

### 3 ENVIRONMENTAL SETTING

#### 3.1 PHYSICAL CHARACTERISTICS OF THE SAN DIEGO REGION

The physical characteristics of the San Diego region are materially the same as described in Chapter 3, *Environmental Setting*, of the approved Plan PEIR.

#### 3.2 RARE AND UNIQUE ENVIRONMENTAL RESOURCES

The rare and unique environmental resources of the San Diego region are materially the same as described in Chapter 3, *Environmental Setting*, of the approved Plan PEIR.

#### 3.3 EXISTING LAND USE AND DEVELOPMENT PATTERNS

The existing land use and development patterns are materially the same as described in Chapter 3, *Environmental Setting*, of the approved Plan PEIR.

#### 3.4 EXISTING TRANSPORTATION NETWORK

This section describes the existing transportation network as of 2016, the transportation baseline year for the approved Plan PEIR. The existing transportation network consists of freeways, highways, managed lanes, a toll road, regional arterials, local streets and roads, light rail systems, heavy rail, rapid bus service, local bus service, bikeways, commercial and general aviation facilities, seaport facilities, and ports of entry at the United States/Mexico border (Figures 4.16-1 through 4.16-3 in Section 4.16, *Transportation*, of the approved Plan PEIR). These facilities serve the region's 18 cities and the County's unincorporated areas, as well as interregional and international commuting.

The largest proportion of major transportation facilities is located in the western third of the region to best serve the largest and fastest growing population areas. This includes the following major interstate highways and state highway routes:

- Interstate 5 (I-5)
- Interstate 8 (I-8)
- Interstate 15 (I-15)
- Interstate 805 (I-805)
- State Route 15 (SR 15)
- State Route 52 (SR 52)
- State Route 54 (SR 54)
- State Route 56 (SR 56)
- State Route 67 (SR 67)
- State Route 75 (SR 75)
- State Route 76 (SR 76)
- State Route 78 (SR 78)
- State Route 79 (SR 79)
- State Route 94 (SR 94)
- State Route 125 (SR 125)
- State Route 163 (SR 163)
- State Route 188 (SR 188)
- State Route 282 (SR 282)
- State Route 905 (SR 905)

The San Diego Metropolitan Transit System (MTS) operates the San Diego Trolley. The existing San Diego Trolley network consists of electrified light rail vehicles operating on the Blue, Orange, and Green Lines. The Blue Line operates between America Plaza in Downtown San Diego and San Ysidro at the international border with Mexico via National City and Chula Vista. Since the preparation of the approved Plan PEIR, construction finished to extend the Blue Line north to the University City community, also referred to as the Mid-Coast Corridor, and it now serves major activity centers such as the University of California San Diego and Westfield University Town Center. The Orange Line also terminates at America Plaza, with service extending east to El Cajon via southeastern San Diego, Lemon Grove, and La Mesa. The Green Line operates from 12th Street and Imperial Avenue in Downtown San Diego north to Old Town along the bayside, then east to Santee via Mission Valley and San Diego State University.

In North County, the North County Transit District (NCTD) manages the SPRINTER light rail system, which operates diesel-powered light rail vehicles along a 22-mile east-west route serving 15 stations connecting Oceanside, Vista, San Marcos, and Escondido generally along SR 78. NCTD also operates the COASTER commuter rail service along the San Diego region's portion of the Los Angeles–San Diego–San Luis Obispo (LOSSAN) rail corridor from Oceanside to Downtown San Diego.

Amtrak operates the intercity Pacific Surfliner on the LOSSAN corridor connecting San Diego to the rest of the Southern California and nationwide rail system. Metrolink, a regional commuter and passenger train system that operates in Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties, connects with the COASTER and SPRINTER systems via service to the Oceanside Transit Center. There also are three rail freight operators, the Burlington Northern and Santa Fe (BNSF), Pacific Sun Railroad, and the San Diego and Imperial Valley Railroad (SDIV).

Commuter and local bus service is provided throughout the region, including high-volume service to the North County, central, and south bay/border areas. In addition, regional corridor bikeways are primarily aligned in conjunction with major transportation corridors and are supported by an extensive feeder network and local streets.

The movement of goods in the San Diego region involves intermodal systems of air cargo, border crossings, maritime, pipeline, rail, and roadways/truckways. Situated between major production, trade, and population centers, the San Diego region possesses a wide array of transportation and infrastructure assets. The existing transportation system includes interstate highways and state highways, a Class I railroad, a short line railroad, airport cargo systems, the Port of San Diego, and three international border crossings: San Ysidro, Otay Mesa, and Tecate.

Ocean cargo and cruise ship facilities are located on San Diego Bay, providing facilities necessary for the transfer of goods to and from the region via cargo vessels and for the cruise industry. Maritime commerce is carried out at two marine terminals located on San Diego Bay: the 10th Avenue Marine Terminal in the City of San Diego and the National City Marine Terminal at 24th Street. Ferry service operates between Downtown San Diego and Coronado.

The San Diego County Airport System includes 12 public use airports in the San Diego region as well as 4 military airports/airfields. Tijuana International Airport is located directly south of the U.S.-Mexico border. San Diego International Airport (SDIA), McClellan-Palomar, and Tijuana International Airport (TIA) accommodate commercial, general aviation, and corporate services. Brown Field Municipal, Gillespie Field, Montgomery Field, and Ramona accommodate general aviation and corporate services. The remaining airports accommodate general aviation only, and include Oceanside Airport, Fallbrook Community Airpark, Borrego

Valley Airport, Ocotillo Airport, Agua Caliente Airport, and Jacumba Airport. Military airports include Marine Corps Base Camp Pendleton, Marine Corps Air Station Miramar, Naval Air Station North Island, and Naval Outlying Landing Field Imperial Beach. In general, the San Diego County Regional Airport Authority (SDCRAA) is the government entity with jurisdiction over airport planning. In addition, SDCRAA operates SDIA. SANDAG and SDCRAA work together to address long-term ground access improvements to SDIA.

The existing bicycle network in the San Diego region consists of a combination of standard bicycle facilities and regional corridors, including (as of 2021) about 189 miles of Class I bike paths, 1,145 miles of Class II bike lanes, 363 miles of Class III bike routes, and 13 miles of Class IV cycle tracks (SANDAG 2021). In addition, the San Diego region includes 60 miles of the California Coastal Trail (CCT), an interconnected series of coastal hiking, biking, and equestrian trails stretching approximately 1,200 miles along the California coastline from Oregon to Mexico (California Coastal Conservancy 2021).

Sections 4.1 through 4.5 in Chapter 4, *Environmental Impact Analysis Approach*, provide additional, more specific information relating to the existing environmental setting in the San Diego region pertaining to air quality, energy, greenhouse gas emissions, noise and vibration, and transportation.

### **3.5 PLAN CONSISTENCY**

CEQA Guidelines Section 15125(d) requires an EIR to discuss any inconsistencies between the proposed project and applicable general plans, specific plans, and regional plans. Land use authority is vested in 18 incorporated cities and the unincorporated County. Consistency of the approved Plan with these agencies' land use plans (general plans and subregional plans such as specific plans) was discussed in Section 4.11, *Land Use*, in the approved Plan PEIR and would not be affected with the changes in the proposed Amendment.

In addition, consistency of the proposed Amendment with applicable regional plans prepared for specific resources is discussed in other Chapter 4 subsections, which analyze the impacts on specific resources. For the specific resources not analyzed in this SEIR, consistency with applicable regional plans remains unchanged from what was analyzed in the approved Plan PEIR.