewer system would not be necessary as the project would result in a negligible effect on the city's installed system (City of Imperial Beach 2011a).

The project would also include installation of a new on-site private and public storm drain system consisting of inlets, pipes, roof drains, and water quality features. The private storm drain system

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would connect into the public storm drain system at various locations. The existing public 18-inch line within the site boundaries would be removed and replaced with a larger pipe. The existing public 15-inch pipe collecting the 9th Street drainage would be upsized to a 36-inch reinforced concrete pipe (RCP) line and realigned. The storm drain improvements within 9th Street would be constructed by the City of Imperial Beach as a separate project, or incorporated into the Breakwater project through financing by the City of Imperial Beach. The project applicant would obtain any necessary sewer lateral connection permits from the City of Imperial Beach. The proposed type and intensity of uses proposed for the site is similar in nature to the previous on-site development and would not result in the need for additional improvements to off-site stormwater drainage facilities.

Off-Site Improvements

As part of the Breakwater project, the intersection of Palm Avenue/SR-75 would be reconfigured to remove the existing free-right turn lane from Palm Avenue to eastbound SR-75 (Figure 9). This right turn would be replaced by a dual right turn lane from Palm Avenue to SR-75. All traffic at this new alignment would be controlled via a modified traffic signal on SR-75 at Palm Avenue. Also controlled by the modified traffic signal, a dedicated left-hand and U-turn traffic lane would be provided from westbound SR-75 to eastbound SR-75 at the new intersection with Palm Avenue, pending Caltrans approval.

Additionally, a right in/right out channelized turn lane would be provided along the project frontage on SR-75 per Caltrans requirements and pending Caltrans approval. A new sidewalk would be provided on the south side of SR-75 along the project frontage to facilitate pedestrian movement and minimize conflicts between pedestrian and vehicular circulation. Pending Caltrans approval, a marked crosswalk would be provided across SR-75 on the west and/or east side of the intersection of 9th Street and SR-75, combined with a modified traffic signal and a median refuge at the 9th Street/SR-75 intersection consistent with the Palm Avenue Master Plan Study.

Construction Methods and Schedule

Although the project may be constructed in a single phase, development is planned in two phases as shown on Figure 3. If constructed in a single phase, the Breakwater project is expected to be constructed over approximately 9 to 12 months, with construction beginning in spring 2012. The initial phase of development would include rough and final grading, paving, and construction of Buildings A, B, C, and D. During the first phase of development, the project would construct the new driveway providing primary access to the project site on SR-75, the internal spine road leading from the project's main access point to the eastern portion of the site, the off-site improvements at Palm Avenue and SR-75, and all signage associated with first-phase

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development. In addition, on-site utilities and connections, lighting, and landscaping associated with first-phase buildings would be constructed/installed at the same time as Buildings A, B, C, and D. As part of the second phase of development, the project may construct Buildings E, F, and G and the associated parking areas, on-site utilities and connections, lighting, and landscaping. In addition, the extension of the internal spine road to the western portion of the site would be constructed along with demolition of Delaware Street.

Rough grading of the project site is expected to occur as a single operation. As part of grading activities, the project site would be raised to match the existing grade of SR-75 such that the new grade of the project site would be located slightly above the residential uses to the south. A retaining wall would be constructed in two sections along the southern boundary of the site to stabilize the slope. The retaining wall would include additional vertical height to shield the project site from adjacent residential uses and serve as a vehicle barrier.

During the initial phase of construction, a general construction staging area would be located on the western portion of the project site where Buildings F and G would eventually be constructed. While Buildings E, F, and G are constructed, the staging area would be placed in the proposed parking areas on the western portion of the site. Access to the site during construction would be from both SR-75 and 9th Street, depending on the timing of the off-site improvements at Palm Avenue and SR-75. Traffic to and from the project site during construction would primarily utilize SR-75 to bring vehicles and equipment to the site. Machinery employed for construction and maintenance of the project may include a mix of both mechanized and handheld equipment, including excavators, loaders, compactors, bull dozers, dump trucks, water trucks, forklifts, pneumatic equipment, graders, cranes, pavers, rollers, and cement mixers. Exact equipment would be determined as part of final construction plans. All equipment would be limited to established construction staging areas, access points, and areas of impact delineated on the project plans.

During project development, construction vehicles would park and deliver necessary materials to the construction staging area(s) via SR-75, Palm Avenue, and 9th Street. Transportation, removal, and disposal of any construction materials, waste, or other project-related materials would occur at the general construction staging areas. To the extent possible, construction equipment would be contained within the construction staging areas or within the project footprint. Any earthwork material or topsoil needing to be temporarily stockpiled or equipment/supplies needing to be stored would be located within the staging areas and not outside the project site or within residential neighborhoods. Similarly, parking for construction vehicles and equipment would be prohibited on 9th Street, the alley south of the project site, and in the adjacent residential neighborhoods during the duration of construction to reduce temporary impacts to residential uses and emergency access vehicles. Parking for construction equipment and vehicles would occur within the construction area or within the project footprint to the extent

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feasible. In addition, construction workers may park at a designated off-site area that is not within a residential neighborhood and shuttle/carpool to the project site, or within a designated area identified by the project applicant and City of Imperial Beach.

Temporary 6-foot-high chain-link fencing would be installed around the entire project site, thereby reducing the potential for members of the community to accidentally enter the site during construction. The fencing would be secured at night to restrict access to the site. Construction notification signs would be placed at all entrances to the site, as well as at each end of the alley south of the project site. Temporary fences and signage would be removed after construction activities are complete and related hazards are no longer present.

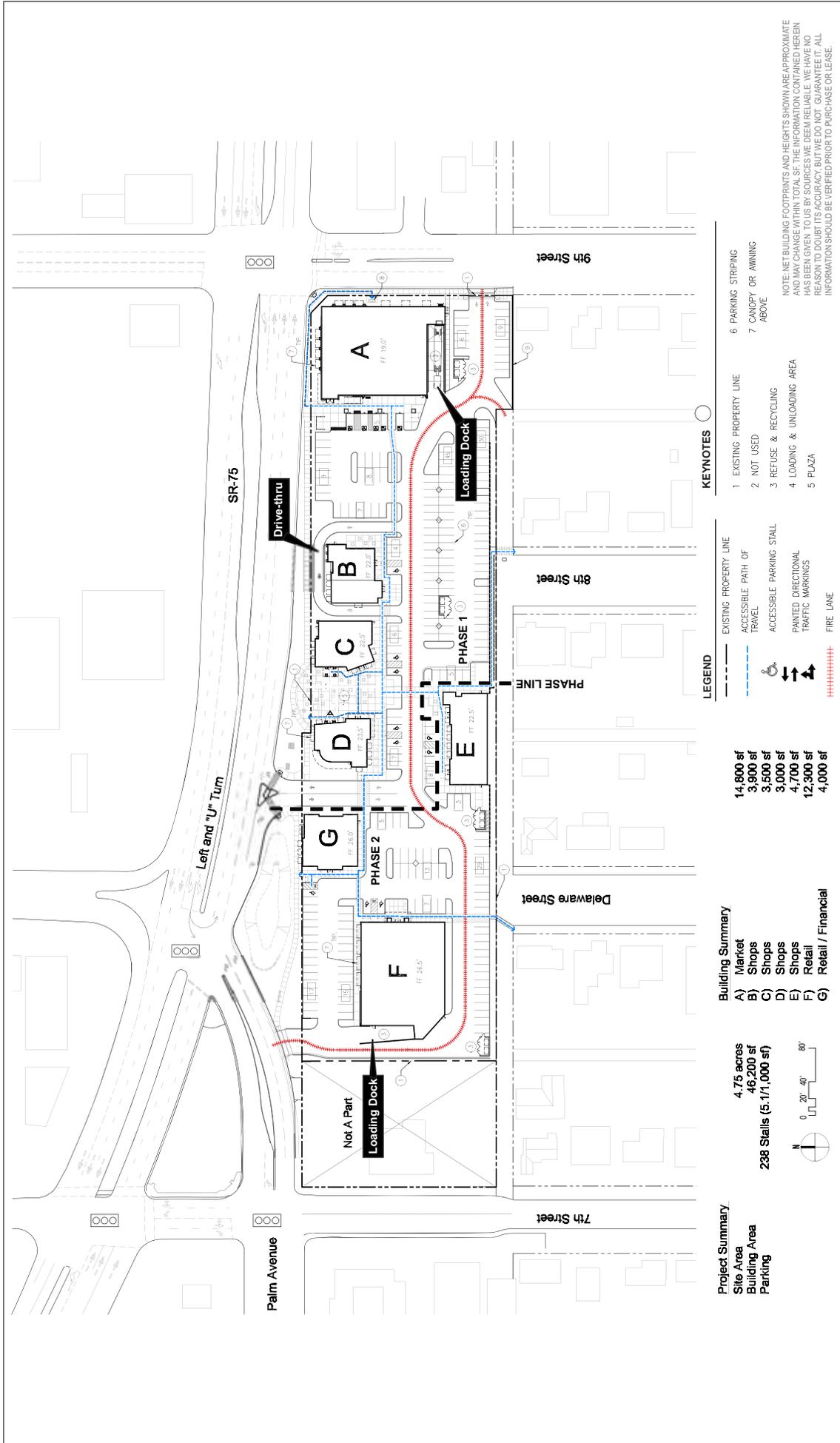


FIGURE 8
On-Site Circulation Plan

SITE DESIGN & CIRCULATION PLAN: AUS Architects (October 17, 2011)

BREAKWATER – INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION (IS/MND)

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CURB DATA				
NO.	DELTA OR BRG.	RADIUS(ft)	LENGTH(ft)	REMARKS
1	N75°1'06"E	30.90	100.00	6" TYPE 'B' - MED. CURB
2	N11°1'59"E	19.70	175.00	"
3	S23°36'07"W	335.88	175.00	"
4	N65°58'15"W	35.51	35.51	"
5	S75°32'33"E	1.50	41.07	"
6	N64°24'30"E	400.00	166.15	6" TYPE 'C-1' CRB & GTR
7	N69°50'16"E	52.14	37.96	"
8	N64°24'30"E	200.00	70.13	"
9	N64°24'30"E	30.00	26.33	"
10	N64°24'30"E	54.70	17.30	6" CURB
11	N65°17'56"W	80.00	51.90	"
12	N78°20'18"W	25.00	17.60	"
13	N00°39'26"E	10.42	10.42	"
14	N99°06'19"W	25.00	43.24	6" TYPE 'H-1' CRB & GTR
15	N807°4'15"W	50.44	50.44	"
16	N86°17'21"W	428.00	106.73	6" TYPE 'G-1' CRB & GTR

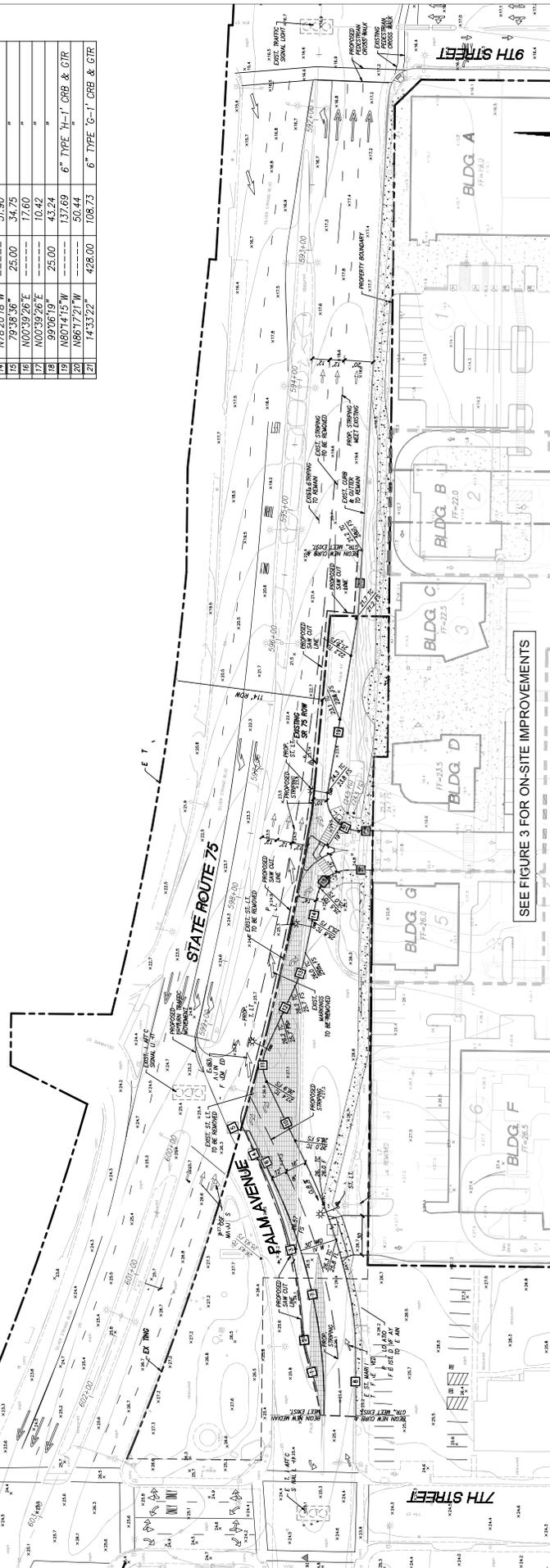


FIGURE 9
Off-Site Improvements

SITE DESIGN: AHS Architects (August 1, 2011)

BREAKWATER - INITIAL STUDY AND MITIGATED NEGATIVE DECLARATION (IS/MND)

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4.0 ENVIRONMENTAL INITIAL STUDY

4.1 Environmental Factors That Could Result in a Potential Significant Impact

The environmental factors listed below are not checked because the proposed project would not result in a “potentially significant impact” with mitigation incorporated as indicated by the checklist on the following pages and supported by substantial evidence provided in this document.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology/Soils |
| <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards and Hazardous Materials | <input type="checkbox"/> Hydrology/Water Quality |
| <input type="checkbox"/> Land Use and Planning | <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise |
| <input type="checkbox"/> Population/Housing | <input type="checkbox"/> Public Services | <input type="checkbox"/> Utilities/Service Systems |
| <input type="checkbox"/> Transportation/Traffic | <input type="checkbox"/> Recreation | <input type="checkbox"/> Mandatory Findings of Significance |
| <input checked="" type="checkbox"/> None with Mitigation | | |

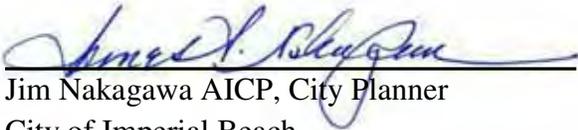
4.2 Environmental Determination (to be completed by lead agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because the mitigation measures described in Section 4.3 and summarized in Section 5.0 have been incorporated into the project. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that the proposed project MAY have a “potentially significant impact” or “potentially significant unless mitigated” impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT (EIR) is required, but it must analyze only the effects that remain to be addressed.

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- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Jim Nakagawa AICP, City Planner
City of Imperial Beach

November 4, 2011
Date

4.3 Evaluation of Environmental Impacts

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, the checklist answers must indicate whether the impact is potentially significant, less than significant with mitigation, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Negative Declaration: Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from a “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less-than-significant level (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration (Section 15063(c)(3)(D)). In this case, a brief discussion should identify the following:
 - a. Earlier analysis used. Identify and state where they are available for review.
 - b. Impacts adequately addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant

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to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.

- c. Mitigation measures. For effects that are “Less than Significant with Mitigation Measures Incorporated,” describe the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. Supporting information sources: A source list should be attached, and other sources used or individuals contacted should be cited in the discussion.
8. This is only a suggested form, and lead agencies are free to use different formats; however, lead agencies should normally address the questions from this checklist that are relevant to a project’s environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
 - a. The significance criteria or threshold, if any, used to evaluate each question.
 - b. The mitigation measure identified, if any, to reduce the impact to less than significance.

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4.3.1 Aesthetics

Environmental Issues <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a) Would the project have a substantial adverse effect on a scenic vista?

Less Than Significant Impact. The proposed project site is located in an existing urbanized area within the neighborhood/functional area of Mar Vista as denoted in the City of Imperial Beach General Plan (City of Imperial Beach 2010a). Surrounding development includes general commercial, single-family and multi-family residential; and SR-75 directly north of the project site. The City of Imperial Beach General Plan Design Element identifies a number of aesthetic and design elements as positive contributions to the city’s future growth and development. These elements within the city include a variety of views and natural settings, extensive open space and linear movement, and an emphasis on a sense of place and a small-scale, man-made environment. The city also possesses several significant visual resources, including the Pacific Ocean, Tijuana River Estuary, Ream Field, the city beach, and the salt evaporation ponds and South San Diego Bay (City of Imperial Beach 2010a). The proposed project site is not located within the immediate vicinity of these resources and would not impact views of these important visual components of the city.

Existing views of the project site are of a deteriorating strip-mall-style retail center and parking lot, which is vacant of any tenants or commercial activity. Once existing buildings are demolished, views of the site would be of a sunken, vacant parking area. Public views from surrounding areas would consist largely of continuous views across the project site and toward SR-75. Although this view may be considered an improvement over the vacated former shopping center, views of the project site and surrounding area do not contain any visual resources unique to the region or designated scenic vistas or viewpoints. Development of the single-store retail

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buildings, associated parking, signage, and landscaping would result in increased scale compared to a vacant site; however, the project would not have a substantial adverse effect on a scenic vista or substantially block or damage the views of any designated scenic resources, visual resources that are unique to the neighborhood or the region, or public view corridors. Moreover, as compared to the former shopping center on the site, the proposed buildings would open view corridors across the project site. The proposed building elevations would be consistent with the vertical character of the Mar Vista neighborhood and maintain architectural congruence within the project vicinity. As a result, the effect of the proposed project on a scenic vista would be less than significant.

Mitigation Measure(s)

No mitigation measures are required.

b) Would the project substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

Less Than Significant Impact. The proposed project is located directly south of SR-75, which is an officially designated state scenic highway as identified by the California Scenic Highway Program (Caltrans 2011). SR-75 runs along the Pacific Ocean and the San Diego Harbor between the City of Imperial Beach and Coronado Island. Proposed redevelopment of the site would not damage scenic resources or viewsheds along SR-75 as the project would be consistent with the surrounding development and existing land uses. Additionally, all proposed buildings would be single-storied and would not obstruct any scenic vistas within the vicinity of the project site or those visible from the highway. Maximum height for proposed on-site structures would be approximately 40 feet consistent with allowable building heights for the General Commercial zone. Moreover, the proposed project would improve the aesthetic and visual character of the site by constructing new facilities and amenities where site conditions are deteriorating and underutilized, while improving access and circulation in and around the project site. As the surrounding visual character would improve upon implementation of the project, impacts to scenic resources along the state scenic highway would be less than significant.

Furthermore, implementation of the Palm Avenue Design Guidelines as outlined in the Palm Avenue Commercial Corridor Master Plan would ensure that development occurring within the corridor, including streets and roadways, sidewalks, medians, landscaping, street lighting, street furniture, gateway elements, and signage, would be implemented in accordance with the urban design concepts established in the corridor master plan. The design guidelines would serve to inform future streetscape design to promote pedestrian and bicycle accessibility and responsible street frontages in an effort to revitalize currently dilapidated and/or outdated development in the area.

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Mitigation Measure(s)

No mitigation measures are required.

c) Would the project substantially degrade the existing visual character or quality of the site and its surroundings?

Less Than Significant Impact.

Construction Impacts

During construction, views of the site from residential uses looking across the project site and from motorists traveling past the project site would be temporarily impacted. Grading activities, as well as the presence of construction equipment, debris, dust, fencing, and signage may affect the character and quality of the project site during construction. Construction activities associated with the project, including the presence of construction vehicles and equipment, would result in short-term visual quality impacts to nearby residents and motorists; however, those changes in visual character and quality would be short-term. All trash, waste, and unnecessary construction materials would be removed off site on a regular basis. Once construction is complete, all temporary fences and signs would be removed. Due to the temporary nature of changes in visual character and quality resulting from construction, impacts would be less than significant.

Operational Impacts

As previously discussed in response 4.3.1(a) above, the existing visual character of the project site and surrounding area generally consists of single-family and multi-family residential development and commercial establishments. The change in visual character would be minimal, as development of the commercial center would not require demolition of existing structures; however, construction of new facilities and commercial buildings would enhance the visual appeal of the site and immediate area. The project would take advantage of underutilized portions of the existing parcels and revitalize an area formerly characterized by deteriorating structures and vacant land spaces, thereby improving the aesthetic value of the site and views from SR-75. The proposed project would maintain existing architectural and development patterns in the Mar Vista neighborhood and would uphold the following design goals and policies set forth in the City of Imperial Beach General Plan:

- **Policy D-3:** The City shall develop a uniform public information sign program.
- **Policy D-7:** The City should regulate signs in a manner which will emphasize safety, help improve and protect the appearance of buildings and the City as a whole, foster legible

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graphics, and promote the public's awareness of the business community while respecting the city's suburban character.

- **Policy D-8b:** Projects should be designed so there is a harmonious relationship with adjoining uses.
- **Policy D-8c:** Developments should be designed to respect and enhance the view and safety of the passerby.
- **Policy D-8d:** Developments should attempt, through design, to give the appearance of a suburban density and scale.
- **Policy D-12:** Major entry roads should provide the traveler a defined sense of entry into the city and a sequential experience appropriate to the changing scale and physical requirements as one moves into Imperial Beach.

In addition to goals and polices identified in the City of Imperial Beach General Plan regarding community character and the built environment, the City of Imperial Beach has developed the Palm Avenue Commercial Corridor Master Plan, outlining the overall vision and design of the corridor in an effort to restore its original intention as a mixed-use, pedestrian- and bicycle-friendly commercial district accented by strategic landscaping and activity nodes. The proposed project site is located primarily within "Sector B: Mid-Town" of the corridor master plan area. Sector B extends from Florida Street on the eastern boundary to Delaware Street on the west. According to the Palm Avenue Commercial Corridor Master Plan, the Mid-Town Sector is envisioned as an area that provides for pedestrian and bicycle orientation while maintaining its function as a "multi-way boulevard" to accommodate various modes of transportation. Revitalization of this sector would include streetscape improvements, such as trees, landscaping, and engaging building frontages (Moore 2009).

The proposed project would incorporate design elements (architecture, site planning, landscaping, signage, and lighting) to provide for an aesthetically pleasing development to coordinate with and enhance the surrounding environment. Recognizing the proximity to residential land uses, the project has incorporated features such as setbacks, landscape, and screening elements that will serve to shield the project site from adjacent uses and enhance project design. The proposed landscaping plan for the project includes a variety of large shade and palm trees, small accent trees, drought-tolerant shrubs, hedges, potted plants, and groundcovers to enhance the development of the project site while providing usable landscaped areas. Moreover, as shown in Figure 5, the project proposes a mixture of earth-tone and subdued accent colors for buildings to improve the visual appearance of the proposed development. The proposed color scheme was designed to blend with the surrounding area and enhance the quality and character of the visual environment. In addition, the building materials would comply with the "Design Manual and Design Review" guidelines referenced in Imperial Beach City

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Municipal Code Section 19.83.050 (Design Guidelines), as applicable to the project site (City of Imperial Beach 2011b).

Signage proposed as part of the project would include tenant signs on the proposed buildings, which may include illuminated or non-illuminated surfaces. In addition, several monument, directional, and gateway signs are proposed on the project site along SR-75 and 9th Street. Proposed signage, including some tenant signs on building facades and all monument and directional signs, would be backlit with fluorescent lamps as standard internal illumination. As discussed in Section 3.4, all signage proposed as part of the Breakwater Sign Program for building facades and on the project site would comply with the applicable signage regulations pursuant to City of Imperial Beach Municipal Code Chapter 19.52 (Signs) for the General Commercial zone and/or any applicable revisions that the City of Imperial Beach is considering to its current sign regulations consistent with reasonable signage as proposed for the Breakwater project. In addition, as provided for under City of Imperial Beach Municipal Code Section 19.52.100 (Comprehensive Signage Plan), the Breakwater Sign Program (Ultrasigns 2011) would be reviewed by the City of Imperial Beach Community Development Department to ensure standards for consistency with regard to color scheme, lettering, lighting, location, materials, and dimensions.

In addition to landscape elements, architectural features, and signage, an approximately 370-foot-long concrete masonry retaining/screening wall would be constructed along the southern boundary of the project site in two sections to accommodate the finished grade. An additional 3-foot-high segment would be placed on top of the retaining wall to visually shield the project site from the existing residential uses to the south, serve as a vehicle barrier, and block vehicular headlight intrusion from the project site onto residential properties to the south. The wall would be fully landscaped on the southern side facing the residences.

Upon completion of the project, the redevelopment of the project site would improve the visual quality and character of the site from underutilized, deteriorating uses to a vital new community retail center with intact, cohesive development. While the redevelopment of the project site would modify the view and character of the project site, the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings. The addition of more vivid visual structures, buildings, and landscaping, as well as provision of organized, well-designed, and complementary development would improve the overall visual quality of the area by incorporating standards for design, architectural style, and development organization. Furthermore, the proposed development would be compatible with the existing surrounding land uses as well as goals and policies outlined in the City of Imperial Beach General Plan and the Palm Avenue Commercial Corridor Master Plan. The proposed project would therefore have a less-than-significant impact on the existing visual character or quality of the site and its surroundings.

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Mitigation Measure(s)

No mitigation measures are required.

- d) Would the project create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?*

Less Than Significant Impact with Mitigation Incorporated. The existing condition of the project site and surrounding area primarily consists of commercial and residential uses, which provide outdoor lighting sources. Although increases in light or glare resulting from the proposed development would be relatively small given the existing light and glare sources in the area, the proposed development would result in additional sources of light compared to existing conditions on the project site, which may affect the viewing scene.

On-site lighting would be provided throughout the project site around buildings, walkways, parking areas, and landscape areas. The project site would be well lit to provide pedestrian and vehicular access and to minimize dark areas on the site. General lighting is proposed throughout the parking areas, over walkways, and around the perimeter of the project site. General lighting located along the perimeter of the project site would be shielded to limit the amount of light spillage onto adjacent residential land uses. On-site lighting would be oriented and shielded to prevent light from shining onto adjacent properties, public right-of-way, and off-site driveway areas, and would be dimmed at night to further prevent off-site light trespass. In addition, all outdoor lighting, including lighting in parking areas, would comply with the provisions of City of Imperial Beach Municipal Code Section 19.56.020 applicable to commercial zones as the project would direct and shield beams and/or rays of light sources away from residential uses.

As provided for in Mitigation Measure AE-1, the project applicant would prepare a lighting plan for the project in compliance with City of Imperial Beach Municipal Code Section 19.56.040 (Lighting Plans) prior to installation of project lighting. Implementation of an approved lighting plan would ensure that the project would conform to all applicable lighting regulations as outlined in the City of Imperial Beach Municipal Code, including the use of shielding and cutoff systems; therefore, light and glare resulting from the proposed buildings, signage, parking areas, and parking lighting are not anticipated to adversely affect day or nighttime views in the area. Impacts would be less than significant with mitigation incorporated.

Additionally, the Palm Avenue Commercial Corridor Master Plan established design guidelines for the future development of the corridor, including lighting standards. Lighting policies applicable to the proposed project include:

- IAvii-1:*** Provide street lighting at two different levels: 1) pedestrian-oriented lighting that illuminates the sidewalk and part of the adjoining street (which usually includes the

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parking and bicycle lane); and 2) automobile-traffic-oriented lighting that is centrally placed at a higher height.

IAvii-2: Require pedestrian lighting to be at lower height (approximately 12 feet high), spaced closer, and use full-spectrum bulbs. Ensure pedestrian lighting along all sidewalks and explore the use of pedestrian lighting on the side medians of the multi-way boulevard in Mid-Town Sector.

IAvii-5: Ensure the spacing and type of street lights meet the illumination standards set by the City.

IAvii-6: Ensure the character of street lights complements other street furnishings, such as seating, and emphasize the primary commercial corridor function of Palm Avenue.

Through incorporation of project design features that would effectively shield and/or dim lights so as not to affect surrounding residences or land uses, compliance with the Palm Avenue Commercial Corridor Master Plan lighting standards and the city municipal code lighting regulations, and implementation of Mitigation Measure AE-1, impacts to day or nighttime views in the area would be less than significant with mitigation incorporated.

Mitigation Measure(s)

AE-1 Prior to installation of any lighting on the project site, the project applicant shall submit a lighting plan for the project, which shall be reviewed and approved by the City of Imperial Beach Community Development Department in compliance with City of Imperial Beach Municipal Code Section 19.52.040. The lighting plan shall address the following:

- A detailed lighting plan of all buildings and walkways shall include details such as location, design, and lighting specifications
- Design, location, and spacing of light poles and fixtures shall meet the appropriate City of Imperial Beach standards
- All outdoor lighting shall be directed, oriented, and shielded to minimize light spillover onto adjacent residential properties, public rights-of-way, and off-site driveway areas consistent with City of Imperial Beach Municipal Code Section 19.56.020 as it applies to commercial zones.

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Sources

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http://www.dot.ca.gov/hq/LandArch/scenic_highways

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City of Imperial Beach. 2011b. City of Imperial Beach Municipal Code. Codified through Ordinance 2010-1114 and the January 2011 code supplement. Accessed June 8, 2011, at <http://qcode.us/codes/imperialbeach>.

Moore Iacofano Goltsman, Inc. (Moore). 2009. *Palm Avenue Commercial Corridor Master Plan*. Prepared for the City of Imperial Beach. February.

Ultrasigns Electronic Advertising. 2011. *Breakwater Sign Program*. August 1.

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4.3.2 Agriculture and Forestry Resources

In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland.

In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project, the Forest Legacy Assessment Project, and the forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board (CARB).

Environmental Issues <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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"/>
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"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

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- a) *Would the project 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?*

No Impact. According to the San Diego County Important Farmland 2008 map, the project site is identified as “Urban and Built-Up Land” (California Department of Conservation 2010). This classification applies to land occupied by structures and is used for residential, industrial, commercial, construction, institutional, and other developed purposes, and is not applied to Prime Farmland, Unique Farmland, or Farmland of State or Local Importance. As the project site does not contain Prime Farmland, Unique Farmland, or Farmland of State or Local Importance, the proposed project would not result in the conversion of farmland to a non-agricultural use. No impacts would occur.

Mitigation Measure(s)

No mitigation measures are required.

- b) *Would the project conflict with existing zoning for agricultural use, or a Williamson Act contract?*

No Impact. Both the general plan designation and zoning for the proposed project site is General Commercial (C-1), which does not provide for agricultural uses. Due to the developed nature of the site and designation of the site as “Urban and Built-Up Land” by the Farmland Mapping and Monitoring Program, there are no Williamson Act contracts existing on the project site. No impacts would occur.

Mitigation Measure(s)

No mitigation measures are required.

- c) *Would the project 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))?*

No Impact. Forest land is defined as “land that can support 10% native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits” (California Public Resources Code, Section 12200 et seq.).

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Timberland is defined as “land, other than land owned by the federal government and land designated by the board as experimental forestland, which is available for, and capable of, growing a crop of trees of any commercial species used to produce lumber and other forest products, including Christmas trees” (California Public Resources Code, Section 4521 et seq.). A Timberland Production Zone is defined as “an area which has been zoned pursuant to Section 51112 or 51113 and is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, as defined in subdivision (h)” (California Government Code, Section 51100 et seq.).

The proposed project site is located in an urban developed area and is not within or adjacent to existing forested areas. In addition, the project site is currently zoned for general commercial uses and would not be located in an area zoned as forestland, timberland, or a Timberland Production Zone as indicated on the California Department of Forestry and Fire Protection’s Land Cover Map (California Department of Forestry and Fire Protection 2011a). Therefore, no impacts would occur.

Mitigation Measure(s)

No mitigation measures are required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As provided in the response to 4.3.2(c) above, the proposed project would be located in an urban environment and would not result in the loss of forest land or the conversion of forest land to non-forest use. Therefore, no impacts would occur.

Mitigation Measure(s)

No mitigation measures are required.

e) Would the project involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland to non-agricultural use?

No Impact. As provided in responses 4.3.2(a) and 4.3.2(b) above, no portion of the project is located within or adjacent to existing agricultural areas, nor would project implementation result in the conversion of farmland to non-agricultural use. The project would not involve changes to the existing environment that could result in farmland conversion to non-agricultural use; therefore, no impacts would occur.

Mitigation Measure(s)

No mitigation measures are required.

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Sources

- California Department of Conservation. 2010. "San Diego County Important Farmland 2008." Map. Accessed August 19, 2011, at ftp://ftp.consrv.ca.gov/pub/dlrp/fmmp/pdf/2008/sdg08_west.pdf.
- California Department of Forestry and Fire Protection. 2011a. "Land Cover: Multi-Source Data Compiled for Forest and Range 2003 Assessment." Map. Accessed June 8, 2011, at http://frap.cdf.ca.gov/webdata/maps/statewide/fvegwhr13_map.pdf.
- California Public Resources Code, Section 12220(g). California Forest Legacy Program Act of 2007.
- California Public Resources Code, Section 4521–4529.5.
- California Government Code, Section 51100–51104. California Timberland Productivity Act of 1982.

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4.3.3 Air Quality

Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations.

Environmental Issues <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

An air quality technical report was prepared for the project by Scientific Resources Associated (SRA) in order to identify air quality impacts that have the potential to result from construction or operation of the proposed project (SRA 2011a). The report is included as Appendix A and incorporated into this IS/MND by reference. The analysis and conclusions of this report provide the basis for the following responses.

a) Would the project conflict with or obstruct implementation of the applicable air quality plan?

Less Than Significant Impact. The project site is located in the San Diego Air Basin (SDAB), which is a federal and state non-attainment area for ozone (O₃). The SDAB was designated in attainment for all other criteria pollutants, with the exception of particulate matter less than or equal to 10 microns in diameter (PM₁₀) or less than or equal to 2.5 microns in diameter (PM_{2.5}), which were determined to be unclassifiable under federal standards and non-attainment pollutants for state standards. The San Diego Air Pollution Control District (SDAPCD) is the local agency responsible for the administration and enforcement of air quality regulations in San Diego County. The SDAPCD and the San Diego Association of Governments (SANDAG) are

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responsible for developing and implementing the clean air plan for attainment and maintenance of the ambient air quality standards in the SDAB.

The periodic violations of National Ambient Air Quality Standards (NAAQS) in the SDAB, particularly for ozone in inland foothill areas, require that a plan be developed to outline pollution controls that will be undertaken to improve air quality. In San Diego County, this attainment planning process is embodied in the San Diego Regional Air Quality Strategies (RAQS), developed jointly by the SDAPCD and SANDAG. The RAQS was initially adopted in 1991 and is updated on a triennial basis, including in 1995, 1998, 2001, 2004, and most recently in 2009. The RAQS outlines the SDAPCD's plans and control measures designed to attain the state air quality standards for O₃. The SDAPCD has also developed the air basin's input to the State Implementation Plan (SIP), which is required under the federal Clean Air Act for areas that are out of attainment of air quality standards. The SIP includes the SDAPCD's plans and control measures for attaining the O₃ NAAQS.

Because CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends, as well as land use plans developed by the cities and the County of San Diego as part of the development of general plans, projects that propose development consistent with the growth anticipated by the applicable general plans would be considered consistent with the RAQS and the attainment plan and would not have an adverse regional air quality impact. Given that the Breakwater project replaces previous commercial development of similar size and is consistent with the City of Imperial Beach General Plan's current designation of General Commercial for the site, the proposed project is both consistent with the planned land use and consistent with the applicable air quality plan (RAQS). Furthermore, the project meets the criteria of the RAQS and SIP, as well as SANDAG's Transportation Control Measures as it provides commercial uses and employment in an area surrounded by residential uses. Accordingly, the proposed project is consistent with the applicable air quality plans and would not conflict with or obstruct implementation of the applicable air quality plan. Therefore, impacts would be less than significant.

Mitigation Measure(s)

No mitigation measures are required.

b) Would the project violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less Than Significant Impact. The proposed project would result in both short-term construction-related emissions and long-term operational emissions. To determine whether the proposed project would violate any air quality standards, SRA evaluated projected emissions

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associated with the construction and operational phases of the proposed project. The following discussion summarizes the evaluation included in the air quality technical report (Appendix A).

Construction Impacts

Construction of the proposed project would result in a temporary addition of pollutants to the local airshed caused by soil disturbance, dust emissions, and combustion pollutants from on-site construction equipment, as well as from off-site trucks hauling construction materials. Emissions of pollutants such as fugitive dust and heavy equipment exhaust that are generated during construction are generally highest near the construction site. SRA assumed construction would require the following phases: demolition, grading/import, finish grading, paving, building construction, and architectural coatings application.

SRA estimated emissions from the construction of the project using the CalEEMod model. CalEEMod provides default assumptions regarding horsepower rating, load factors for heavy equipment, and hours of operation per day. Default assumptions within CalEEMod and assumptions for similar projects were used to represent operation of heavy construction equipment. In addition to calculating emissions from heavy construction equipment, CalEEMod contains calculation modules to estimate emissions of fugitive dust, based on the amount of earthmoving or surface disturbance required; emissions from heavy-duty truck trips or vendor trips during construction activities; emissions from construction worker vehicles during daily commutes; emissions of reactive organic gases (ROGs) from paving using asphalt; and emissions of ROGs during application of architectural coatings. Standard dust control measures (watering three times daily, using soil stabilizers on unpaved roads) and architectural coatings that comply with SDAPCD Rule 67.0 (assumed to meet a ROG content of 150 grams per liter) would be implemented during construction.

As shown in Table 3, emissions of criteria pollutants during construction would be below the thresholds of significance for all project construction phases; therefore, air quality impacts during construction would be considered less than significant.

**Table 3
Estimated Maximum Daily Construction Emissions**

Construction Activity/Time	ROG	NO _x	CO	SO ₂	PM ₁₀ Dust	PM ₁₀ Exhaust	PM ₁₀ Total	PM _{2.5} Dust	PM _{2.5} Exhaust	PM _{2.5} Total
<i>Demolition</i>										
Fugitive Dust	–	–	–	–	5.44	–	5.44	0.00	–	0.00
Off-Road Diesel	15.34	127.06	58.14	0.13	–	5.60	5.60	–	5.50	5.60
On-Road Diesel	3.30	39.90	18.31	0.05	7.58	1.46	9.04	0.18	1.46	1.64
Worker Trips	0.05	0.06	0.59	0.00	0.10	0.00	0.11	0.00	0.00	0.01
Total	18.69	167.02	77.04	0.18	13.12	7.06	20.19	0.18	7.06	7.25

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Construction Activity/Time	ROG	NO _x	CO	SO ₂	PM ₁₀ Dust	PM ₁₀ Exhaust	PM ₁₀ Total	PM _{2.5} Dust	PM _{2.5} Exhaust	PM _{2.5} Total
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
<i>Grading/Import</i>										
Fugitive Dust	—	—	—	—	4.70	—	4.70	2.58	—	2.58
Off-Road Diesel	19.71	164.27	73.99	0.18	—	7.17	7.17	—	7.17	7.17
On-Road Diesel	0.14	1.64	1.64	0.00	0.45	0.06	0.51	0.01	0.06	0.07
Worker Trips	0.13	0.15	0.15	0.00	0.07	0.01	0.08	0.01	0.01	0.02
Total	19.98	166.06	76.24	0.18	5.22	7.24	12.46	2.60	7.24	9.84
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
<i>Finish Grading</i>										
Fugitive Dust	—	—	—	—	2.51	—	2.51	1.29	—	1.29
Off-Road Diesel	10.26	81.35	45.54	0.08	—	4.41	4.41	—	4.41	4.41
Worker Trips	0.04	0.04	0.44	0.00	0.02	0.00	0.02	0.00	0.00	0.01
Total	10.30	81.39	45.98	0.08	2.53	4.41	6.94	1.29	4.41	5.71
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
<i>AC Paving First Lift</i>										
Paving Off-Gas	0.00	—	—	—	—	—	—	—	—	—
Paving Off-Road Diesel	22.12	167.08	76.22	0.18	—	9.20	9.20	—	9.20	9.20
Paving On-Road Diesel	0.28	3.32	1.55	0.00	0.31	0.12	0.44	0.02	0.12	0.14
Paving Worker Trips	0.13	0.15	1.48	0.00	0.26	0.01	0.27	0.01	0.01	0.02
Total	22.53	170.55	79.25	0.18	0.57	9.33	9.91	0.03	9.33	9.36
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
<i>AC Paving Second Lift</i>										
Paving Off-Gas	0.00	—	—	—	—	—	—	—	—	—
Paving Off-Road Diesel	12.35	82.96	42.69	0.08	—	5.87	5.87	—	5.87	5.87
Paving Vendor Trips	0.07	0.86	0.40	0.00	0.08	0.03	0.11	0.00	0.03	0.04
Paving Worker Trips	0.13	0.15	1.48	0.00	0.26	0.01	0.27	0.01	0.01	0.02
Total	12.55	83.97	44.57	0.08	0.34	5.91	6.25	0.01	5.91	5.93
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
<i>Concrete Slab on Grade</i>										
Paving Off-Road Diesel	10.02	71.77	34.44	0.06	—	4.17	4.17	—	4.17	4.17
Paving Vendor Trips	0.32	3.69	2.11	0.01	0.18	0.12	0.31	0.01	0.12	0.14
Paving Worker Trips	0.13	0.15	1.48	0.00	0.26	0.01	0.27	0.01	0.01	0.02
Total	10.47	75.61	38.03	0.07	0.44	4.30	4.75	0.02	4.30	4.33
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
<i>Building Construction</i>										
Building Off-Road Diesel	13.26	80.12	50.99	0.06	—	6.47	6.47	—	6.47	6.47
Building Vendor Trips	0.11	1.29	0.74	0.00	0.06	0.04	0.11	0.00	0.04	0.05

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Construction Activity/Time	ROG	NO _x	CO	SO ₂	PM ₁₀ Dust	PM ₁₀ Exhaust	PM ₁₀ Total	PM _{2.5} Dust	PM _{2.5} Exhaust	PM _{2.5} Total
Building Worker Trips	0.80	0.92	9.25	0.01	0.43	0.06	0.49	0.06	0.05	0.12
Total	14.17	82.83	60.98	0.07	0.49	6.57	7.07	0.06	6.56	6.64
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
<i>Architectural Coatings</i>										
Arch Coatings Off-Gas	25.99	—	—	—	—	—	—	—	—	—
Off-Road Diesel	0.52	3.16	1.96	0.00	—	0.29	0.29	—	0.29	0.29
Worker Trips	0.13	0.15	1.48	0.00	0.26	0.01	0.27	0.01	0.01	0.02
Total	26.64	3.31	3.44	0.00	0.26	0.30	0.56	0.01	0.30	0.31
Significance Threshold	137	250	550	250	—	—	100	—	—	55
Above Threshold?	No	No	No	No	—	—	No	—	—	No
MAXIMUM DAILY EMISSIONS	26.64	170.55	79.25	0.18	13.12	7.06	20.19	2.60	7.24	9.84
Significance Criteria	137	250	550	250	—	—	100	—	—	55
Significant?	No	No	No	No	—	—	No	—	—	No

Source: SRA 2011a

Operational Impacts

Operation of the project would include emissions associated with vehicular traffic, as well as area sources such as energy use, landscaping, consumer products use, and architectural coatings use for maintenance purposes.

The traffic impact analysis for the project calculated project trip generation rates based on the proposed development compared to the previous development on the project site (USA 2011). According to the traffic impact analysis, the proposed Breakwater project would generate a net increase of 1,809 average daily trips over the previous development conditions. This trip generation rate, considering pass-by trips, was accounted for within the CalEEMod runs for vehicular emissions. CalEEMod calculates vehicle emissions based on emission factors from the EMFAC2007 model. It was assumed that the first year of full occupancy would be 2013. Based on the results from the EMFAC2007 model for subsequent years, emissions would decrease on an annual basis from 2013 onward due to phase-out of higher-polluting vehicles and implementation of more stringent emission standards that are taken into account in the EMFAC2007 model.

Operational impacts associated with vehicular traffic and area sources, including energy use, landscaping, consumer products use, and architectural coatings use for maintenance purposes, were estimated using CalEEMod. As shown in Table 4, emissions of criteria pollutants during the operational phase of the project would be below thresholds of significance (SRA 2011a).

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**Table 4
Estimated Operational Emissions**

	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
<i>Summer Day, Lbs./day</i>						
Area Sources	1.13	—	—	—	—	—
Energy Use	0.08	0.71	0.59	0.00	0.05	0.05
Vehicular Emissions	27.37	50.64	247.77	0.26	29.14	2.62
Total	28.58	51.35	248.36	0.26	29.19	2.67
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	No	No	No	No	No	No
<i>Winter Day, Lbs./day</i>						
Area Sources	1.13	—	—	—	—	—
Energy Use	0.08	0.71	0.59	0.00	0.05	0.05
Vehicular Emissions	29.02	53.08	257.13	0.25	29.18	2.65
Total	30.23	53.79	257.72	0.25	29.23	2.70
Significance Screening Criteria	137	250	550	250	100	55
Above Screening Criteria?	No	No	No	No	No	No

Source: SRA 2011a.

Based on the estimate of emissions associated with project operations, the emissions of all criteria pollutants are below the significance thresholds; therefore, long-term operational impacts are considered less than significant.

Mitigation Measure(s)

No mitigation measures are required.

- c) Would the project 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)?*

Less Than Significant Impact. The SDAB is considered a nonattainment area for the 8-hour NAAQS for O₃, and is considered a nonattainment area for the California Ambient Air Quality Standards for O₃, PM₁₀, and PM_{2.5}. As discussed in responses 4.3.3(a) and 4.3.3(b) above, project-generated emissions of all nonattainment pollutants would be below the screening-level thresholds.

The area surrounding the project site is urbanized and the land surrounding the site is heavily developed. As the project provides infill development, it is not anticipated to increase vehicle trips in the region. The project would therefore not result in a cumulatively considerable increase in emissions of ozone precursors (NO_x and ROG_s). It is unlikely that several projects within the immediate vicinity of the project site would occur simultaneously; however, should construction

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occur simultaneously, standard dust control measures would ensure that cumulative impacts would not result. Cumulative impacts are therefore less than significant.

Mitigation Measure(s)

No mitigation measures are required.

d) Would the project expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. Sensitive receptors include, but are not limited to, residential land uses, schools, open space and parks, recreational facilities, hospitals, resident care facilities, day care facilities, or other facilities that may house individuals with health conditions that would be affected by poor air quality. The nearest sensitive receptors to the site are the residents located to the south of the project site, approximately 0.25 mile from the project.

A project is considered to have a potential significant impact to sensitive receptors if it has the potential to result in emissions of any toxic air contaminants (TACs) that would result in a cancer risk of greater than 10 in 1 million, or if substantial non-cancer risk (potential for chronic or acute non-cancer effects) is greater than 1. Emissions of TACs are attributable to temporary emissions from construction emissions and minor emissions associated with diesel truck traffic used for deliveries at the site. Truck traffic may result in emissions of diesel particulate matter, which is characterized by the State of California as a TAC.

In accordance with the South Coast Air Quality Management District's Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis, projects that should be evaluated for diesel particulate emissions include truck stops, distribution centers, warehouses, and transit centers diesel vehicles would utilize and which would be sources of diesel particulate matter from heavy-duty diesel trucks. As a relatively small commercial retail development, the proposed project would not attract a disproportionate amount of diesel trucks and would not be considered a source of TAC emissions (SRA 2011a). Based on the CalEEMod model, heavy-duty diesel trucks would account for 0.9% of the total trips associated with the project. Impacts to sensitive receptors from TAC emissions would be less than significant.

Mitigation Measure(s)

No mitigation measures are required.

e) Would the project create objectionable odors affecting a substantial number of people?

Less Than Significant Impact. Project construction could result in minor amounts of odor compounds associated with diesel heavy equipment exhaust (SRA 2011a). These compounds

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would be emitted in various amounts and at various locations during construction. Sensitive receptors located in the vicinity of the construction site include the residences to the south of the site. Odors are highest near the source and would quickly dissipate off site. Any odors associated with construction would be temporary. The project is a retail development and would not include land uses that would be sources of nuisance odors. Thus the potential for odor impacts associated with the project is considered less than significant.

Mitigation Measure(s)

No mitigation measures are required.

Sources

SRA (Scientific Resources Associated). 2011a. Air Quality Technical Report for the 9th and Palm Project. September 12.

USA (Urban Systems Associates, Incorporated). 2011. Traffic Impact Analysis – 9th and Palm Redevelopment. October 11.

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4.3.4 Biological Resources

Environmental Issues <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
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 checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Discussion

a) Would the project 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?

Less Than Significant Impact with Mitigation Incorporated. The City of Imperial Beach General Plan Conservation and Open Space Element divides the city into either urbanized areas or undeveloped areas (City of Imperial Beach 2010a). Little natural vegetation is present in the urbanized areas and significant wildlife habitat is virtually nonexistent. The domestic vegetation consists of landscaping, mainly ornamental trees, some street trees, shrubbery, and a variety of

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ground covers. Most of the landscaping can be found on private property. Landscaping on city streets, school grounds, and playgrounds is conspicuously lacking; this is most evident along major streets in the commercial and beach areas. The types of wildlife that exist are those that have adapted to or are compatible with urbanization and do not have to compete with man for survival (City of Imperial Beach 2010a). The City of Imperial Beach General Plan does not identify any species as candidate, sensitive, or special-status within urbanized areas of the city, including the proposed project site. Due to the lack of habitat on site, the proposed project would not result in a substantial adverse effect on any other species identified as 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.

Common urban-adapted raptor species could potentially nest within mature trees on site or in off-site areas during the breeding season (January 15 to August 15). If raptors nest in on-site trees, permanent direct impacts would result if construction (including tree removal) takes place during the breeding season. In addition, if raptors nest in off-site areas, short-term indirect impacts could result if construction takes place during the breeding season. Short-term indirect impacts that could potentially result from project construction include dust, noise, lighting, sedimentation, erosion, and pollutant runoff. Mitigation Measure BIO-1 would avoid or minimize these direct and indirect impacts through pre-construction surveys and establishment of avoidance buffers around active nests until the young are independent of the nest. The measure emphasizes the importance of removing habitat outside of the breeding season (January 15 to August 31) and provides measures to survey for nesting birds if removal of habitat must occur during the breeding season and avoid nesting birds if detected. Impacts would be less than significant with mitigation incorporated.

Mitigation Measure(s)

BIO-1 To avoid any direct impacts to raptors and/or migratory birds, removal of habitat that supports active nests on the proposed area of disturbance should occur outside of the breeding season for these species (January 15 to August 31). If removal of habitat on the proposed project site occurs during the breeding season, the project applicant shall retain a qualified biologist to conduct a pre-construction survey in order to determine the presence or absence of nesting birds on the proposed area of disturbance. The pre-construction survey must be conducted within 10 calendar days prior to the start of construction activities (including removal of vegetation). The project applicant shall submit the results of the pre-construction survey to the City of Imperial Beach for review and approval prior to initiating any construction activities.

If nesting birds are detected, a letter report or avoidance plan as deemed appropriate by the City of Imperial Beach, shall be prepared to include proposed implementation

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measures to ensure that disturbance of breeding activities is avoided. Such implementation measures shall consist of an appropriate setback distance determined in consultation with the project applicant, the biologist, and the City of Imperial Beach. Grading and construction activities shall be avoided within the setback buffer area until the juvenile birds have fledged and nesting activity has been completed or the nest is relocated with the approval of the U.S. Fish and Wildlife Service and the California Department of Fish and Game. Limits on construction to avoid an active nest may be established in the field with flagging, fencing, or other appropriate barriers and construction personnel shall be instructed on the sensitivity of nest areas. A qualified biologist shall serve as a construction monitor during those periods when construction activities are to occur near active nest areas to avoid inadvertent impacts to these nests. The biologist may adjust the setback at his or her discretion, depending on the species and the location of the nest. The report or plan shall be submitted to the City of Imperial Beach for review and approval and implemented to the satisfaction of the City of Imperial Beach.

b) Would the project have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

No Impact. As indicated in the City of Imperial Beach General Plan Conservation and Open Space Element, and as provided in response 4.3.4(a) above, the proposed project is not located on a site containing any significant biological or ecological resources, including riparian or other sensitive plant and wildlife communities. Little natural vegetation is present in the urbanized area and significant wildlife habitat is virtually nonexistent. In addition, no riparian or other aquatic resources potentially under the jurisdiction of the California Department of Fish and Game or U.S. Fish and Wildlife Service occur on the site. No impact would result.

Mitigation Measure(s)

No mitigation measures are required.

c) Would the project 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?

No Impact. There are no federally protected wetlands or jurisdictional waters present on the project site known to be under or potentially under the jurisdiction of the Clean Water Act. The nearest surface water bodies in the vicinity of the project site are tidal ponds and the Tijuana River located within the Tijuana River National Estuarine Reserve and the Pacific Ocean, located

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approximately 1 mile southwest and directly west of the project site, respectively. No settling ponds, lagoons, surface impoundments, wetlands, or natural catch basins are located on the site. As a result, implementation of the proposed project would not adversely affect any federally protected wetlands or other “waters of the U.S.” in the vicinity of the project site.

Mitigation Measure(s)

No mitigation measures are required.

d) Would the project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites?

Less Than Significant Impact with Mitigation Incorporated. Wildlife corridors are linear features that connect large patches of natural open space and provide avenues for dispersal or migration of animals, as well as dispersal of plants (e.g., via wildlife vectors). The project site is surrounded by residential uses to the south, east, and west; commercial uses to the north and west; and SR-75 immediately to the north. The project site has been previously developed and consists of paved parking areas, minor landscaping, and mature trees. The site does not function as a regional wildlife corridor or habitat linkage, and would therefore not interfere with the movement of any native resident or migratory fish or wildlife species. Suitable habitat that would serve as nursery sites for communal nesting species, such as bats or certain bird species (e.g., herons, egrets, etc.), does not exist on the site; therefore, the proposed project would not impede the use of native wildlife nursery sites.

No known migratory paths exist on the project site; therefore, the proposed project would not affect the movement of any native resident migratory fish or wildlife species. Some bird species present or potentially present on site may nest within the scattered trees throughout the site. These potential nesting species may include raptors and a variety of songbirds, which are protected under the Migratory Bird Treaty Act (16 U.S.C. 703 et seq.). Short-term direct and indirect impacts to species protected under the Migratory Bird Treaty Act would be prevented through implementation of Mitigation Measure BIO-1. The measure emphasizes the importance of removing habitat outside of the breeding season (January 15 to August 31) and provides measures to survey for nesting birds if removal of habitat must occur during the breeding season and avoid nesting birds if detected. Impacts would be less than significant with mitigation incorporated.

Mitigation Measure(s)

Implement Mitigation Measure BIO-1.

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e) Would the project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

Less Than Significant Impact. City of Imperial Beach Municipal Code Section 12.48.110 requires the protection of trees during construction activities or site alterations, stating, “In the erection, alteration, moving, or repair of any building, structure, or other object, the owner thereof or his agent shall place or cause to be placed such guards around all nearby trees in the street or other public highway of the city as shall effectively prevent injury to them.” Section 12.48.050 further specifies the need for a permit should action require the removal, destruction, breakage, cutting, or trimming of any tree, palm, shrub, or plant that grows in a public street or highway (City of Imperial Beach 2011b). As part of the proposed project, existing trees and landscaping on site would be removed. In addition, the project entails the removal of existing ornamental trees and shrubs along the Palm Avenue/SR-75 frontage; however, the project involves installation of new street frontage landscaping consistent with applicable standards and project design considerations. The project applicant would obtain any necessary permits for tree removal consistent with City of Imperial Beach Municipal Code Section 12.48; therefore, impacts would be considered less than significant.

Mitigation Measure(s)

No mitigation measures are required.

f) Would the project conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

Less Than Significant Impact. Imperial Beach is located within the San Diego Multiple Species Conservation Program (MSCP) planning area. Although the city is located within the MSCP planning area, the City of Imperial Beach elected not to prepare an MSCP subarea plan at the time the final MSCP plan was adopted in August of 1998. The City of Imperial Beach reserved the option of developing a subarea plan at a future date when approval and implementation of a future project would necessitate the development of a subarea plan to address impacts to federal- or state-listed threatened or endangered plant or wildlife species within the city’s jurisdiction (Ogden Environmental 1998). The city has not developed a subarea plan as no recent projects have warranted such a comprehensive planning effort. However, the city has agreed to the inclusion of portions of its jurisdiction in the City of San Diego Multi-Habitat Planning Area (MHPA).

The City of Imperial Beach is located adjacent to San Diego Bay and the Tijuana Estuarine Reserve, both of which are components of the MHPA as delineated in the City of San Diego Subarea Plan. Although the proposed project site is not located directly adjacent to either of these areas, it is located within close proximity. Therefore, indirect impacts resulting from the

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proposed project could affect these areas, and thus, potentially impede the City of San Diego's ability to successfully implement its MSCP subarea plan.

Potential indirect impacts resulting from implementation of the proposed project would include conveyance of stormwater runoff (and associated water quality impacts). As all runoff generated on site is conveyed to underground storm drains and ultimately discharged to San Diego Bay north of the project site, indirect impacts could affect a portion of San Diego Bay within the MHPA. Implementation of an SWPPP and a final post-construction best management practices (BMPs) plan as outlined in Mitigation Measures HYD-1 and HYD-2 in Section 4.3.9, Hydrology and Water Quality, would ensure impacts related to stormwater runoff and water quality would remain less than significant. As all water quality impacts would be less than significant with mitigation incorporated, the Breakwater project would not impede the City of San Diego's ability to implement its MSCP subarea plan.

The San Diego County Water Authority (Water Authority) is nearing completion of the development of a subregional natural community conservation plan/habitat conservation plan (NCCP/HCP), a comprehensive planning effort covering all maintenance, operation, and new capital improvement projects for Water Authority-owned and operated water facilities throughout their service area. This draft NCCP/HCP outlines the Water Authority's intention to develop a habitat management area in the Tijuana River Valley (San Diego County Water Authority 2010, pp. 6–71). Construction and establishment of the Tijuana River Valley Habitat Management Area was in the final design/construction phase as of summer 2011. As proposed Breakwater project site runoff would ultimately discharge to San Diego Bay to the north, and would not discharge any site-generated runoff to the Tijuana River Estuary to the south, potential indirect impacts to the Water Authority's future Tijuana River Habitat Management Area related to the quality of runoff water generated from the proposed Breakwater project would not occur. Therefore, the proposed Breakwater project would not adversely affect the Water Authority's ability to implement its draft subregional NCCP/HCP.

Mitigation Measure(s)

Implement Mitigation Measures HYD-1 and HYD-2.

Sources

16 U.S.C. 703–712. Migratory Bird Treaty Act, as amended.

City of Imperial Beach. 2010a. *City of Imperial Beach General Plan and Local Coastal Plan*. Updated October 2010.

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City of Imperial Beach. 2011b. City of Imperial Beach Municipal Code. Codified through Ordinance 2010-1114 and the January 2011 code supplement. Accessed June 8, 2011, at <http://qcode.us/codes/imperialbeach>.

Ogden Environmental. 1998. *Final Multiple Species Conservation Program*. MSCP Plan. Prepared for the City and San Diego and the County of San Diego.

San Diego County Water Authority. October 2010. *Final Environmental Impact Report/Environmental Impact Statement (EIR/EIS) for the San Diego County Water Authority Subregional Natural Community Conservation Plan/Habitat Conservation Plan (NCCP/HCP)*. Volume II: Appendices, Including the NCCP/HCP. Prepared by RECON Environmental.

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4.3.5 Cultural Resources

Environmental Issues <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Discussion

a) *Would the project cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?*

Less Than Significant Impact with Mitigation Incorporated. According to the Conservation and Open Space Element of the City of Imperial Beach General Plan, a review of historical records for the Imperial Beach area indicates that there are presently no identified historical sites of major importance. At one time, there may have been a cavalry post on the present site of Westview Elementary School (City of Imperial Beach 2010a). In addition, there is photographic evidence that at one time a “wave-action” device was constructed at or near the municipal pier, the purpose of which was apparently to harness the energy from the waves falling to shore (City of Imperial Beach 2010a).

Despite the lack of historical resources in and around the project site, site grading during construction activities has the potential to impact unknown historic resources. Impacts to unknown historic resources that may be buried underneath the project site would be reduced through implementation of Mitigation Measure CR-1, which would require the evaluation of any encountered resources by a qualified archaeologist. Impacts would be less than significant with mitigation incorporated.

Mitigation Measure(s)

CR-1 In the event that any potentially historical resources are encountered during construction activities (including clearing, grubbing, rough grading, or grading), all construction work shall cease in the vicinity of the discovery until a registered

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professional archaeologist retained by the project applicant and approved by the City of Imperial Beach can visit the site of discovery and evaluate the nature and significance of any such discoveries. If the resource is determined to be of historic significance, the archaeologist may make recommendations to the City of Imperial Beach concerning the avoidance, relocation, or preservation of any confirmed significant historical resources.

b) Would the project cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less Than Significant with Mitigation Incorporated. The entirety of the proposed project site has been previously graded and developed and the site is located within a heavily urbanized area of Imperial Beach; therefore, the potential to discover unknown archaeological resources is low. A review of archaeological records for the Imperial Beach area, as described in the Conservation and Open Space Element of the City of Imperial Beach General Plan, indicates that there are presently no identified archaeological sites of major importance within the city limits.

As with many sites located within the coastal zone boundary, urban growth and development of the South Bay region has resulted in extensive degradation of past archaeological sites (City of Imperial Beach 2010a). Several minor sites have been identified, the largest of which covers approximately 10 acres along the Otay River channel along the city's northern boundary. Two smaller sites also have been recorded in the same general area along the farthest southern reach of San Diego Bay. For the most part, these identified sites are comprised of the remains of shellfish gathering activities and associated discarded tools. No evidence of permanently inhabited villages has been found to date. All three sites in the northern part of the city are currently heavily impacted by existing urban uses. Another site has been located and excavated at the far southern end of Imperial Beach at Border Field State Park. All these sites appear to be associated with the Early Milling La Jolla culture, which dominated the South Bay area between 7,000 and 5,000 years ago. Other sites have reportedly been encountered near the Oneonta Slough during construction activity, although it is not known whether steps were taken to preserve the reported sites or whether it was in fact a true archaeological site (City of Imperial Beach 2010a).

Despite a lack of known archeological resources in and around the proposed project site, site grading during construction has the potential to impact unknown archaeological resources; therefore, implementation of Mitigation Measure CR-2 is required. By adhering to Mitigation Measure CR-2, the project would minimize or eliminate potential impacts to unknown archaeological resources that may be buried underneath the project site. Impacts would therefore be less than significant with mitigation incorporated.

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Mitigation Measure(s)

CR-2: Prior to issuance of any grading permits for the proposed project, the project applicant shall retain a qualified archaeologist to monitor all ground-disturbing activities in order to identify any unknown archaeological resources. In the event that archaeological resources or sites containing human remains are inadvertently discovered during construction activities (including grading), all construction work shall cease in the vicinity of the discovery until a registered professional archaeologist and a qualified Native American monitor can visit the site of discovery and assess the significance and origin of the archaeological resource. If the resource is determined to be of Native American origin, the appropriate Native American tribe shall be consulted. Treatment of encountered archaeological resources and sites containing human remains shall be conducted in accordance with State Health and Safety Code Section 7050.5 and Public Resources Code 5097.98 (California Health and Safety Code 7050.5 et seq.; California Public Resources Code 5097.9 et seq.).

If human remains are discovered during project activities, the City of Imperial Beach Redevelopment Coordinator and the San Diego County Coroner's office shall be notified immediately under state law (California Health and Safety Code, Section 7050.5) and all activities in the immediate area of the find shall cease until appropriate and lawful measures have been taken. If the County Coroner determines that the remains are Native American, the Native American Heritage Commission shall also be contacted per California state law (Public Resources Code, Section 5097.98). The Native American Heritage Commission shall designate a Most Likely Descendent who may make recommendations concerning the disposition of the remains in consultation with the City of Imperial Beach and the qualified archaeologist.

c) Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less Than Significant with Mitigation Incorporated. As stated in the geotechnical evaluation prepared for the project, materials of late Pleistocene-aged old paralic deposits were encountered in on-site exploratory borings underlying the surface fill (Ninyo & Moore 2009). These materials generally consisted of brown, reddish brown, and gray coloring and were damp to saturated in moisture level. These deposits are not considered unique or substantial paleontological resources, and therefore impacts to such soils would not be considered significant.

Additionally, according to the environmental IS/negative declaration for the Imperial Beach Housing Element Update of the general plan, there are relatively few prehistoric sites recorded in

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the Imperial Beach area (City of Imperial Beach 2008). This relatively low density of sites is probably due more to a lack of research than an actual low intensity of prehistoric utilization of the region. The prehistoric sites identified by the record search range in age from San Dieguito to the Late Prehistoric, although La Jollan sites appear to be the most frequent in the area.

Nine sites have been identified within the City of Imperial Beach (City of Imperial Beach 2008). Three of these are north of SR-75 with the remainder located within the Ream Field/estuary/Border Field State Park region. While the number of sites is relatively small, taken together with the archaeological record for the whole South Bay region, they indicate more or less continuous intensive use of the area from circa B.C. 10,000 into the historic era (City of Imperial Beach 2008).

Although unlikely, grading at the site could potentially affect unknown significant paleontological resources. Due to the potential to encounter these unknown resources during grading activities, implementation of Mitigation Measure CR-3 is required. By retaining a qualified paleontologist to monitor for these resources if inadvertently discovered, a proper inspection of exposed surfaces would be conducted to determine if fossils are present and provide for implementation of appropriate treatment of any paleontological resources. Impacts would therefore be less than significant with mitigation incorporated.

Mitigation Measure(s)

CR-3: Prior to issuance of any grading permits for the proposed project, the project applicant shall retain a qualified paleontologist to provide professional paleontological services. Specifically, during grading activities, the qualified paleontologist shall conduct on-site paleontological monitoring for the project site. Monitoring shall include inspection of exposed surfaces to determine if fossils are present. In the event that paleontological resources are inadvertently discovered during construction activities (including grading), all construction work shall cease in the vicinity of the discovery until the qualified paleontologist can assess the significance of the archaeological resource. The monitor shall have authority to divert grading away from exposed fossils temporarily in order to recover the fossil specimens.

d) Would the project disturb any human remains, including those interred outside of formal cemeteries?

Less Than Significant with Mitigation Incorporated. As provided in response 4.3.5(b) above, there is no indication that development on the project site would disturb any human remains; however, the potential exists to uncover previously undetected human remains during grading activities. Although unlikely, the discovery of human remains would be a potentially significant impact without mitigation. Due to the potential of uncovering human remains during grading

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activities, implementation of Mitigation Measure CR-2 is required. By ceasing all construction activity in the vicinity of any potential discovery of human remains until a registered professional archaeologist can assess the significance and origin of the archaeological resource, the potential to disturb human remains is reduced. Impacts would be less than significant with mitigation incorporated.

Mitigation Measure(s)

Implement Mitigation Measure CR-2.

Sources

California Health and Safety Code, Section 7050.5–7055. General Provisions.

California Public Resources Code, Section 5097.9–5097.991. Native American Historical, Cultural, and Sacred Sites.

City of Imperial Beach. 2010a. *City of Imperial Beach General Plan and Local Coastal Plan*. Updated October 2010.

City of Imperial Beach. 2008. *Environmental Initial Study Negative Declaration, Imperial Beach Housing Element Update of the General Plan*. Imperial Beach, California. Prepared by Raney Planning & Management, Inc. September 2008.

Ninyo & Moore. 2009. *Geotechnical Evaluation Proposed Retail Development, 9th Street and Palm Avenue, Imperial Beach, California*. July 13.

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4.3.6 Geology and Soils

Environmental Issues <i>Would the project:</i>	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Discussion

A geotechnical evaluation was prepared for the project by Ninyo & Moore in order to evaluate existing geologic and soils conditions on site that may have the potential to result in impacts as a result of construction or operation of the proposed project (Ninyo & Moore 2009). The report is included as Appendix B and incorporated into this IS/MND by reference. The analysis and findings of this report provide the basis for the following responses.

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- a) *Would the project expose people or structures to potential substantial adverse effects, including the risk of loss, injury or death involving:*
- i) *Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.*

Less Than Significant Impact. The project site is located within seismically active Southern California, an area where several faults and fault zones are considered active by the California Division of Mines and Geology. Alquist-Priolo earthquake fault zones have been established for the majority of these faults and fault zones. The Division of Mines and Geology, Department of Conservation, maintains all Official Maps of Earthquake Fault Zones delineated by the California Geologic Survey through December 2010 under the Alquist-Priolo Earthquake Fault Zoning Act. As of December 2010, the project site was not identified on any Alquist-Priolo Earthquake Fault Zones maps (California Geological Survey 2007).

According to the geotechnical investigation for the project site, the potential for ground rupture to occur on the project site is considered to be very low due to the absence of active faults underlying the project site (Ninyo & Moore 2009). The nearest known active fault is the Rose Canyon Fault zone, located approximately 1.3 miles west of the project site. Furthermore, according to the California Department of Conservation Geologic Survey *Special Publication 42*, the project site is not located within an Alquist-Priolo earthquake fault zone (California Geological Survey 2007). As a result, damage resulting from surface rupture or fault displacement is not expected at the project site and impacts are considered less than significant.

Mitigation Measure(s)

No mitigation measures are required.

- ii) *Strong seismic ground shaking?*

Less Than Significant Impact. As described in response 4.3.6(a) above, the project site is located in a seismically active area, as is the majority of Southern California. The most significant seismic hazard at the site is considered to be shaking caused by an earthquake occurring on a nearby or distant active fault. The nearest active fault is the Rose Canyon Fault, located approximately 1.3 miles west of the site. The project would be constructed to the seismic standards of the most recent Uniform Building Code and Health and Safety Code guidelines and be reviewed by a qualified geotechnical engineer prior to the issuance of building permits; therefore, structural damage resulting from ground shaking is considered less than significant.

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Mitigation Measure(s)

No mitigation measures are required.

iii) Seismic-related ground failure, including liquefaction?

Less Than Significant Impact. Liquefaction typically occurs when a site is located in a zone with seismic activity, if on-site soils are cohesionless, if groundwater is encountered within 50 feet of the surface, and if soil relative densities are less than 70%. When these four criteria are present, a seismic event or ground shaking could create excess pore-water pressures in relatively cohesionless soils. Liquefaction occurs only below the water table, but it can propagate upward into overlying non-saturated soil as excess pore water dissipates. In general, materials that are susceptible to liquefaction are loose, saturated granular soils having low fines content (particle size less than 0.075 millimeter) under low confining pressures. Seismically induced settlement is settlement that occurs as a result of liquefaction, or as a result of partial rearrangement in loose dry sands located above the groundwater table.

As indicated in the geotechnical investigation for the project, although groundwater levels are relatively shallow (between 13 feet and 17 feet below the surface), the cohesive nature of the subsurface claystone and sandstone reduces the potential for liquefaction to occur within the site's soil (Ninyo & Moore 2009). Therefore, impacts related to liquefaction at the project site are considered less than significant.

Mitigation Measure(s)

No mitigation measures are required.

iv) Landslides?

Less Than Significant Impact. Landslides are mass movements of the ground that include rock falls, relatively shallow slumping and sliding of soil, and deeper rotational or transitional movement of soil or rock. Landslide hazard areas are generally considered to exist when substantial slopes are located on or immediately adjacent to a subject property. According to the geotechnical investigation prepared for the project, the project site is relatively flat and surrounded by developed land that is not situated on slopes or hillsides. Based on an examination of geologic maps, literature, topographic maps, and field testing, evidence of landslides or indications of deep-seated landsliding underlying the project site were not identified (Ninyo & Moore 2009). As such, impacts resulting from landslides would be considered less than significant.

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Mitigation Measure(s)

No mitigation measures are required.

b) Result in substantial soil erosion or the loss of topsoil?

Less Than Significant Impact. Construction activities associated with the proposed project may have the potential to result in soil erosion or the loss of topsoil. As described in response 4.3.9(a) below, short-term erosion effects during the construction phase of the project would be prevented through implementation of a storm water pollution prevention plan (SWPPP), which is required in accordance with the countywide National Pollutant Discharge Elimination System (NPDES) General Construction Activities Permit. The SWPPP includes standard construction methods, such as sandbags, silt fencing, and temporary detention basins, to control on-site and off-site erosion. The SWPPP is required by the City of Imperial Beach during plan review and approval of project improvement plans; therefore, with implementation of an approved SWPPP, impacts resulting from erosion during construction would be less than significant.

Mitigation Measure(s)

No mitigation measures are required.

c) Would the project 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?

Less Than Significant Impact with Mitigation Incorporated. As discussed in previous responses above, the project site is not within an area having high potential for liquefaction, and there is very low risk of landslide due to the location of the project away from hillsides and unstable slopes. Nonetheless, subsurface investigations indicated the soils beneath the project site consist of undocumented fill materials not suitable for structural support in its current condition without appropriate design and structural considerations (Ninyo & Moore 2009). Implementation of Mitigation Measure GEO-1, which would require remedial grading, as well as seismic design and foundation considerations to support the proposed building loads, would reduce this potential impact. Impacts would be less than significant with mitigation incorporated. In addition, the project proposes construction of a retaining wall along the southern boundary of the project site to support the finished grade of the site. Construction of the retaining wall would stabilize embankments on the project site and further reduce potential impacts related to soil instability.

Mitigation Measure(s)

GEO-1: Proposed buildings shall be designed to accommodate settlement and reduce soil expansion through soils remediation and ground improvement or structural

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techniques, as appropriate. Remedial grading activities shall entail the removal and re-compaction of undocumented fill and alluvium materials. Additional remedial grading activities may also include overexcavation and recompaction to a specific depth underneath the building pads. Examples of potential ground improvement and structural techniques that could be employed to support the proposed buildings may include conventional slab-on-grade foundations, shallow spread or continuous footing foundation systems, reinforced concrete flatwork and foundation design, and underlain compacted fill.

Final design specifications for building foundations shall be submitted to the City of Imperial Beach Engineering Department for review and approval. The project applicant's geotechnical and structural engineers shall coordinate with the City of Imperial Beach Engineering Department to certify that the remedial earthwork and foundation designs meet the required design standards and specifications outlined in the final geotechnical report(s) applicable to the buildings.

d) Would the project 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?

Less Than Significant Impact. According to the geotechnical investigation prepared for the project, surface soils on the project site consist of undocumented fill materials underlain by old paralic deposits. These soils have an expansion index of 50 or less. According to Table 18-1-B of the Uniform Building Code, soils with an expansion index of 50 or less are considered to have a "very low" to "low" expansion potential; therefore, impacts would be less than significant.

Mitigation Measure(s)

No mitigation measures are required.

e) Would the project have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. The project proposes to connect to the existing municipal sewer system and would result in a negligible effect on the City of Imperial Beach's existing sewer system (City of Imperial Beach 2011a). As sewer facilities are available in the project area and the project does not require the use of septic tanks or alternative wastewater disposal systems, no impacts would occur.

Mitigation Measure(s)

No mitigation measures are required.

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Sources

- California Geological Survey. 2007. *Fault-Rupture Hazard Zones in California: Alquist-Priolo Earthquake Fault Zoning Act with Index to Earthquake Fault Zones Maps*. Interim Revision. Special Publication 42. Sacramento, California: California Department of Conservation, California Geological Survey. Accessed August 17, 2011.
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- City of Imperial Beach. 2011a. City of Imperial Beach Department of Public Works, Sewer Capacity Letter for the Sudberry Development Project. September 15.
- Ninyo & Moore. 2009. *Geotechnical Evaluation Proposed Retail Development, 9th Street and Palm Avenue, Imperial Beach, California*. July 13.