



OTAY MESA LAND PORT OF ENTRY

MODERNIZATION AND EXPANSION

FINAL ENVIRONMENTAL IMPACT STATEMENT APPENDICES

OTAY MESA, CALIFORNIA

General Services Administration

Pacific Rim Region

January 2019

APPENDIX A: OTAY MESA LPOE PROJECT NEEDS ASSESSMENT STUDY

Otay Mesa Land Port of Entry Needs Assessment Study

San Diego, California

Final Project Plan

GSA Task Order GS-P-09-16-KX-7004 / LS Proj. No. 16.08

Line and Space, LLC

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Glossary

AC (A/C)	Air Conditioning
ABA	Architectural Barriers Act
ADA	Americans with Disabilities Act
ADM	Administration
A&E (A/E)	Architect/Engineer
ANSI	American National Standards Institute
APHIS	Animal and Plant Health Inspection Service
BSDP	Border Security Development Program
CAB	Commercial Annex Building
CASC	Customs Area Security Center
CBP	Customs and Border Protection
CCTV	Closed Circuit Television Camera
CEB	Commercial Export Building
CIB	Commercial Import Building
CIS	Customs Information System
CITES	Convention on International Trade in Endangered Species
DEPT	Department
DFO	CBP Director, Field Operations
DOD	Department of Defense
DHS	Department of Homeland Security
EO	Executive Order
EPA	Environmental Protection Agency
ESMART	Electronic Spatial Management and Reporting Tool
FAST	Free and Secure Trade
FDA	Food and Drug Administration
FEMA	Federal Emergency Management Agency
FM&E	CBP Facilities Management & Engineering
FOUO	For Official Use Only
FP&F	Fines, Penalties, & Forfeitures
FPS	Federal Protective Service
FU	Family Unit
FWS	Fish and Wildlife Services
FY	Fiscal Year
GOV	Government Owned Vehicle
GSA	General Services Administration
GSF	Gross Square Feet
HB	Handbook
HAZMAT	Hazardous Materials
HHS	Health and Human Services
HSDN	Homeland Secure Data Network
HVAC	Heating, Ventilating, Air Conditioning
IAFIS	Integrated Automated Fingerprint Identification System
IBC	International Building Code
ICE	Immigration and Customs Enforcement
IDF	Intermediate Distribution Frame
INT'L	International
IPC	International Plumbing Code
ISC	Interagency Security Committee
IT	Information Technology

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LAN	Local Area Network
LED	Light Emitting Diode
LEED	Leadership in Energy Efficient Design
LPOE	Land Port of Entry
LPR	License Plate Reader
MDF	Main Distribution Frame
MEP	Mechanical Electrical Plumbing
MIN	Minimum
NAS	Needs Assessment Study
NASF	Net Assignable Square Feet
NEC	National Electrical Code
NFPA	National Fire Protection Agency
NII	Non-Intrusive Inspection
NSF	Net Square Feet
NTP	Notice to Proceed
OFFC	Office
OFO	CBP Office of Field Operations
OIT	Office of Information Technology
OM	Otay Mesa
OSHA	Occupational Safety and Health Administration
PBS	Public Buildings Service
PED	Pedestrian
PIV	Personal Identity Verification
POR	Program of Requirements
POV	Privately Owned Vehicle
PPS	Public & Pedestrian Spaces
PV	Photovoltaic
R/U	Rentable/Usable
RSF	Rentable Square Feet
RVS	Remote Video Surveillance
SBU	Sensitive But Unclassified
SEC	Secretary
SENTRI	Secure Electronic Network for Travelers Rapid Inspection
SF	Square Feet
TBC	To be confirmed
TBD	To be determined
TELCO	Telecommunications
TTEC	Trusted Traveler Enrollment Center
UAC	Unaccompanied Alien Child
UBC	Uniform Building Code
UM	Unit Measure
UPS	Uninterrupted Power Supply
USC	United States Code
USDA	United States Department of Agriculture
WHTI	Western Hemisphere Travel Initiative
VACIS	Vehicle and Cargo Inspection System
VOIP	Voice over Internet Protocol

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1.0 Executive Summary

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1.0 Executive Summary

1.1 Overview

Per the General Services Administration (GSA), the previous improvements designed for the Otay Mesa Land Port of Entry (LPOE) in 2010 generally meets the needs for the commercial portion of the facility. However, certain elements, including the expansion of the passenger operation, are no longer of highest priority. As a new opportunity now exists to seek funding, GSA has contracted Line and Space Architects (with consulting engineers Stantec and cost estimators Rider Levett Bucknall), to complete a new Needs Assessment Study for the Port. This document will be used by GSA to seek funding for the new improvements.

GSA owns a previously disturbed plot of land to the east of the commercial import lot. The project detailed in this document incorporates new commercial buildings and expanded commercial lanes into the lot, renovation work for both pedestrian and commercial facilities and general infrastructure improvements for the Otay Mesa Land Port of Entry.

Cost Estimate

The Cost Estimate was prepared by Rider Levett Bucknall for Line and Space.

The projected cost is prepared in accordance with GSA P-120, and incorporates requirements from the 2014 Land Port of Entry Design Standard using a Design/Build procurement method. Unit pricing is based on July 2016 costs and assumes a 2nd Quarter of 2018 construction start with a contract duration not to exceed 40 months. The report also incorporates margins and adjustments including temporary requirements, escalation, contingencies, overhead, insurance, taxes, fees, and related environmental assessment/mitigation.

Housing Plan

The existing and built-out housing plans were prepared in coordination with GSA in accordance with the 2013 National Business Space Assignment Policy. The included Thematic Reports were generated to demonstrate space designations for new, removed, and remaining spaces in each of the updated buildings at the Otay Mesa Land Port of Entry.

The built-out Housing Plan and Thematic reports reflect the program identified in section 4.0 Programming.

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1.0 Executive Summary

Programming

The project scope was determined through two workshops facilitated by Line and Space at Otay Mesa Land Port of Entry. Participants included members from both GSA and CBP, taking place on June 16-17 and June 28-29, 2016. See Section 3.1 for details of the project program. The program is organized into a list of objectives arranged from highest to lowest priority, as follows:

Objectives

1. New commercial import primary and exit booths in the commercial import lot

The expansion of land will allow new booths to be reconfigured for a better flow of commercial traffic through the import lot and bring booths up to current standards.
2. Relocation of commercial import hazmat to the import lot

Import hazmat is currently located at the north end of the commercial export lot. This area is to be converted into surface parking (Objective 5).
3. New Commercial Annex Building (CAB) to house FDA, TTEC (SENTRI, FAST and Global Entry), CBP, and I-94 Processing

The CAB will relocate public transactions in order to reduce traffic at the Main Building. The CAB will also serve as a watch center where CBP can maintain sight lines across the port. Included in this objective is a new parking structure for staff and visitors and sidewalk improvements to the new building.
4. Relocate SENTRI and I-94 Processing from the existing pedestrian building to the new CAB and backfill the space with additional inbound pedestrian booth, detention, and soft secondary

The new detention center is to provide proper spaces for family and UAC processing.
5. Commercial Export surface parking

The area currently occupied by hazmat can be utilized for private staff parking after relocation (Objective 2).
6. Return to Mexico Lane

Currently, commercial vehicles returning to Mexico must be rerouted through an import lane, disrupting the flow of commercial traffic. This lane would be separated by retaining walls and lie to the west of the existing lanes.

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1.0 Executive Summary

7. Expand CAB program to relocate Fines, Penalties, and Forfeitures paralegal staff from Commercial Export Building and backfill vacated space with CBP Regional Training Center

Relocating FP&F paralegal will provide more space to the crowded department as well as remove public functions from the Commercial Export lot, allowing the extra space to expand the CBP Training Center.
8. Existing Commercial Import Building interiors refresh

The Import Building is in need of carpet and tile replacement as well as fresh paint throughout the facility.
9. Correction of deficiencies in existing building, including stretch goals for sustainable building performance

Items include various repairs, updated security systems, and improved lighting. See 4.1 Program for details.
10. Backfill areas vacated by FDA and USDA in Commercial Import Building

FDA and USDA are programmed to relocate to the CAB and Plant Inspection Station, respectively. Vacated spaces to be reconfigured for CBP office use.
11. Energy and water-efficiency improvements to existing building, including stretch goals for sustainable building performance

Includes PV arrays for existing buildings as well as the CAB and parking structure (Objective 3).
12. Replace existing asphalt pavement in the commercial export lot with concrete pavement to be in conformance with current LPOE Design Guide requirements.

Pavement in the export is not up to standards and is currently in poor condition.
13. Pedestrian Access improvements from the Otay Mesa LPOE to the South Bay Bus Rapid Transit Intermodal Transportation Center.

Addition of a north-side ramp from the existing pedestrian bridge and pedestrian path improvements to the South Bay Bus Rapid Transit system at the SB SR 905 on-ramp.

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1.0 Executive Summary

1.2 Standards and Codes

The following were referenced in the creation of the Final Project Plan and all new construction shall be designed in compliance with current Federal Standards, Codes and Amendments, including but not limited to:

2013 National Space Assignment Policy
2014 Land Port of Entry Design Standard
GSA Facilities Standards for Public Buildings Service (P-100)
International Building Code
International Plumbing Code
International Mechanical Code
International Fuel Gas Code
International Fire Code
National Plumbing Code
National Fire Protection Association (NFPA) National Electric Code
NFPA Life Safety Code
American National Standards Institute Standards
Occupational Safety Health Standards
ABA Accessibility Standards
Interagency Security Criteria -- Physical Security for Federal Facilities
GSA PBS Site Security Design Guide
All applicable current local Codes and Amendments

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3.0 Housing Plan

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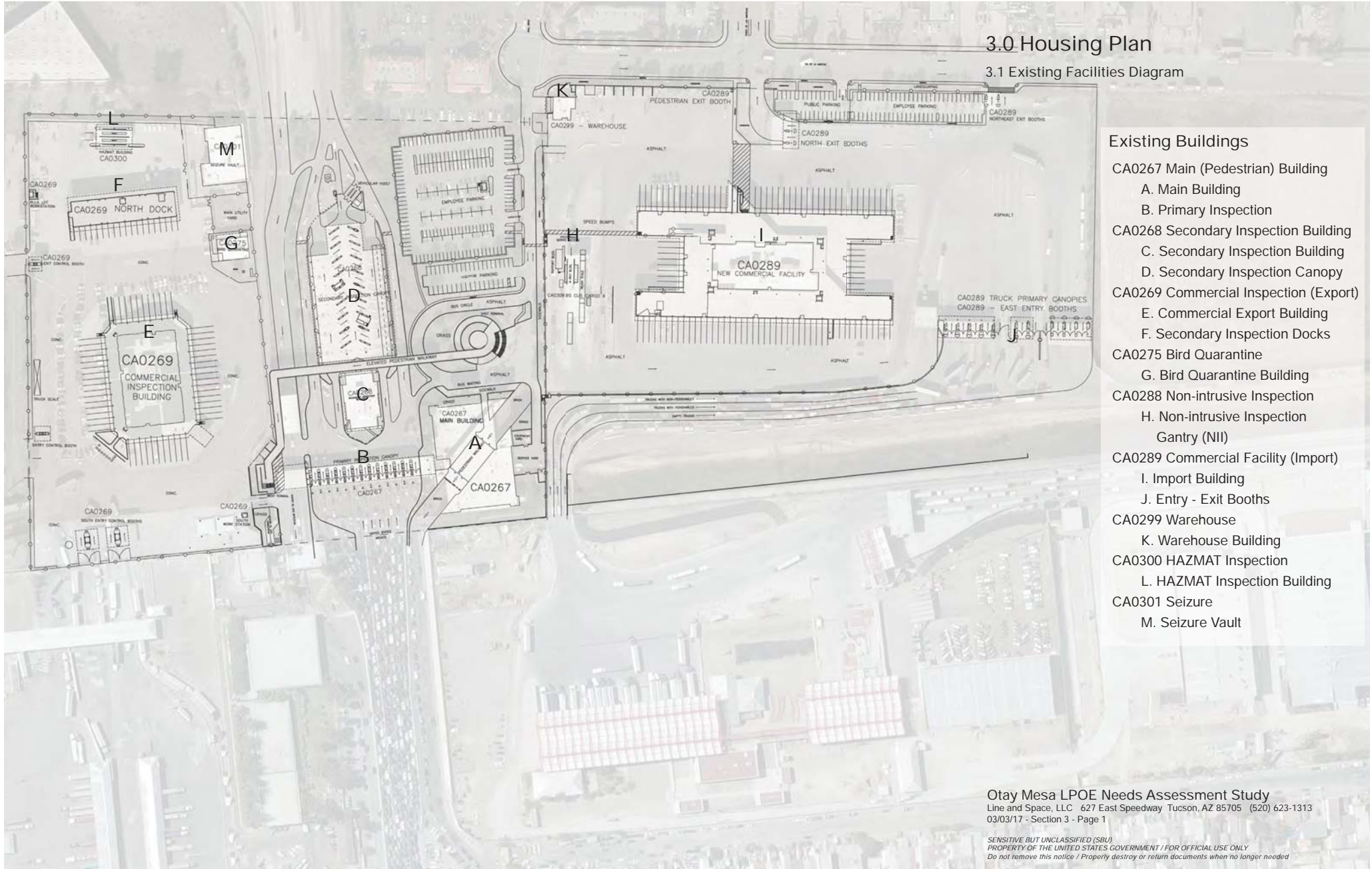
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3.0 Housing Plan

3.1 Existing Facilities Diagram



3.0 Housing Plan

3.2 Housing Plan - Existing and Built-Out

The following Housing Plan was prepared in coordination with GSA with accordance to 2013 National Space Assignment Policy. Pages are organized by existing facility codes as shown in the Existing Facilities Diagram under the previous section (3.1).

The Existing Housing Plan demonstrates the totals of the most recent space data compiled by GSA using eSMART (electronic Spatial Management and Reporting Tool).

Areas are broken into the categories of Office, Storage, or Special under their respective agencies, including Building Joint Use.

Special spaces are considered to be non-office spaces with specific requirements, such as labs or holding rooms.

A separate Building Common category tallies circulation, custodial, mechanical, and public toilet areas.

Construction (structure), vertical circulation, and voids are not accounted for in the Housing Plan, but are shown on the corresponding Thematic Reports.

The R (rentable) Factor for each building is also included, which is used in calculating an occupant's prorated share of Common area, per the National Building Space Assignment Policy. The calculation is as follows

$$R/U \text{ Factor} = \text{Rentable Area} / \text{Usable Area}$$

Where rentable area, given in rentable square feet (RSF), includes all spaces and usable area (USF) is defined as all spaces excluding Building Common.

This Built-Out Housing Plan demonstrates the changes in facilities as noted in the Program under section 4.1. Updates were made to the following buildings

Pedestrian Building (CA0267)

Commercial Export Building (CA0269)

Commercial Import Building (CA0289)

Commercial Annex Building (new)

USDA Plant Inspection Station (new - not included in the scope of work for this study)

Each of these buildings includes an accompanying Thematic Report demonstrating a breakdown of added, removed, and remaining spaces, as well as a floor plan diagram.

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3.0 Housing Plan

Housing Plans - Summary

Proposed Housing Plan - S MMAR

2500 PASEO INT'L - OTA
SAN DIEGO, CA 92154-7209

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	70,393	13,677	212,898	18,309	315,277	0	315,277	315,277	366	165
HHS DEPT - FOOD AND DRUG ADMINISTRATION	7506	4,752	900	0	800	6,452	0	6,452	6,452	0	42
INTERIOR DEPT - UNITED STATES FISH AND WILDLIFE SERVICE	1436	756	0	0	0	756	0	756	756	0	0
AGRICULTURE DEPT - ANIMAL AND PLANT HEALTH INSPECTION SERVICE	1234	7,740	4,547	1,485	5,056	18,829	0	18,829	18,829	1	24
DHS U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT	7055	1,597	0	0	0	1,597	0	1,597	1,597	0	0
Building Common		0	0	0	0	0	25,703	25,703	25,703	0	0
Building Joint Use		3,735	424	0	2,502	6,660	0	6,660	6,660	0	0
Unmarketable		0	0	0	0	0	0	0	10,183	0	0
Total		88,973	19,548	214,383	26,667	349,571	25,703	375,274	385,457	367	231
R Factor	1.073525975										
Special Spaces											
Laboratory	3,886	Showers	113	Lockers	1,367						
Holding Cell	3,940	Break Rm	2,623	Vending	724						
Restroom	2,968	Vault	7,807	Food	106						
Physical Fitness	1,144	ADP	420	Sallyport	570						
Firearms Simulator	1,000										

Existing Housing Plan - S MMAR

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	65,414	8,987	207,776	14,997	297,174	0	297,174	297,174	186	0
HHS DEPT - FOOD AND DRUG ADMINISTRATION	7506	1,459	20	0	560	2,040	0	2,040	2,040	0	0
INTERIOR DEPT - UNITED STATES FISH AND WILDLIFE SERVICE	1436	756	0	0	0	756	0	756	756	0	0
PLANT HEALTH INSPECTION SERVICE	1234	2,700	2,131	3,947	1,796	10,575	0	10,575	10,575	1	0
DHS U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT	7055	1,597	0	0	0	1,597	0	1,597	1,597	0	0
Building Common		0	0	0	0	0	22,110	22,110	22,110	0	0
Building Joint Use		1,975	424	0	782	3,180	0	3,180	3,180	0	0
Unmarketable		0	0	0	0	0	0	0	6,345	0	0
Total		73,901	11,562	211,723	18,135	315,321	22,110	337,432	343,777	187	0
R Factor	1.070120378										
Special Spaces											
Laboratory	2,476	Showers	113	Lockers	379						
Holding Cell	1,475	Break Rm	1,523	Vending	484						
Restroom	2,199	Vault	8,043	Food	106						
Physical Fitness	1,200	ADP	138								

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3.0 Housing Plan

Housing Plan - Main Building

Proposed Housing Plan

CA0267JJ
2500 PASEO INT'L - OTA
SAN DIEGO, CA 92154-7209

OTA MESA LPOE MAIN BUILDING
SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy F	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	13,352	620	13,977	4,494	32,443	0	32,443	32,443	150	0
Building Common		0	0	0	0	0	10,061	10,061	10,061	0	0
Building Joint Use		951	0	0	576	1,528	0	1,528	1,528	0	0
Unmarketable		0	0	0	0	0	0	0	1,697	0	0
Total		14,303	620	13,977	5,070	33,970	9,045	44,031	45,728	150	0
R Factor	1.296167644										
Special Spaces											
Laboratory	-	Showers	46	Lockers	175						
Holding Cell	2,762	Break Rm	456	Vending	-						
Restroom	1,061	Vault	-	Food Prep	-						
Physical Fitness	-	ADP	-	Sallyport	570						

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	15,403	444	13,977	3,186	33,009	0	33,009	33,009	150	0
Building Common		0	0	0	0	0	9,045	9,045	9,045	0	0
Building Joint Use		951	0	0	456	1,408	0	1,408	1,408	0	0
Unmarketable		0	0	0	0	0	0	0	1,697	0	0
Total		16,354	444	13,977	3,642	34,417	9,045	43,461	45,158	150	0
R Factor	1.262792392										
Special Spaces											
Laboratory	-	Showers	46	Lockers	175						
Holding Cell	597	Break Rm	456	Vending	-						
Restroom	1,017	Vault	151	Food Prep	-						
Physical Fitness	1,200	ADP	-	Sallyport	-						

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3.0 Housing Plan Thematic Report - Main Building CA0267

SPACES TO BE ADDED		9,652.46 sf					
ROOM NAME	SPACE	SPACE	AGENCY	Spaces	Total	Space ID	Usable
CORR.	CRH	Building Common	BUILDING COMMON	1	917		917.46
Exact "leftover" space - approx 15% of detention and holding for circulation							
CUST.	CST	Building Common	BUILDING COMMON	1	45		45
HOLDING	STC	Special	7071 DHS CBP	11	2165	Janitor clos.	45
						Isolation Holding	100
						Male Holding	100
						Female Holding	100
						Juvenile M Holding	100
						Juvenile F Family Rest	600
INTERVIEW	TTO	Office	7071 DHS CBP	4	320	Interview	80
						Interview	80
						Interview	80
OFFICE	TTO	Office	7071 DHS CBP	13	1855	Sup. Off	150
						Officer Wkst	320
						IDENT	80
						IDENT	80
						Ident	80
						Seiz Proc	150
						Doc. Hand.	140
						Search	25
						Search	25
						Search	25
						Search Rm	100
						Counter	600
						Cashier	80
PEDESTRIAN WALKWAY	TTO	Office	7071 DHS CBP	2	1880	Ped Ins.	600
Includes booth space							
PRIVATE TOILET	PTL	Special	BUILDING JOINT USE	2	120	addtl walk	1280
						male	60
						female	60
TOILET	TLT	Building Common	BUILDING COMMON	2	120	male	60
						female	60
STORAGE	INS	Storage	7071 DHS CBP	3	360	Storage	100
						Storage	100
						Violator	160
SALLY PORT	STC	Special	7071 DHS CBP	1	570	Sally Port	570
WAITING	TTO	Office	7071 DHS CBP	1	1300	Vio. Wait	300
							1000

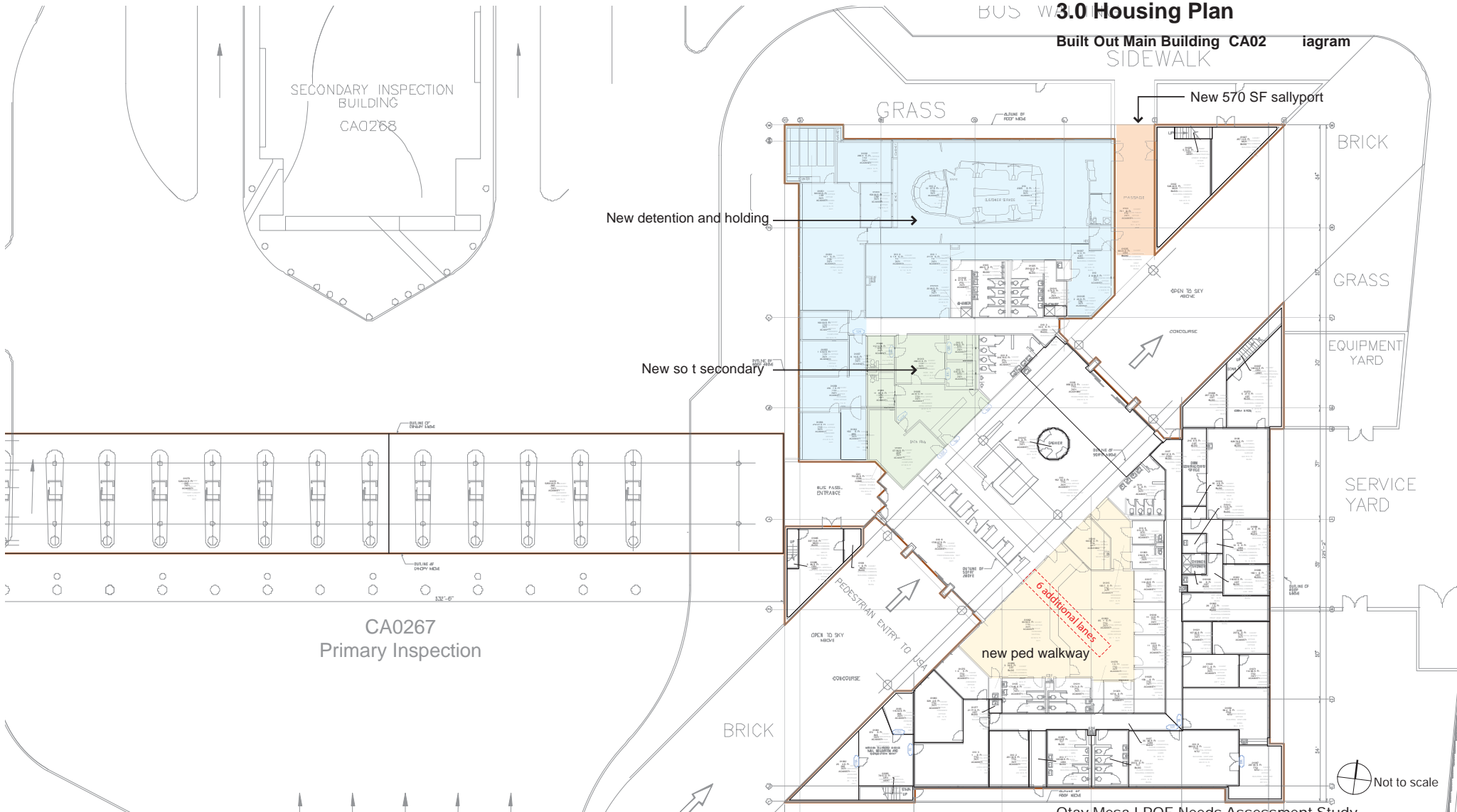
SPACES TO BE REMOVED		9,082.46 sf					
ROOM NAME	SPACE	SPACE	AGENCY	Spaces	Total	Space ID	Usable
COMPUTER	TTO	Office	7071 DHS CBP	2	567.69	01030	160.33
						01003	407.36
CORR.	CRH	Office	7071 DHS CBP	1	84.1	01057	84.1
CORR.	CRH	Special	7071 DHS CBP	1	211.89	01041	211.89
EXERCISE RM.	FIT	Special	7071 DHS CBP	2	987.97	01040	691.89
						01049	296.08
FILE	TTO	Office	7071 DHS CBP	1	300.83	01051	300.83
OFFICE	TTO	Office	7071 DHS CBP	5	1012.78	01033	158.36
						01032	266.04
						01056	212.21
						01055	195.5
						01016	180.67
OPEN OFFICE	TTO	Office	7071 DHS CBP	4	4347.74	01044	2326
						01031	912.14
						01060	854.14
						01058	255.47
STORAGE	INS	Storage	7071 DHS CBP	2	183.74	01015	183.74
TELLER	TTO	Office	7071 DHS CBP	1	129.07	01042	129.07
TOILET	PTL	Special	7071 DHS CBP	1	76.14	01034	76.14

SPACES TO BE REMOVED - CONT'D							
ROOM NAME	SPACE	SPACE	AGENCY	Spaces	Total	Space ID	Usable
Vault	STC	Special	7071 DHS CBP	1	150.94	01002	150.94
VEST.	CRH	Building Common	BUILDING COMMON	1	66.01	01035	66.01
WAITING	TTO	Office	7071 DHS CBP	1	963.56	01062	963.56
SPACES TO REMAIN				40,340.07 sf			
ROOM NAME	SPACE	SPACE	AGENCY	Spaces	Total (SqF)	Space	Usable
BREAK	CST	Building Common	BUILDING COMMON	1	229.69	01068	229.69
BREAK	FDS	Special	BUILDING JOINT USE	1	456.24	01050	456.24
CONFERENCE	TTO	Office	7071 DHS CBP	1	112.66	01071	112.66
CONFERENCE	TTO	Office	BUILDING JOINT USE	1	683.51	01098	683.51
CONSTRUCTION	CON	-----	CONS	2	1215.73	C01	752.25
						CM1	463.48
CORR.	CRH	Office	7071 DHS CBP	1	44.41	01076	44.41
CORR.	CRH	Building Common	BUILDING COMMON	5	1570.59	01091	105.66
						01079	359.88
						01074	567.37
						01024	104.59
						01043	433.09
CUST.	CST	Building Common	BUILDING COMMON	3	91.27	01077	21.77
						01088	34.38
						01037	35.12
GARAGE	CST	Building Common	BUILDING COMMON	1	628.78	01069	628.78
HLDG.	STC	Special	7071 DHS CBP	6	596.75	01063	92.82
						01048	90.51
						01036	114.87
						01038	112.12
						01047	95.87
						01045	90.56
LOCKERS	PTL	Special	7071 DHS CBP	2	175.07	010102	84.37
						010104	90.7
LOCKERS	CST	Building Common	BUILDING COMMON	2	170.75	01001	116.65
						01012	54.1
MECH.	MCH	Building Common	BUILDING COMMON	7	3100.01	01085	337.73
						01084	49.19
						01029	526.22
						01027	257.1
						M1008	779.84
						M1007	741.63
						M1006	408.3
MEN	TLT	Special	7071 DHS CBP	2	490.63	01059	173.85
						01046	316.78
MEN	TLT	Building Common	BUILDING COMMON	2	541.12	01087	280.53
						01039	260.59
OFFICE	TTO	Office	7071 DHS CBP	10	1786.49	01064	207.64
						01092	251.33
						01080	328.9
						01075	190.94
						01023	107.84
						01022	207.74
						01021	107.35
						01020	156.49
						01019	114.13
						01018	114.13
OFFICE	TTO	Building Common	BUILDING COMMON	2	376.62	01066	160.14
						01009	216.48
OPEN OFFICE	TTO	Office	7071 DHS CBP	3	1286.8	01093	491.49
						01081	372.44
						01005	422.87
OPEN TO BELOW	OTB	-----	VOID	1	4264.57	M1005	4264.57

ROOM NAME	SPACE	SPACE	AGENCY	Spaces	Total	Space	Usable
OUTBOUND INSP. CANOPY	INS	Canopy	7071 DHS CBP	1	3476.67	010100	3476.67
PEDESTRIAN WALKWAY	TTO	Office	7071 DHS CBP	2	3329.68	01096	1705.07
						01094	1624.61
PEDESTRIAN WALKWAY	TTO	Office	7071 DHS CBP	1	856.51	01089	856.51
PRIMARY CANOPY	INS	Canopy	7071 DHS CBP	2	10500	01073	5250
						01072	5250
PROP. MGR. OFFICE	CST	Building Common	BUILDING COMMON	1	264.41	01065	264.41
SHOP	CST	Building Common	BUILDING COMMON	1	459.27	01070	459.27
STAIR	CRV	-----	VERT	8	480.78	01086	54.06
						01083	78.57
						01007	108.53
						01028	45.13
						M1009	49.38
						M1010	47.36
						M1004	48.44
						M1003	49.31
STORAGE	INS	Storage	7071 DHS CBP	2	259.9	01082	259.9
STORAGE	INS	Building Common	BUILDING COMMON	2	987.02	01008	207.12
						M1002	779.9
STORAGE	TTO	Office	BUILDING JOINT USE	1	267.8	01067	267.8
TELE.	TTO	Office	7071 DHS CBP	2	225.73	01017	110.23
						010099	115.5
TELE.	TTO	Building Common	BUILDING COMMON	1	35.42	01010	35.42
TELLER	TTO	Office	7071 DHS CBP	1	86.59	010107	86.59
WET AREA	PTL	Special	7071 DHS CBP	2	46.49	010103	22.26
						010105	24.23
WET AREA	TTO	Building Common	BUILDING COMMON	1	56.49	010106	56.49
WOMEN	PTL	Special	7071 DHS CBP	2	450.25	01011	170.71
						01014	279.54
WOMEN	TLT	Building Common	BUILDING COMMON	2	467.06	01090	233.54
						01025	233.52
WORK RM.	TTO	Office	7071 DHS CBP	1	268.31	01013	268.31

Otay Mesa LPOE Needs Assessment Study
Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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BUS W **3.0 Housing Plan**

Built Out Main Building CA02
SIDEWALK
Diagram

New detention and holding →

New 570 SF sallyport

New so t secondary →

6 additional lanes

new ped walkway

CA0267
Primary Inspection

SECONDARY INSPECTION
BUILDING
CA0268

Otay Mesa LPOE Needs Assessment Study
Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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Not to scale

3.0 Housing Plan

Housing Plans - Secondary Inspection Building

Proposed Housing Plan

CA0268JJ SECONDAR INSP BLDG
 2500 PASEO INT'L - OTA SAN DIEGO FIELD OFFICE (CA)
 SAN DIEGO, CA 92154-7209

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	5,099	272	44,198	1,805	51,373	0	51,373	51,373	0	0
Building Common		0	0	0	0	0	1,214	1,214	1,214	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	508	0	0
Total		5,099	272	44,198	1,805	51,373	1,214	52,587	53,095	0	0
R Factor	1.023635869										
Special Spaces											
Laboratory	119	Showers	-	Lockers	-						
Holding Cell	673	Break Rm	305	Vending	158.1						
Restroom	290	Vault	121								
Physical Fitness	-	ADP	138.19								

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	5,099	272	44,198	1,805	51,373	0	51,373	51,373	0	0
Building Common		0	0	0	0	0	1,214	1,214	1,214	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	508	0	0
Total		5,099	272	44,198	1,805	51,373	1,214	52,587	53,095	0	0
R Factor	1.023635869										
Special Spaces											
Laboratory	119	Showers	-	Lockers	-						
Holding Cell	673	Break Rm	305	Vending	158.1						
Restroom	290	Vault	121								
Physical Fitness	-	ADP	138.19								

Otay Mesa LPOE Needs Assessment Study

Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan

Housing Plans - Commercial Export

Proposed Housing Plan

CA0269JJ
 2500 PASEO INT'L - OTA
 SAN DIEGO, CA 92154-7209

OTA MESA LPOE E PORT BLDG
 SAN DIEGO FIELD
 OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	11,303	2,684	23,737	2,297	40,020	0	40,020	40,020	216	0
AGRICULTURE DEPT - ANIMAL AND PLANT HEALTH INSPECTION	1234	4,194	0	1,485	616	6,295	0	6,295	6,295	1	0
Building Common		0	0	0	0	0	7,107	7,107	7,107	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	586	0	0
Total		15,498	2,684	25,222	2,913	46,316	7,107	53,423	54,009	217	0
R Factor	1.153457201										
Special Spaces											
Laboratory	283	Showers		Lockers	204						
Holding Cell	-	Break Rm	761	Vending	-						
Restroom	381	Vault	283								
Physical Fitness	-	ADP	-								
Firearms Simulator	1,000										

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	17,089	2,225	37,369	1,381	58,064	0	58,064	58,064	36	0
PLANT HEALTH INSPECTION SERVICE	1234	2,074	0	3,947	616	6,638	0	6,638	6,638	1	0
Building Common		0	0	0	0	0	5,137	5,137	5,137	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	586	0	0
Total		19,163	2,225	41,316	1,997	64,702	5,137	69,839	70,425	37	0
R Factor	1.079400122										
Special Spaces											
Laboratory	283	Showers		Lockers	204						
Holding Cell	-	Break Rm	761	Vending	-						
Restroom	381	Vault	368								
Physical Fitness	-	ADP	-								

Otay Mesa LPOE Needs Assessment Study

Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan

Thematic Report - Commercial Export Building CA0269

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	Spaces	Total (SqF)	Space ID	Usable Area
CLASSROOM	TTO	Office	7071 DHS CBP	2	680	Instructor support	80 600
CORR.	CRH	Building Common	BUILDING COMMON	2	1875		993.75 881.39
CUST.	CST	Building Common	BUILDING COMMON	1	15		15
ELEC.	MCH	Building Common	BUILDING COMMON	1	80		80
FIREARMS SIMULATOR	CFT	Special	7071 DHS CBP	1	1000		80
OFFICE	TTO	Office	7071 DHS CBP	3	300		1000
OPEN OFFICE	TTO	Office	7071 DHS CBP	9	720		100 100 100
STORAGE	INS	Storage	7071 DHS CBP	8	780		80 80 80 80 80 80 80 80 80
TRAINING	CFT	Office	7071 DHS CBP	2	400		100 100 100 230 40 40 40 80 80 80

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	Spaces	Total (SqF)	Space ID	Usable Area
COMPUTER	TTO	Office	7071 DHS CBP	1	83.06		1206 83.06
CONFERENCE	TTO	Office	7071 DHS CBP	1	251.53		1159 251.53
CORR.	TTO	Office	7071 DHS CBP	1	215.74		1148 215.74
FILE	TTO	Office	7071 DHS CBP	1	315		1156 315
OFFICE	TTO	Office	7071 DHS CBP	8	1402.94		1202 305.96 1201 215.8 1210 235.36 1155 99 1149 190.01 1157 141.71 1179 107.73 1178 107.37
OPEN OFFICE	TTO	Office	7071 DHS CBP	4	3030.32		1205 1313.28 1161 677.18 1146 670.95 1177 368.91
STORAGE	INS	Storage	7071 DHS CBP	2	321.7		10236 134.17 10237 187.53
STORAGE	TTO	Office	7071 DHS CBP	3	374.96		1147 214.86 1144 32.16 1171 127.94
TRUCK SECONDARY	INS	Canopy	1234 USDA APHIS	1	2462.4		1181 2462.4
TRUCK SECONDARY	INS	Canopy	7071 DHS CBP	1	13631.9		1190 13631.9
TELLER	TTO	Office	7071 DHS CBP	1	92.01		1203 92.01
VAULT	STC	Special	7071 DHS CBP	1	84.58		1204 84.58

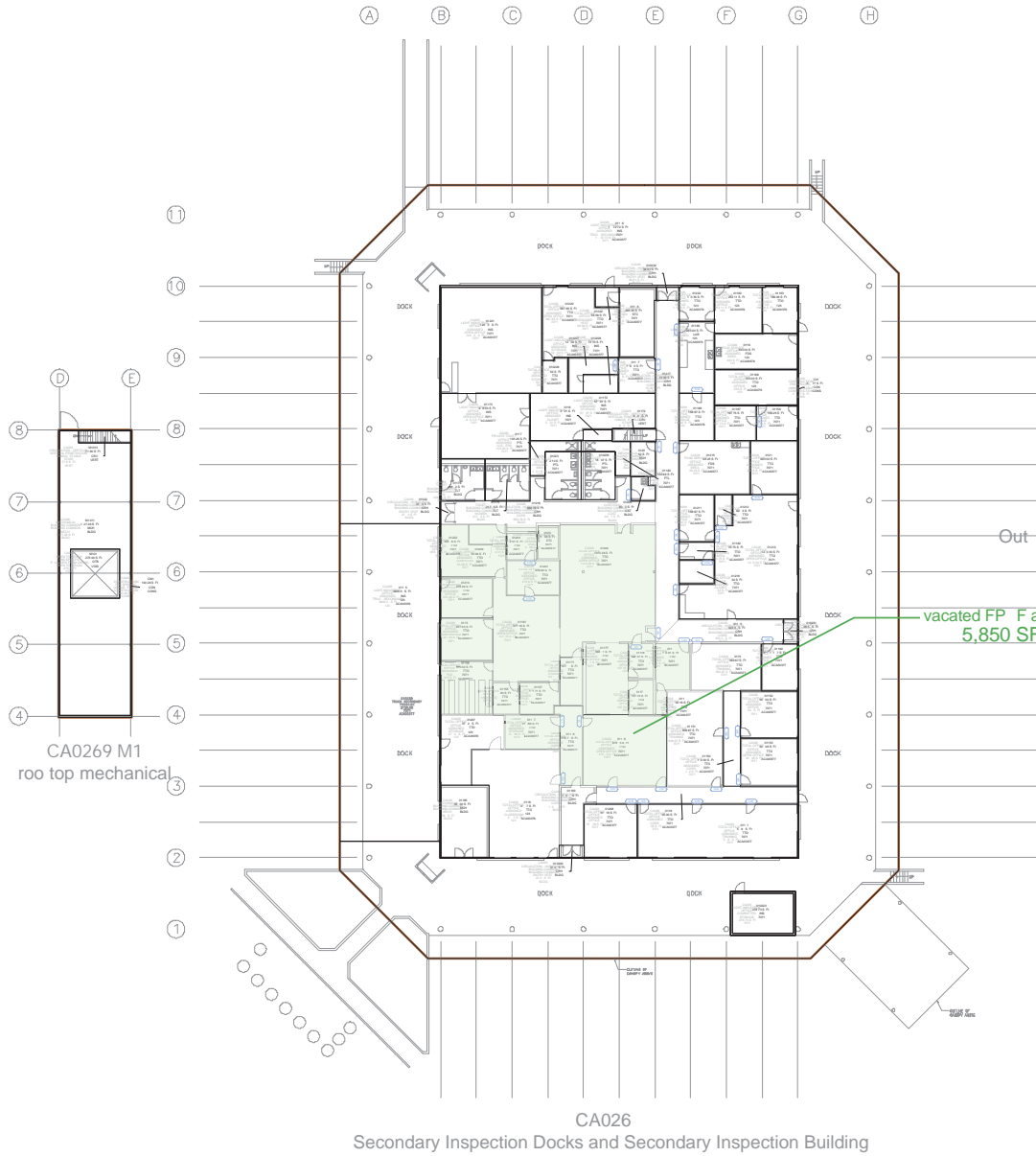
ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	Spaces	Total (SqF)	Space ID	Usable Area
BREAK	FDS	Special	1234 USDA APHIS	1	333		1164 333
BREAK	FDS	Special	7071 DHS CBP	2	428.25		1215 428.25
BREAK	TTO	Office	7071 DHS CBP	1	70.75		1182 70.75
CLASSROOM	TTO	Office	1234 USDA APHIS	1	929.97		1184 929.97
CLOSET	INS	Storage	7071 DHS CBP	1	39.21		1169 39.21
CLOSET	TTO	Office	7071 DHS CBP	1	94.33		1218 94.33
CONSTRUCTION	CON	CON		2	450.05		100.28 349.77
CONTROL BOOTH	TTO	Office	7071 DHS CBP	2	204.72		1193 102.36 1199 102.36
CORR.	CRH	Building Common	BUILDING COMMON	4	2096.04		1183 193.49 1217 910.38 1216 668.78 1145 323.39
CORR.	TTO	Office	7071 DHS CBP	2	597.00		1189 405 1150 192
CUST.	CST	Building Common	BUILDING COMMON	1	60.47		1200 60.47
ELEC.	MCH	Building Common	BUILDING COMMON	1	99.52		1209 99.52
ENTRY VEST.	CRH	Building Common	BUILDING COMMON	4	143.67		10229 37.43 10230 31.09 10231 38.54 10232 36.61
LAB.	LAB	Special	1234 USDA APHIS	1	283		1165 283
LOCKERS	PTL	Special	7071 DHS CBP	2	203.93		1180 100.68 1174 103.25
MECH.	MCH	Building Common	BUILDING COMMON	2	2311.26		1185 384 M1011 1927.26
MEN	PTL	Special	7071 DHS CBP	1	192.1		10234 192.1
MEN	TLT	Building Common	BUILDING COMMON	1	208.42		1176 208.42
OFFICE	TTO	Office	1234 USDA APHIS	4	581.52		1163 188.06 1162 253.11 1222 140.35
OFFICE	TTO	Office	7071 DHS CBP	9	2100.72		1166 333 1158 166.25 1167 167.75 1197 146.9 1208 319.18 1214 283.5 1211 188.67 1160 191.47 1152 304
OPEN OFFICE	INS	Office	7071 DHS CBP	2	1857.84		1173 648.3 1221 1209.54
OPEN OFFICE	TTO	Office	7071 DHS CBP	3	2112.06		1220 567.65 1213 1240.33 1153 304.08
OPEN TO BELOW	OTB	VOID		1	275		M1014 275
OUTBOUND INSP. CANOPY	INS	Canopy	7071 DHS CBP	1	808.78		1192 808.78
STAIR	CRV	VERT		2	135.84		1172 64.04 M1013 71.8
STORAGE	INS	Storage	7071 DHS CBP	3	776.99		10227 129.02 10228 73.1 1170 574.87

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	Spaces	Total (SqF)	Space ID	Usable Area
STORAGE	INS	Storage	7071 DHS CBP	1	278.73		10223 278.73
STORAGE	TTO	Office	1234 USDA APHIS	2	562.91		1168 188.67 1207 374.24
STORAGE	TTO	Office	7071 DHS CBP	4	99.53		10226 99.53
TELE.	TTO	Office	7071 DHS CBP	1	62.43		1212 62.43
TRAINING	TTO	Office	7071 DHS CBP	3	1947.18		1191 959.84 1154 380.67 1151 606.67
TRUCK PRIMARY	INS	Canopy	7071 DHS CBP	2	3763.89		1187 1875 1186 1888.9
TRUCK SECONDARY	INS	Canopy	1234 USDA APHIS	1	1485.00		1195 1485
TRUCK SECONDARY	INS	Canopy	7071 DHS CBP	1	19972.72		1196 19973
VAULT	STC	Special	7071 DHS CBP	1	283.35		1198 283.35
VEST.	TTO	Office	7071 DHS CBP	1	56.58		10224 56.58
WOMEN	PTL	Special	7071 DHS CBP	1	189.07		10235 189.07
WOMEN	TLT	Building Common	BUILDING COMMON	1	217.95		1175 217.95
UNKNOWN	TTO	Office	7071 DHS CBP	1	2120.09		10238 2120.1

Building Common	7107.47
7071 Office	11303
7071 Storage	2683.71
7071 Canopy	23736.61
7071 Special	2296.70
1234 Office	4194.49
1234 Storage	6.00
1234 Canopy	1485.00
1234 Special	616.00
Const.	585.89
Void	275
	54284.01

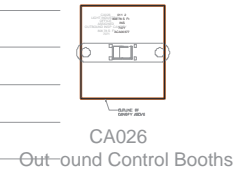
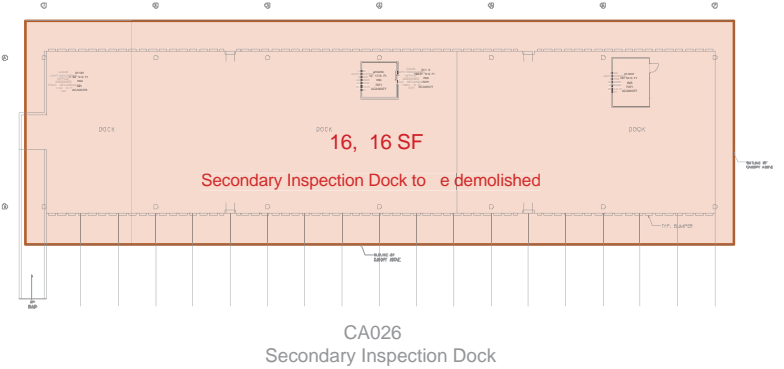
Otay Mesa LPOE Needs Assessment Study
 Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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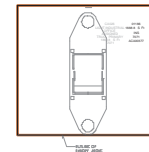


3.0 Housing Plan

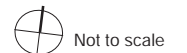
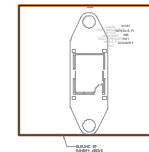
Built Out Commercial Export Building CA02 diagram



vacated FP F area
5,850 SF



CA026
Commercial Primary



Otay Mesa LPOE Needs Assessment Study
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3.0 Housing Plan

Housing Plans - Bird Quarantine

Proposed Housing Plan

CA0275JJ
 2500 PASEO INT'L - OTA
 SAN DIEGO, CA 92154-7209

BIRD QUARANTINE BLDG
 SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
AGRICULTURE DEPT - ANIMAL AND PLANT HEALTH INSPECTION	1234	537	2,131	0	0	2,668	0	2,668	2,668	0	0
Building Common		0	0	0	0	0	71	71	71	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	156	0	0
Total		537	2,131	0	0	2,668	71	2,739	2,896	0	0
R Factor	1.026651225										

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
PLANT HEALTH INSPECTION SERVICE	1234	537	2,131	0	0	2,668	0	2,668	2,668	0	0
Building Common		0	0	0	0	0	71	71	71	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	156	0	0
Total		537	2,131	0	0	2,668	71	2,739	2,896	0	0
R Factor	1.026651225										

Otay Mesa LPOE Needs Assessment Study

Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan

Housing Plans - NII Gantry

Proposed Housing Plan

CA0288JJ
2500 PASEO INT'L - OTA
SAN DIEGO, CA 92154-7209

OM NON-INTR SIVE INSPECTION GANTR (NII)
SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	495	4969	0	0	5464	0	5,464	5,464	0	0
Building Common		0	0	0	0	0	116	116	116	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	483	0	0
Total		495	4969	0	0	5464.09	116	5,580	6,063	0	0
R Factor	1.021192916										

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	495	4969	0	0	5464	0	5,464	5,464	0	0
Building Common		0	0	0	0	0	116	116	116	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	483	0	0
Total		495	4969	0	0	5464.09	116	5,580	6,063	0	0
R Factor	1.021192916										

Otay Mesa LPOE Needs Assessment Study

Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan

Housing Plans - Commercial Import Building

Proposed Housing Plan

CA0289JJ
2500 PASEO INT'L - OTA
SAN DIEGO, CA 92154-7209

OTA MESA LPOE IMPORT BLDG
SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
AGRICULTURE DEPT - ANIMAL AND PLANT HEALTH INSPECTION SERVICE	1234	89	0	0	0	89	0	89	89	0	0
HHS DEPT - FOOD AND DRUG ADMINISTRATION	7506	184	0	0	0	184	0	184	184	0	0
INTERIOR DEPT - UNITED STATES FISH AND WILDLIFE SERVICE	1436	756	0	0	0	756	0	756	756	0	0
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	27,128	404	116,988	1,278	145,797	0	145,797	145,797	0	68
DHS U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT	7055	1,597	0	0	0	1,597	0	1,597	1,597		
Building Common		0	0	0	0	0	6,314	6,314	6,314	0	0
Building Joint Use		1,024	424	0	325	1,773	0	1,773	1,773	0	0
Unmarketable		0	0	0	0	0	0	0	2,439		
Total		30,777	828	116,988	1,603	150,196	6,314	156,510	158,949	0	68
R Factor	1.042039686										
Special Spaces											
Laboratory	334	Showers	66	Lockers	-						
Holding Cell	205	Break Rm	-	Vending	325						
Restroom	492	Vault	181								
Physical Fitness	-	ADP	-								

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
AGRICULTURE DEPT - ANIMAL AND PLANT HEALTH INSPECTION SERVICE	1234	89	0	0	1,180	1,269	0	1,269	1,269	0	0
HHS DEPT - FOOD AND DRUG ADMINISTRATION	7506	1,459	20	0	560	2,040	0	2,040	2,040	0	0
INTERIOR DEPT - UNITED STATES FISH AND WILDLIFE SERVICE	1436	756	0	0	0	756	0	756	756	0	0
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	24,113	384	108,465	1,278	134,239	0	134,239	134,239	80	0
DHS U.S. IMMIGRATION AND CUSTOMS ENFORCEMENT	7055	1,597	0	0	0	1,597	0	1,597	1,597		
Building Common		0	0	0	0	0	6,314	6,314	6,314	0	0
Building Joint Use		1,024	424	0	325	1,773	0	1,773	1,773	0	0
Unmarketable		0	0	0	0	0	0	0	2,439		
Total		29,037	828	108,465	3,343	141,673	6,314	147,987	150,426	80	0
R Factor	1.04456869										
Special Spaces											
Laboratory	2,074	Showers	66	Lockers	-						
Holding Cell	205	Break Rm	-	Vending	325						
Restroom	492	Vault	181								
Physical Fitness	-	ADP	-								

Otay Mesa LPOE Needs Assessment Study

Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan Thematic Report - Commercial Import Building CA0289

SPACES TO BE ADDED		15,410.92 sf				
ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	Spaces	Total (SqF)	Usable Area
OPEN OFFICE	TTO	Office	7071 DHS CBP	3	2710.76	
						01265 1180.38 01308 559.88 01283 970.5
STORAGE	TTO	Office	7071 DHS CBP	1	304.71	
						010323 304.71
MECH.	INS	Storage	7071 DHS CBP	1	20.45	
						010324 20.45
TRUCK PRIMARY	INS	Canopy	7071 DHS CBP	4	12375	
						Primary Canopy 3500 Hazmat Canopy 1750 Non-Laden Canopy 2625 exit control 4500
SPACES TO BE REMOVED		6,888.22 sf				
LAB.	LAB	Special	1234 USDA APHIS	1	1180.38	
						01265 1180.38
LAB.	LAB	Special	7506 HHS FDA	1	559.88	
						01308 559.88
OPEN OFFICE	TTO	Office	7506 HHS FDA	1	970.5	
						01283 970.5
STORAGE	TTO	Office	7506 HHS FDA	1	304.71	
						010323 304.71
MECH.	INS	Storage	7506 HHS FDA	1	20.45	
						010324 20.45
TRUCK PRIMARY	INS	Storage	7071 DHS CBP	1	3852.3	
						01293 3852.3
SPACES TO REMAIN		142,985.67 sf				
ATTIC SPACE	UFO	-----	UNMARKETABLE	1	69.12	
			Removed from Building common			020072 69.12
BALCONY	INS	Storage	BUILDING JOINT USE	1	423.5	
						02052 423.5
BREAK	TTO	Office	BUILDING JOINT USE	1	1023.9	
						02043 1023.9
CANOPY	INS	Canopy	7071 DHS CBP	2	3807.13	
						01288 2407.45 010319 1399.68
COMPUTER	TTO	Office	7071 DHS CBP	1	119.43	
						02001 119.43
CONFERENCE	TTO	Office	7071 DHS CBP	5	1505.29	
						01246 254.7 02054 528.83 02006 307.47 02032 232.55 02014 181.74
CONFERENCE	TTO	Office	7506 HHS FDA	1	184	
						01310 184
CONSTRUCTION	CON	-----	CONSTRUCTION	3	592.45	
						C01 420.07 C02 120.61 CP1 51.77
CONTROL BOOTH	TTO	Office	7071 DHS CBP	1	19.25	
						01287 19.25
CORR.	TTO	Office	7071 DHS CBP	5	1527.66	
						02049 499.81 02039 113.22 02064 393.83 020070 96.09 020077 424.71
CORR.	CRH	Building Common	BUILDING COMMON	9	3217.18	
						01314 173.98 010329 439.52 010330 436.44 02050 385.06 02053 334.5 02061 578.72 02002 265.74 02015 406.14 020076 197.08
CUST.	CST	Building Common	BUILDING COMMON	2	188.57	
						01272 130.43 02009 58.14
ELEC.	MCH	Building Common	BUILDING COMMON	2	417.61	
						01316 328.84 02010 88.77
ELEVATOR(S)	CRV	-----	VERT	2	141.44	
						01260 71.51 02051 69.93

ROOM NAME	SPACE	SPACE	AGENCY	Spaces	Total	Space ID	Usable
ENTRY LOBBY	CRH	Building Common	BUILDING COMMON	1	625.7	01252	625.7
ENTRY VEST.	INS	Storage	7071 DHS CBP	1	36.07	010326	36.07
ENTRY VEST.	CRH	Building Common	BUILDING COMMON	2	62.73	010327 010328	32.03 30.7
FILE	TTO	Office	7071 DHS CBP	3	1498.81	01307 02045 02016	240.67 202.28 1055.86
FUR.	CRV	-----	VERT	2	47.35	01244 02059	23.31 24.04
HLDG.	STC	Special	7071 DHS CBP	2	204.74	01304 01270	112.56 92.18
LAB.	LAB	Special	7071 DHS CBP	1	333.85	01266	333.85
MECH.	MCH	Building Common	BUILDING COMMON	2	309.82	01318 01280	128.05 181.77
MEN	PTL	Special	7071 DHS CBP	1	211.31	01273	211.31
MEN	TLT	Building Common	BUILDING COMMON	2	653.1	01275 02063	339 314.1
OFFICE	TTO	Office	1436 FWS	2	412.08	01292 01317	159.41 252.67
OFFICE	TTO	Office	7055 DHS ICE	1	143.01	02027	143.01
OFFICE	TTO	Office	7071 DHS CBP	2	311.59	01286 01285	148.83 162.76
OFFICE	TTO	Office	7071 DHS CBP	36	6682.74	01313 01312 01268 01311 01284 01301 01305 01303 01257 01262 01248 01277 01276 01269 01264 010321 010322 02047 02038 02041 02035 02023 02011 02013 02012 02007 02005 02026 02025 02034 02024 02022 02019 02018 020068 020069	139.99 172.78 154.97 149.26 157.35 100.82 200.48 118.13 257.66 148.13 159.55 104.96 104.93 317.26 336.51 252.08 151.39 154.85 255.09 234.77 255.59 146.59 131.55 306.33 181.18 384.83 237.49 178.67 137.31 137.31 137.31 184.54 143.42 244.91 100.95 103.8
OPEN OFFICE	TTO	Office	7055 DHS ICE	2	1453.52	03029 02028	622.82 830.7
OPEN OFFICE	TTO	Office	7071 DHS CBP	8	8645.3	01309 01306 01302 01250 01278 02056 02017 020071	583.78 2641.14 951.41 240.66 498.75 1148.73 2215.59 365.24

ROOM NAME	SPACE	SPACE	AGENCY	Spaces	Total	Space ID	Usable
OPEN TO BELOW	OTB	-----	VOID	2	109.28	020073 020074	59.09 50.19
RECEPTION	TTO	Office	7071 DHS CBP	4	1047.82	01256 02036 02065 02004	502.84 220.14 135.96 188.88
STAIR	CRV	-----	VERT	1	289.87	P1001	289.87
STAIR 1	CRV	-----	VERT	2	220.21	01247 02060	106.42 113.79
STAIR 2	CRV	-----	VERT	2	611.37	01290 02044	337.7 273.67
STAIR 3	CRV	-----	VERT	2	428.9	01281 02030	185.19 243.71
STORAGE	TTO	Office	1234 USDA APHIS	1	88.84	01261	88.84
STORAGE	TTO	Office	1436 FWS	1	343.99	01296	343.99
STORAGE	TTO	Office	7071 DHS CBP	1	255.01	01267	255.01
STORAGE	INS	Storage	7071 DHS CBP	1	347.68	02020	347.68
TELE.	MCH	Building Common	BUILDING COMMON	3	168.68	01315 01259 01249	114.77 23.54 30.37
TOILET	PTL	Special	7071 DHS CBP	1	116.77	01255	116.77
TRAINING	TTO	Office	7071 DHS CBP	1	484.76	02040	484.76
TRUCK PRIMARY	INS	Canopy	7071 DHS CBP	2	9658.95	01282 01291	2110.68 7548.27
TRUCK SECONDARY	INS	Canopy	7071 DHS CBP	2	91146.42	01299 01298	77459.6 13686.8
VAULT	STC	Special	7071 DHS CBP	1	180.59	02037	180.59
VENDING	FDS	Special	BUILDING JOINT USE	1	325.49	02042	325.49
VERT. PEN.	CRV	-----	VERT	1	38.49	02057	38.49
WAITING	TTO	Office	7071 DHS CBP	5	1338.67	01258 01245 01254 02062 02003	96.81 95.85 802.69 196.21 147.11
WET AREA	FDS	Special	7071 DHS CBP	1	66.48	02067	66.48
WOMEN	PTL	Special	7071 DHS CBP	1	163.84	01279	163.84
WOMEN	TLT	Building Common	BUILDING COMMON	2	670.79	01274 02066	337.54 333.25
WORK RM.	TTO	Office	7071 DHS CBP	3	676.29	01253 01251 02048	293.26 219.3 163.73

Otay Mesa LPOE Needs Assessment Study
Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan

Built Out Commercial Import Building CA02

Diagram



CA028
Commercial Import Building

Otay Mesa LPOE Needs Assessment Study
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3.0 Housing Plan

Housing Plans - arehouse Building

Proposed Housing Plan

CA0299JJ OTA MESA LPOE AREHO SE
 2500 PASEO INT'L - OTA SAN DIEGO FIELD OFFICE (CA)
 SAN DIEGO, CA 92154-7209

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy F	S Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	1,288	694	0	106	2,088	0	2,088	2,088	0	0
Building Common		0	0	0	0	0	85	85	85	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	211	0	0
Total		1,288	694	0	106	2,088	85	2,173	2,384	0	0
R Factor	1.040713711										
Special Spaces											
Laboratory	-	Showers	-	Lockers	-						
Holding Cell	-	Break Rm	-	Vending	-						
Restroom	-	Vault	-	Food Prep	106.26						
Physical Fitness	-	ADP	-								

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	1,288	694	0	106	2,088	0	2,088	2,088	0	0
Building Common		0	0	0	0	0	85	85	85	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	211	0	0
Total		1,288	694	0	106	2,088	85	2,173	2,384	0	0
R Factor	1.040713711										
Special Spaces											
Laboratory	-	Showers	-	Lockers	-						
Holding Cell	-	Break Rm	-	Vending	-						
Restroom	-	Vault	-	Food Prep	106.26						
Physical Fitness	-	ADP	-								

Otay Mesa LPOE Needs Assessment Study

Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan

Housing Plans - Ha Mat Building

Proposed Housing Plan

CA0300JJ
 2500 PASEO INT'L - OTA
 SAN DIEGO, CA 92154-7209

OTA MESA LPOE HA MAT BLDG
 SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	0	0	3,769	0	3,769	0	3,769	3,769	0	0
Building Common		0	0	0	0	0	0	0	0	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	0	0	0
Total		0	0	3,769	0	3,769	0	3,769	3,769	0	0
R Factor	1										

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	0	0	3,769	0	3,769	0	3,769	3,769	0	0
Building Common		0	0	0	0	0	0	0	0	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	0	0	0
Total		0	0	3,769	0	3,769	0	3,769	3,769	0	0
R Factor	1										

Otay Mesa LPOE Needs Assessment Study

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3.0 Housing Plan

Housing Plans - Seizure Vault

Proposed Housing Plan

CA0301JJ OTA MESA LPOE SEI REVA LT
 2500 PASEO INT'L - OTA SAN DIEGO FIELD OFFICE (CA)
 SAN DIEGO, CA 92154-7209

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	1,927	0	0	7,240	9,167	0	9,167	9,167	0	0
Building Common		0	0	0	0	0	128	128	128	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	265		
Total		1,927	0	0	7,240	9,167	128	9,296	9,561	0	0
R Factor	1.013990743										
Special Spaces											
Laboratory		- Showers		- Lockers							
Holding Cell		- Break Rm		- Vending							
Restroom	18	Vault	7,222	Food Prep							
Physical Fitness		- ADP									

Existing Housing Plan

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC-DHS-CBP FIELD OPERATIONS FACILITIES	7071	1,927	0	0	7,240	9,167	0	9,167	9,167	0	0
Building Common		0	0	0	0	0	128	128	128	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	265		
Total		1,927	0	0	7,240	9,167	128	9,296	9,561	0	0
R Factor	1.013990743										
Special Spaces											
Laboratory		- Showers		- Lockers							
Holding Cell		- Break Rm		- Vending							
Restroom	18	Vault	7,222	Food Prep							
Physical Fitness		- ADP									

Otay Mesa LPOE Needs Assessment Study

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3.0 Housing Plan

Housing Plan - Commercial Annex Building

Proposed Housing Plan

PASEO INT'L-OTA MESA
SAN DIEGO, CA 92154-7209

OTA MESA COMMERCIAL
ANNE BLDG
SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	9,640	3,635	0	1024	14,299	0	14,299	14,299	0	94
HHS DEPT - FOOD AND DRUG ADMINISTRATION	7506	4,568	900	0	800	6,268	0	6,268	6,268	0	42
Building Common		0	0	0	0	0	7298	7,298	7,298	0	0
Building Joint Use		1760	0	0	1600	3,360	0	3,360	3,360	0	0
Unmarketable		0	0	0	0	0	0	0	2,715		
Total		15,968	4,535	0	3,424	23,927	7,298	31,225	33,940	0	136
R Factor	1.305002717										
Special Spaces											
Laboratory		-	Showers	-	Lockers	364					
Holding Cell	300	Break	1,100	Vending	-						
Restroom	660	Vault	-	Food Prep	-		3,424				
Physical Fitness	1,000	ADP	-								

Otay Mesa LPOE Needs Assessment Study

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3.0 Housing Plan

Thematic Report - Commercial Annex Building

Commercial Annex Building 33,940 sq

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	SPACES (SQF)	Total Spaces (SQF)	SPACE ID	Usable Area
BREAK	FDS	Special	7506 HHS FDA	1	800		800
BREAK	FDS	Special	7071 DHS CBP	2	300	break	240
CONFERENCE	TTO	Office	BUILDING JOINT USE	2	800	Lactation	60
CONFERENCE	TTO	Office	7506 HHS FDA	2	3415.2	small large	200
CONSTRUCTION CON	CON	CONSTRUCTION	CONSTRUCTION	1	2715.2		700
CONSTRUCTION GRH	GRH	Building Common	BUILDING COMMON	1	4073		2715.2
CONSTRUCTION 15% Est. mat'd	GST	Building Common	BUILDING COMMON	1	45	Janitor clo.	4072.8
CONSTRUCTION ELEC.	MCH	Building Common	BUILDING COMMON	5	1080		45
EQUIP RM.	INS	Storage	7506 HHS FDA	1	400	LANIDATA	400
EQUIP RM.	INS	Storage	7071 DHS CBP	3	725	LANIDATA	125
FITNESS CENTER	FIT	Special	BUILDING JOINT USE	1	1000	Gym	1000
HOLDING	STC	Special	7071 DHS CBP	3	300		100
INTERVIEW	TTO	Office	7071 DHS CBP	2	200		100
LOCKERS	PTL	Special	7071 DHS CBP	2	364		100
MAIL RM.	TTO	Office	BUILDING JOINT USE	1	60		112
MECH.	MCH	Building Common	BUILDING COMMON	1	1500		60
OFFICE	TTO	Office	7071 DHS CBP	22	4100		1500

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	SPACES	Total Spaces (SQF)	SPACE ID	Usable Area
PRIVATE TOILET	PTL	Special	7071 DHS GBP	1	66	TTEC	80
PRIVATE TOILET	PTL	Special	BUILDING JOINT USE	2	600	male female	300
TOILET	TTL	Building Common	BUILDING COMMON	2	600	male female	300
STORAGE	INS	Storage	7071 DHS GBP	5	2910		300
STORAGE	INS	Storage	7506 HHS FDA	2	500		160
WAITING	TTO	Office	BUILDING JOINT USE	1	900		150
WAITING	TTO	Office	7506 HHS FDA	1	100		250

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	SPACES	Total Spaces (SQF)	SPACE ID	Usable Area
OFFICE	TTO	Office	7506 HHS FDA	11	3768		450

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	SPACES	Total Spaces (SQF)	SPACE ID	Usable Area
BREAK	FDS	Special	7506 HHS FDA	1	800		800
CONFERENCE	TTO	Office	BUILDING JOINT USE	2	800		240
CONFERENCE	TTO	Office	7506 HHS FDA	2	3415.2		60
CONSTRUCTION CON	CON	CONSTRUCTION	CONSTRUCTION	1	2715.2		700
CONSTRUCTION GRH	GRH	Building Common	BUILDING COMMON	1	4073		2715.2
CONSTRUCTION 15% Est. mat'd	GST	Building Common	BUILDING COMMON	1	45		4072.8
CONSTRUCTION ELEC.	MCH	Building Common	BUILDING COMMON	5	1080		45
EQUIP RM.	INS	Storage	7506 HHS FDA	1	400		400
EQUIP RM.	INS	Storage	7071 DHS CBP	3	725		125
FITNESS CENTER	FIT	Special	BUILDING JOINT USE	1	1000		1000
HOLDING	STC	Special	7071 DHS CBP	3	300		100
INTERVIEW	TTO	Office	7071 DHS CBP	2	200		100
LOCKERS	PTL	Special	7071 DHS CBP	2	364		100
MAIL RM.	TTO	Office	BUILDING JOINT USE	1	60		112
MECH.	MCH	Building Common	BUILDING COMMON	1	1500		60
OFFICE	TTO	Office	7071 DHS CBP	22	4100		1500

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	SPACES	Total Spaces (SQF)	SPACE ID	Usable Area
PRIVATE TOILET	PTL	Special	7071 DHS GBP	1	66		80
PRIVATE TOILET	PTL	Special	BUILDING JOINT USE	2	600		300
TOILET	TTL	Building Common	BUILDING COMMON	2	600		300
STORAGE	INS	Storage	7071 DHS GBP	5	2910		300
STORAGE	INS	Storage	7506 HHS FDA	2	500		160
WAITING	TTO	Office	BUILDING JOINT USE	1	900		150
WAITING	TTO	Office	7506 HHS FDA	1	100		250

counters for TTEC and I-94

3.0 Housing Plan

Housing Plan - SDA Plant Inspection Station

Proposed Housing Plan

PASEO INT'L-OTA MESA
SAN DIEGO, CA 92154-7209

OTA MESA SDA PLANT
INSPECTION STATION
SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
PLANT HEALTH INSPECTION SERVICE											
	1234	2920	2,416	0	4440	9,776	0	9,776	9,776	0	24
Building Common		0	0	0	0	0	1903	1,903	1,903	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	1,016	0	0
Total		2,920	2,416	0	4,440	9,776	1,903	11,679	12,695	0	24
R Factor	1.194701309										
Special Spaces											
Laboratory	3,150	Garage	-	Lockers	624						
Holding Cell		- Showers	-	Vending	240						
				Food Prep							
Restroom		- Medical Break Rm			-						
Physical Fitness	144		282								
Conference		- Vault									
Firearms Simulator		- ADP									

Otay Mesa LPOE Needs Assessment Study

Line and Space, LLC 627 East Speedway Tucson, AZ 85705 (520) 623-1313
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3.0 Housing Plan

Thematic Report - SDA Plant Inspection Station

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	Spaces	Total (S Ft)	Space ID	Use Area
BREA	FDS	Special	123 USDA APHIS	2	282	resk lactation room	210 72
COMPUTER	TTO	O ice	123 USDA APHIS	1	80	server	80
CONSTRUCTION	CON	-----	CONSTRUCTION	1	1015 6		1015 6
CORR	CRH	Building Common	BUILDING COMMON	1	1523		1523
15 Estimated CUST	CST	Building Common	BUILDING COMMON	1	100	anitor	100
ELEC	MCH	Building Common	BUILDING COMMON	1	100		100
ENTRY LOBBY	TTO	Building Common	BUILDING COMMON	1	80	common entry	80
FITNESS CENTER	FIT	Special	123 USDA APHIS	1	1		1
LAB	LAB	Special	123 USDA APHIS	8	3150	Inspection Rm Treatment Rm Entomology La Ent Collection Plant Path/Bot Plant Collection Sample E tract Molecular Room	800 200 1000 300 50 200 80 120
LOADING DOC	INS	Storage	123 USDA APHIS	2	1536	Store ront dock receiving	38 1152
LOC ERS	PTL	Special	123 USDA APHIS	2	62	men s women s	312 312
MECH	MCH	Building Common	BUILDING COMMON	1	100		100
OFFICE	TTO	O ice	123 USDA APHIS	3	7 0	Con erence Huddle Room PIS Supervisor	00 160 180
OPEN OFFICE	TTO	O ice	123 USDA APHIS	2	2100	Identif ers O S uad Room	00 1200
STORAGE	INS	Storage	123 USDA APHIS	808		Common Stor Dirty Holding Clean Holding CITES Room	00 1 1 120
VENDING	FDS	Special	123 USDA APHIS	1	2 0		2 0
VEST	INS	Storage	123 USDA APHIS	1	72	vesti ulti	72

Common	1 03
123 O ice	2 20
123 Storage	2 16
123 Canopy	0
123 Special	0
unmark	1015 6 126 5

3.0 Housing Plan

Housing Plan - Ha Mat Commercial Lot

Proposed Housing Plan

PASEO INT'L-OTA MESA
 SAN DIEGO, CA 92154-7209

OTA MESA HA MAT
 SAN DIEGO FIELD OFFICE (CA)

REXUS (Space table) data through 01/24/2017

Agency Bureau Name	Agency Bureau Code	Office SF	Storage SF	Canopy SF	Special SF	Total SF	Bldg Common	Total RSF	Total GSF	Outside Par ing	Inside Par ing
DHS OFFC OF THE SEC - DHS-CBP FIELD OPERATIONS FACILITIES	7071	160	400	14,000	65	14,625	0	14,625	14,625	0	3
Building Common		0	0	0	0	0	606	606	606	0	0
Building Joint Use		0	0	0	0	0	0	0	0	0	0
Unmarketable		0	0	0	0	0	0	0	107		
Total		160	400	14,000	65	14,625	606	15,231	15,338	0	3
R Factor	1.041401709										
Special Spaces											
Laboratory		-	Garage	-	Lockers	-					
Holding Cell		-	Showers	-	Vending	-					
					Food						
Restroom	65	Medical	-	Prep	-						
Physical Fitness		-	Break Rm	-							
Conference		-	Vault	-							
Firearms Simulator		-	ADP	-							

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3.0 Housing Plan

Thematic Report - Ha Mat Commercial Lot

ROOM NAME	SPACE TYPE	SPACE CATEGORY	AGENCY	Spaces	Total (SqF)	Space ID	Usable Area
HA MAT (Import Lot)					15,338 sf		
CANOPY	INS	Canopy	7071 DHS CBP	2	14000		
						Dock Canopy Containment	12000
							2000
CONSTRUCTION	CON	-----	CONSTRUCTION	1	107		
10% estimated							107
CORR.	CRH	Building Common	BUILDING COMMON	1	161		
15% Estimated							160.5
CUST.	CST	Building Common	BUILDING COMMON	1	15		
						Janitor	15
ELEC.	MCH	Building Common	BUILDING COMMON	2	280		
						Lan/Data	200
						Elec Closet	80
MECH.	MCH	Building Common	BUILDING COMMON	1	150		
							150
OPEN OFFICE	TTO	Office	7071 DHS CBP	1	160		
						Agent Wksts	160
PRIVATE TOILET	PTL	Special	7071 DHS CBP	1	65		
						TTEC staff RR	65
STORAGE	INS	Storage	7071 DHS CBP	4	400		
						Response Equip	400
	Common	606					
	7071 Office	160					
	7071 Storage	400					
	7071 Canopy	14000					
	7071 Special	65					

4.0 Programming

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4.0 Programming

4.1 Program

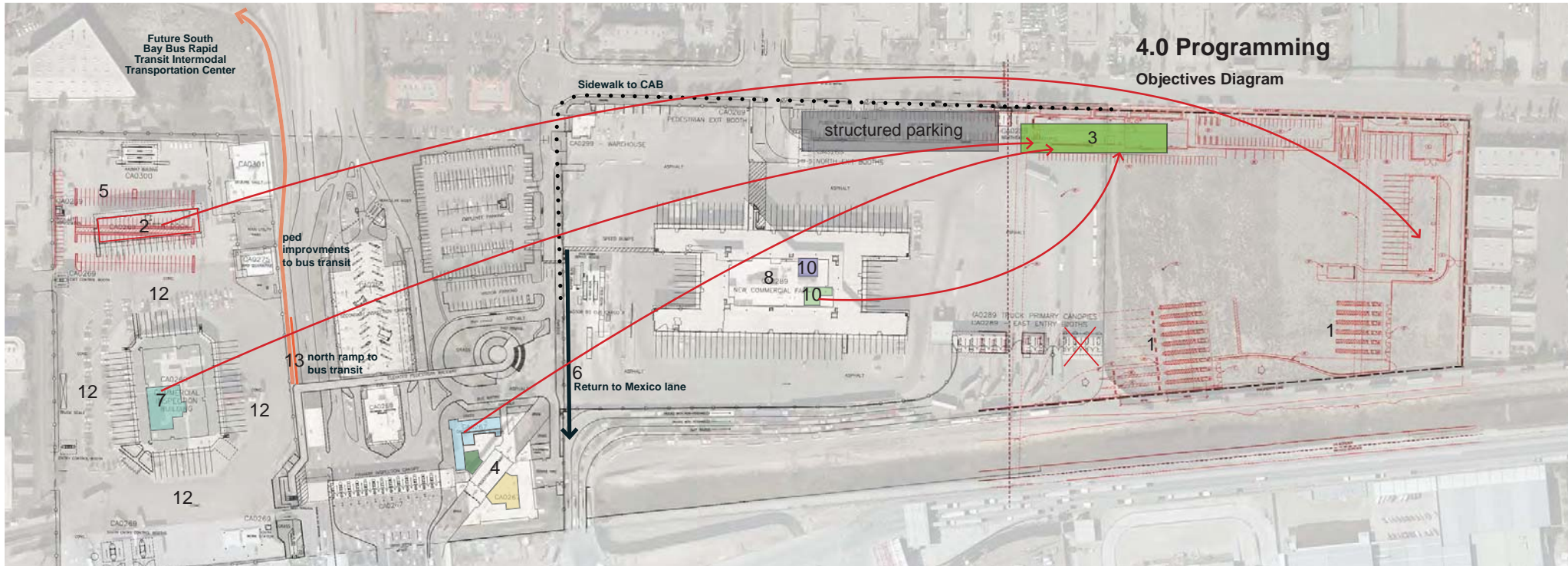
The following program was determined by participants in two programming workshops at the Otay Mesa Land Port of Entry. The program is organized into objectives listed in order of priority from highest to lowest. The diagram on the following page demonstrates those objectives in the context of the Otay Mesa LPOE site plan.

Space requirements were determined by workshop participants and the 2013 Land Port of Entry Design Standard as well as the 2010 design.

Otay Mesa LPOE Needs Assessment Study

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4.0 Programming Objectives Diagram



Objectives

1. New commercial import primary and exit booths
2. Relocation of commercial import hazmat to the import lot
3. New Commercial Annex Building to house FDA, TTEC (SENTRI, FAST and Global Entry) CBP, and I-94 Processing
4. Relocate SENTRI and I-94 Processing from the existing pedestrian building to the new CAB and backfill the space in the Main Building with additional inbound pedestrian booths and detention
5. Commercial Export surface parking
6. Dedicated return to Mexico Lane
7. Expand CAB program to relocate Fines, Penalties, and Forfeitures (FP&F) paralegal staff from Commercial Export Building and backfill vacated space with CBP Regional Training Center
8. Existing Commercial Import Building interiors refresh
9. Correction of deficiencies in existing buildings related to building systems, security, and other LPOE Design Guide requirements.
10. Backfill areas vacated by FDA and USDA in Commercial Import Building
11. Energy and water-efficiency improvements to existing building, including stretch goals for sustainable building performance
12. Replace existing asphalt pavement in the commercial export lot with concrete pavement to be in conformance with current LPOE Design Guide requirements.
13. Pedestrian Access Improvements from the Otay Mesa LPOE to the South Bay Bus Rapid Transit ITC

*Areas shown in red taken from 2010 Modernization Plan



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1. Net commercial import primary and exit footprints

Commercial inspection

All requirements in LPOE Design Guide Program

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)
Primary Commercial Inspection Booth	75 s		300 s	- s
Primary Commercial Inspection Booth Canopy	875 s		3,500 s	- s
Hammat Inspection Booths	75 s	2	150 s	- s
Hammat Inspection Booth Canopy	875 s	2	1,750 s	- s
Non-Laden Booths	75 s	3	225 s	- s
Non-Laden Canopy	875 s	3	2,625 s	- s
Commercial Lot Exit Control Booth	36 s	6	216 s	- s
Commercial Lot Exit Control Canopy	750 s	6	4,500 s	- s
Circulation (Exit Area Only)		25	1,175 s	- s
Total Net Area			14,441 s	0 s

Comments

Changed from 80 s to 75 s 1/ /17

Changed from 80 s to 75 s 1/ /17

Changed from 80 s to 75 s 1/ /17

Changed from 8 s to 36 s 1/ /17

Added 1/ /17

Booths are pre-fabricated metal structures to conform to UL-752- 5 Level 3 or bullet resistance and ASTM F1233 Class 3 Level II forced entry resistance See Appendix D in LPOE Design Guide for details

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Refer to LPOE Design Guide G 3.2 for inspection canopy requirements

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2. Relocation of commercial import area from the import lot from the export lot

New Hazardous Material Inspection Building

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Agent Workstations	80 s	2	160 s	- s	
Response Equipment Storage	00 s	1	00 s	- s	
LAN/Data/Voice Equipment Room	200 s	1	200 s	- s	Changed from 120s to 200s 1/ /17
Restroom	65 s	1	65 s	- s	Changed from 2 to 1 1/ /17
Circulation		25	206 s	- s	Added 1/ /17
Sanitor Closet	15 s	1	15 s	- s	Added 1/ /17
Mechanical Room	1 s	150	150 s	- s	Added 1/ /17
Electrical Closet	1 s	80	80 s	- s	Added 1/ /17
Circulation		25	61 s	- s	Added 1/ /17
Total Net Area			1,333 s	0 s	

Hazardous Material to be Demolished in Export

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Existing Hazardous Material Docks	s	1	- s	11,211 s	Areas from existing site plan
Existing Hazardous Material Dock Canopy	s	2	16,150 s	0 s	
Total Net Area			16,150 s	11,211 s	

New Hazardous Material Site

Requirements in LPOE Design Guide Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Hazardous Material Containment Area with Canopy	2,000 s	1	2,000 s	- s	
Emergency Generator Yard	- s	1	- s	1,250 s	with backup generator for whole import lot (including CIB CAB)
Dock Booth	8 s	1	8 s	- s	
Hazardous Material Docks	- s	1	- s	8,800 s	8 docks at 1100s ea
Hazardous Material Dock Canopy	1,500 s	8	12,000 s	- s	8 units at 1500s ea
Total Net Area			14,008 s	10,050 s	

Summary Totals

Program	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Hazardous Material Inspection Building	1,338 s	0 s	
Hazardous Material Site	14,008 s	10,050 s	
Total Net Area	15,346 s	10,050 s	

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Otay Mesa LPOE Needs Assessment Study

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3. New Commercial Annex Building to house A EC SEN AS and Local Entry CBP P paralegal and 4 Processing

Shared Spaces

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Officer Work Station/ o Options	80 s	1	80 s	- s	Contractor Station - Added 1/ /17
CBP Officer Supervisor/Chief SENTRY	150 s	1	150 s	- s	dedicated Supervisor Office - Added 1/ /17
Cashiers	80 s	2	160 s	- s	
Public Counters	0 s	16	60 s	- s	From 2 to 16 (1 in person, 2 online) 7/25/16
Waiting Area	0 s	10	00 s	- s	From 1800 to 00s 7/25/16 (0 TTEC, 50 I)
Gym -- Fitness Center	1,000 s	1	1,000 s	- s	Area based on existing Pedestrian Bldg gym
Public Restroom Female	300 s	1	300 s	- s	estimation based on 2010 design (5 stall)
Public Restroom Male	300 s	1	300 s	- s	estimation based on 2010 design (5 stall)
Station Restroom Female	300 s	1	300 s	- s	estimation based on 2010 design (5 stall)
Station Restroom Male	300 s	1	300 s	- s	estimation based on 2010 design (5 stall)
Small Conference Room	200 s	1	200 s	- s	10 people
Large Conference Room	600 s	1	600 s	- s	AV equipped
Circulation		25	1,233 s	- s	Added 1/ /17
Total Net Area			133 s	s	

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**3. New Commercial Annex Building to house AEC SEN AS and Local Entry
CBP Paralegal and 4 Processing**

Proposed Traveler Enrollment Center

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Supervisor Office	150 s	1	150 s	- s	2 workstations
Offices/Work Area	150 s	3	50 s	- s	added 1 1/ /17 (2 SENTRI, 1 FAST)
Queueing Area	18 s	5	0 s	- s	From 80s to 0s 1/ /17
Interview Room	100 s	2	200 s	- s	From 80s ea to 100s ea 1/ /17
Online Interview Room/Station	80 s	1	80 s	- s	
Analysis and Processing Work Area/Biometric	80 s	2	160 s	- s	
Call Center Work Area/PIV/Open Office	80 s	12	60 s	- s	Changed 1/ /17 from 8 to 12 total
LAN/DATA/Voice Equipment Room	200 s	1	200 s	- s	From 180s to 200s 1/ /17
Printer/Facility Area	0 s	1	0 s	- s	
Copier/Shredder Area	100 s	1	100 s	- s	
Files and Storage	80 s	2	160 s	- s	From 150 to 160s 1/ /17
Staff Restroom	60 s	1	60 s	- s	From 65s to 60s 1/ /17
PIV Station/Counter Positions	0 s	2	80 s	- s	From 1 to 2 stations 1/ /17
Circulation		25	683 s	- s	Added 1/ /17
Total Net Area			3 413 s	s	

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**3. New Commercial Annex Building to house A EC SEN AS and local Entry
CBP P paralegal and 4 Processing**

4 Processing

<i>Program</i>	<i>Area/Unit (sf)</i>	<i># Units</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>	<i>Comments</i>
Supervisor Office	150 s	1	150 s	- s	
Temporary Holding Cells	100 s	3	300 s	- s	
Printer/Facility Area	0 s	1	0 s	- s	
Storage (office supply)	150 s	1	150 s	- s	
Circulation		25	160 s	- s	Added 1/ /17
Total Net Area			660 s	0 s	

Otay Mesa LPOE Needs Assessment Study

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**3. Ne Commercial Annex Building to ouse A EC SEN AS and lo al Entry
CBP P paralegal and 4 Processing**

Customs Border Protection

<i>Program</i>	<i>Area/Unit (sf)</i>	<i># Units</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>	<i>Comments</i>
Supervisor Office	150	1	150 s	- s	
Break Room	200	1	200 s	- s	Changed from 300s to 200s 1/ /17
Union Office	150	1	150 s	- s	Changed from 100s to 150s 1/ /17
Mail Room / Broker Boes	60	1	60 s	- s	roker oes ace to pu lic - Area from LPOE Design Guide
Locker Room (Male)	1	18	252 s	- s	Changed from 360s to 252s 1/ /17
Locker Room (Female)	1	8	112 s	- s	Added 1/ /17
Equipment Room (Radio/RVS)	125	1	125 s	- s	
LAN/DATA/Voice Equipment Room	200	2	400 s	- s	From 0s to 00s 1/ /17
Security Booth	80	1	80 s	- s	taken from 2010 Design
Watch Tower / CASC Center	00	1	00 s	- s	taken from 2010 Design
Watch Commander	150	2	300 s	- s	Added 1/26/17
Branch Chiefs Offices	150	2	300 s	- s	taken from 2010 Design
Storage	00	1	00 s	- s	
Lactation Support Room	60	1	60 s	- s	Added 1/ /17
Circulation		25	757 s	- s	Added 1/ /17
total Net Area			3 s	s	

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**3. New Commercial Annex Building to house A EC SEN AS and local Entry
CBP Paralegal and 4 Processing**

Lines Penalties or eitures

<i>Program</i>	<i>Area/Unit (sf)</i>	<i># Units</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>	<i>Comments</i>
PF F O icer/ Supervisor O ice	150	1	150 s	- s	
Sei ed Property Specialist Work Areas	80	8	6 0 s	- s	Added 1/ /17
Second Line Supervisory Paralegal Specialists	150	2	300 s	- s	o ices
First Line Supervisory Paralegal Specialists	150		600 s	- s	o ices
Paralegal Specialist Sta Work Area	80	16	1,280 s	- s	
CBP Technicians Work Area	80	2	160 s	- s	
Contract Employees Work Area	80	2	160 s	- s	
Intelligence BP Special Agent Work Area	80	1	80 s	- s	
Copier/Print Area	80	16	1,280 s	- s	
File Storage	2,000	1	2,000 s	- s	assumed per station in Work Area is in e isting PF F
Counter/Waiting Area	0	2	80 s	- s	Based on current indoor storage Assume taller, collapsi le
O ice Supply storage	200	1	200 s	- s	From 50s to 2 0s 1/ /17
Circulation		25	1,733 s	- s	Added 1/ /17
otal Net Area			3 s	s	

Otay Mesa LPOE Needs Assessment Study

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**3. New Commercial Annex Building to house AEC SEN AS and Local Entry
CBP Paralegal and 4 Processing**

Food and Drug Administration

<i>Program</i>	<i>Area/Unit (sf)</i>	<i># Units</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>	<i>Comments</i>
Supervisor office	150 s	3	50 s	- s	from 2010 design Per GSA 6/23/16 FDA approved areas
Compliance Officer offices	150 s	5	750 s	- s	
Consumer Safety Tech workstation	85 s		30 s	- s	
Consumer Safety Officer workstation	66 s	30	1,800 s	- s	
Visiting Safety Officer workstation	36 s	3	108 s	- s	
Conference Room	700 s	1	700 s	- s	
Data/LAN equipment room	800 s	1	800 s	- s	
Break Room	100 s	1	100 s	- s	
Copier/ Shredder workstation	100 s	1	100 s	- s	
Printer/Fax Area	250 s	1	250 s	- s	
High Density Storage Area	100 s	1	100 s	- s	
Public Waiting	250 s	1	250 s	- s	
Storage	250 s	1	250 s	- s	
	Circulation	25	1,567 s	- s	
Total Net Area			3 s	s	

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**3. New Commercial Annex Building to house AEC SEN AS and local Entry
CBP Paralegal and 4 Processing**

Building Support

<i>Program</i>	<i>Area/Unit (sf)</i>	<i># Units</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>	<i>Comments</i>
Electrical Switchgear Room	120	1	120 s	- s	Added 1/ /17
Emergency Generator	200	1	200 s	- s	Added 1/ /17
Mechanical Room	1,500	1	1,500 s	- s	Added 1/ /17
Electrical Room	600	1	600 s	- s	Added 1/ /17
Electrical Closet	80	2	160 s	- s	Added 1/ /17
Sanitor Closet	15	3	5 s	- s	Added 1/ /17
Circulation		25	656 s	- s	
Total Net Area			3 2 1 s	s	

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3. New Commercial Annex Building to house AEC SEN AS and Local Entry CBP Parallel and 4 Processing

Structured Parking

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)
Parking Structure	350	25	s	0.650 s
Total Net Area			s	0.0 s

Comments

This number includes parking requirements for CAB, CIB, PIS, FMCSA, and Ha mat Structure will replace existing 80 space surface. Assume 3 level structure with separate entrances for public vs state.

Parking Calculations based on code requirements

CAB	136
CIB	68
USDA PIS	2
Ha mat	3
code required	231
Visitors	28
TOTAL	25

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**3. New Commercial Annex Building to house AEC SEN AS and
 Global Entry CBP Passport Processing**

Side al mprovements

<i>Program</i>	<i>Area/Unit (sf)</i>	<i># Units</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>
Sidewalk Improvements			- s	8,000 s
	total Net Area		s	000 s

Comments

1600 ft long stretch of sidewalk, to be widened with updated lighting and vegetation- assumed 5

**3. New Commercial Annex Building to house A EC SEN AS and
 Total Entry CBP P paralegal and 4 Processing**

Summary Totals

<i>Programmed Zones</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>
Shared Spaces	6,163 s	- s
Trusted Traveler Enrollment Center	3,133 s	- s
1- Processing	800 s	- s
Customs Border Protection	3,786 s	- s
Fines, Penalties, Forfeitures	8,663 s	- s
Food and Drug Administration	7,835 s	- s
Building Support	3,281 s	- s
Structured Parking	- s	0,650 s
Sidewalk Improvements	- s	8,000 s
Total Net Area	33,400 s	8,650 s

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4. Relocate SEN and 4 Processing rooms to the existing pedestrian building to the new Commercial Annex Building and allocate space in additional in round pedestrian footings and detention

Detention and Holding remodel

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
CBP Officer Supervisor Office	150 s	1	150 s	- s	Shared office with 2 cubicles
CBP Officer Workstation	80 s		320 s	- s	Changed 300 to 320s 1/ /17
Identification/Fingerprinting/ IDENT/ IAFIS	80 s	3	20 s	- s	Counter spaces
Violator Waiting Area	100 s	10	1,000 s	- s	Changed 100s to 1000s 1/ /17
Interview Rooms	80 s		320 s	- s	(Possible 1 or ICE)
Isolation Holding Room (runner room)	100 s	1	100 s	- s	Changed room 85 to 100s 1/ /17
Holding Rooms	100 s		00 s	- s	Changed room 85s to 100 s 1/ /17
Holding Room (male)	00 s	1	00 s	- s	3 Com o unit toilet/sink included -Holds 20 people - 20s /person
Holding Room (female)	00 s	1	00 s	- s	3 Com o unit toilet/sink included -Holds 20 people - 20s /person
Holding Rooms juvenile (UAC) male	100 s	1	100 s	- s	Holds 5 juveniles - assumed 20s /person
Holding Rooms juvenile (UAC) female	100 s	1	100 s	- s	Holds 5 juveniles - assumed 20s /person
Family Holding Room	600 s	1	600 s	- s	Holds 6 families
Family Holding Room Restroom	65 s	1	65 s	- s	Small Single Restroom
Violator Personal Property storage	80 s	2	160 s	- s	Changed room 150s 1/ /17
Food Prep/Supply/Storage Room	50 s		200 s	- s	Changed room 00s 1/ /17
Seizure Processing area	150 s	1	150 s	- s	
Document Handling Room/Copier/Shredder/Printer	10 s	1	10 s	- s	
Search Area	25 s	3	75 s	- s	5 ft long counter
Search Room	100 s	1	100 s	- s	Added 1/ /17
Counter Stations	0 s	15	600 s	- s	1 counter 10-15 ft long - From 50s to 0s 1/ /17
Staff Restroom (Male)	60 s	1	60 s	- s	Added 1/ /17
Staff Restroom (Female)	60 s	1	60 s	- s	Added 1/ /17
Sanitor Closet	15 s	3	5 s	- s	Added 1/ /17
Circulation		25	1,06 s	- s	Added 1/ /17
Sallyport	- s	1	- s	570 s	available area in existing exterior passage
Total Net Area			231 s	0 s	

Pedestrian Inspection remodel

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Cashier Station	80 s	1	80 s	- s	For I-3 payment - relocate existing
Waiting Area	300 s	1	300 s	- s	For 10-15 people
Pedestrian Inspection Booths	50 s	12	600 s	- s	Inspection lanes expanded from existing 6 To include -ray
Public Restroom (Male)	60 s	1	60 s	- s	Added 1/ /17
Public Restroom (Female)	60 s	1	60 s	- s	Added 1/ /17
Circulation		25	275 s	- s	Added 1/ /17
Total Net Area			1,335 s	0 s	

Summary Totals remodel

Programmed Zones	Total Area (Net sf)	Total Exterior Area (Net sf)	ES	MA	E	COS	43	11
Detention and Holding	7,231 s	570 s	ES	MA	E	OALCOS	H	10 22 44
Pedestrian Inspection	1,375 s	- s	MA	NS	AN	A	S	MEN S
Total Net Area	0 s	0 s						

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. Commercial Export Sur ace Par ing

Commercial Par ing

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)
Employee Sur ace Parking	180 spaces	180	- s	68,000 s
total Net Area			s	000 s
		ES MA E COS		0 000
		ES MA E O AL		1 43 21
		COS H MA NS		
		AN A S MEN S		

Comments

To replace existing ha mat docks. Parking count and area are estimates based on available space w/ ha mat container to remain.

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. return o Mexico Lane addition

added during workshop 1

Site or

<i>Program</i>	<i>Area /Unit</i>	<i># Units</i>	<i>Total Area (Net sf)</i>	<i>Total Exterior Area (Net sf)</i>
Return to Mexico Lane			- s	12,000 s
Retaining Walls			- s	1,600 l
total Net Area			s	12 000 s

Comments

E tends from Commercial Import Lot (estimating 15 width and 800 length)
 2 Retaining walls 800 (l not included in area total), Assume height

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Relocate paralegal Program from Commercial Export Building and do interior space reconfiguration to accommodate Export Building CBP Training Center

CBP Regional Training Center

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Training Supervisor Offices	100 s	3	300 s	- s	
Training Offices workstations	80 s		720 s	- s	
Training Storage	230 s	2	60 s	- s	(200s for simulator storage)
Weapons/Secure Storage	0 s		160 s	- s	
Weapons Cleaning Room	80 s	1	80 s	- s	
Weapons Support Storage	80 s	1	80 s	- s	
Training Room (tactical)	00 s	1	00 s	- s	
Computer Training Lab Instructor Area	80 s	1	80 s	- s	
Computer Training Lab support	600 s	1	600 s	- s	
Firearms Simulator	1,000 s	1	1,000 s	- s	From 800s to 1000s 1/ /17
Circulation		25	70 s	- s	Added 1/ /17
Electrical Closet	80 s	1	80 s	- s	Added 1/ /17
Janitors Closet	15 s	1	15 s	- s	Added 1/ /17
Circulation		25	2 s	- s	
Total Net Area			4 s	s	

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Only estimates cost of Commercial Export Building remodel

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. Existing Commercial Import Building interiors re res

To receive new paint, carpet, and tile

Commercial Import Building 42 000 S

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Carpet, tile, and paint upgrades	2,000 s	1	2,000 s	- s	estimated 1/2 floor area
total Gross Area			42 000 s	0 s	

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. Correction of deficiencies in existing buildings related to building systems and updated LPOE design guide requirements

Pedestrian Admin Building

Given by CBP July 8, 2016

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)
Bullet Resistive Glazing on south and west elevations	5,138 s	1	5,138 s	- s
Installation of HSPD-12 compliant access	s		- s	- s
Security upgrades to employee parking lot	6,000 s	1	s	6,000 s
Additional security cams along southern fence border	s		- s	- s
Installation/repair of fence sensors along south border	s		- s	- s
Repairs to south border fencing	s		- s	- s
New vehicle lift, security enclosure, lighting and cover	s		- s	- s
Upgrade existing PET area holding and processing	2,600 s	1	2,600 s	- s
Northbound Pedestrian improvement - Roll Road	s		- s	- s
Shade canopies for pedestrian pre-primary	8,000 s	1	8,000 s	- s
total Net Area			100,000 s	40,000 s

Comments

only interior remains (OB unutilized)

Commercial Import

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)
Traffic calming devices in approach ramp to Cargo Import	s		- s	- s
Active electronic way finding signage to booths or traffic	s		- s	- s
Bullet Resistive Glazing on all exterior sides	s		- s	- s
Emergency Generator upgrade/expansion	s		- s	- s
Enlarge Security Office at Commercial Import Bldg	s		- s	- s
Upgrade LAN system (add capacity)	s		- s	- s
Telephone line expansion (add capacity)	s		- s	- s
Fix Window seals	s		- s	- s
Improve Ped Booth screening (doorbell video technology)	s		- s	- s
Replace glazing on import and export booths	70 s	15	1,050 s	- s
Fix dock lighting for each dock space	s		- s	- s
Repair locks on booths (Currently ABUS locks)	s		- s	- s
Privacy fencing (perma hedge) on north and east side of lot	s		- s	- s
Additional repairs to incinerator to extend life	s		- s	- s
total Net Area			100,000 s	0 s

part of scope of project (under contract)

Is this at Commercial Import

8 docks

1721 linear feet

Is this at Commercial Import

Commercial Export

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)
Bullet Resistive Glazing on all exterior sides	s		- s	- s
Fix dock lighting at each dock space	s		s	s
total Net Area			s	s

60 docks - 26 used as commercial docks other used for parking

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10. Backfill areas vacated by A and S A in Commercial Import Building

Commercial Import Building Backfill

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Space vacated by FDA	1,810 s	1	1,810 s	- s	
Space vacated by USDA	1,180 s	1	1,180 s	- s	
Total Gross Area			2,990 s	0 s	
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11. Energy and Water Efficiency Improvements to Existing Buildings including stretch goals for sustainable building performance

Provide roof-mounted panels on CIB, Pedestrian Building, CAB, and shaded parking

Sustainable Updates

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Commercial Inspection Building PV			- s	18,000 s	Estimation of available roof area
Main Building PV			s	16,000 s	Estimation of available roof area
Commercial Annex Building PV			s	18,000 s	Estimation based on previous design
Water-efficiency improvements					
Shaded Parking structure			- s	20,000 s	Estimation based on previous design
Total Net Area			s	2 000 s	
<i>Grossing Factor @ 1.3</i>			- s	- s	
Total Gross Area			s	2 000 s	

Grossing factor calculates for structure and circulation

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12. Replace existing asphalt pavement in the Commercial Export lot with concrete pavement to be in conformance with current LPOE design guide requirements

Net Commercial Export Lot Paving

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Concrete Pavement	-	s	-	265,000	Area is an estimate based on site plan
Total Net Area			s	2,000	
			ES MA E COS	3,440,000	
			ES MA E O AL	324,220	
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13. Pedestrian Access Improvements from the Otay Mesa LPOE to the South Bay B C

Net Commercial Export Lot Paving

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)	Comments
Pedestrian Improvements	-	S	-	S	
Total Net Area			S	S	

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as given by GSA

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1. Net commercial import primary and exit footprints

Commercial inspection

All requirements in LPOE Design Guide Program

Program	Area/Unit (sf)	# Units	Total Area (Net sf)	Total Exterior Area (Net sf)
Primary Commercial Inspection Booth	75 s		300 s	- s
Primary Commercial Inspection Booth Canopy	875 s		3,500 s	- s
Hammat Inspection Booths	75 s	2	150 s	- s
Hammat Inspection Booth Canopy	875 s	2	1,750 s	- s
Non-Laden Booths	75 s	3	225 s	- s
Non-Laden Canopy	875 s	3	2,625 s	- s
Commercial Lot Exit Control Booth	36 s	6	216 s	- s
Commercial Lot Exit Control Canopy	750 s	6	4,500 s	- s
Circulation (Exit Area Only)		25	1,175 s	- s
Total Net Area			14,441 s	0 s

Comments

Changed from 80 s to 75 s 1/ /17

Changed from 80 s to 75 s 1/ /17

Changed from 80 s to 75 s 1/ /17

Changed from 8 s to 36 s 1/ /17

Added 1/ /17

Booths are pre-fabricated metal structures to conform to UL-752- 5 Level 3 or bullet resistance and ASTM F1233 Class 3 Level II or forced entry resistance See Appendix D in LPOE Design Guide for details

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Refer to LPOE Design Guide G 3.2 for inspection canopy requirements

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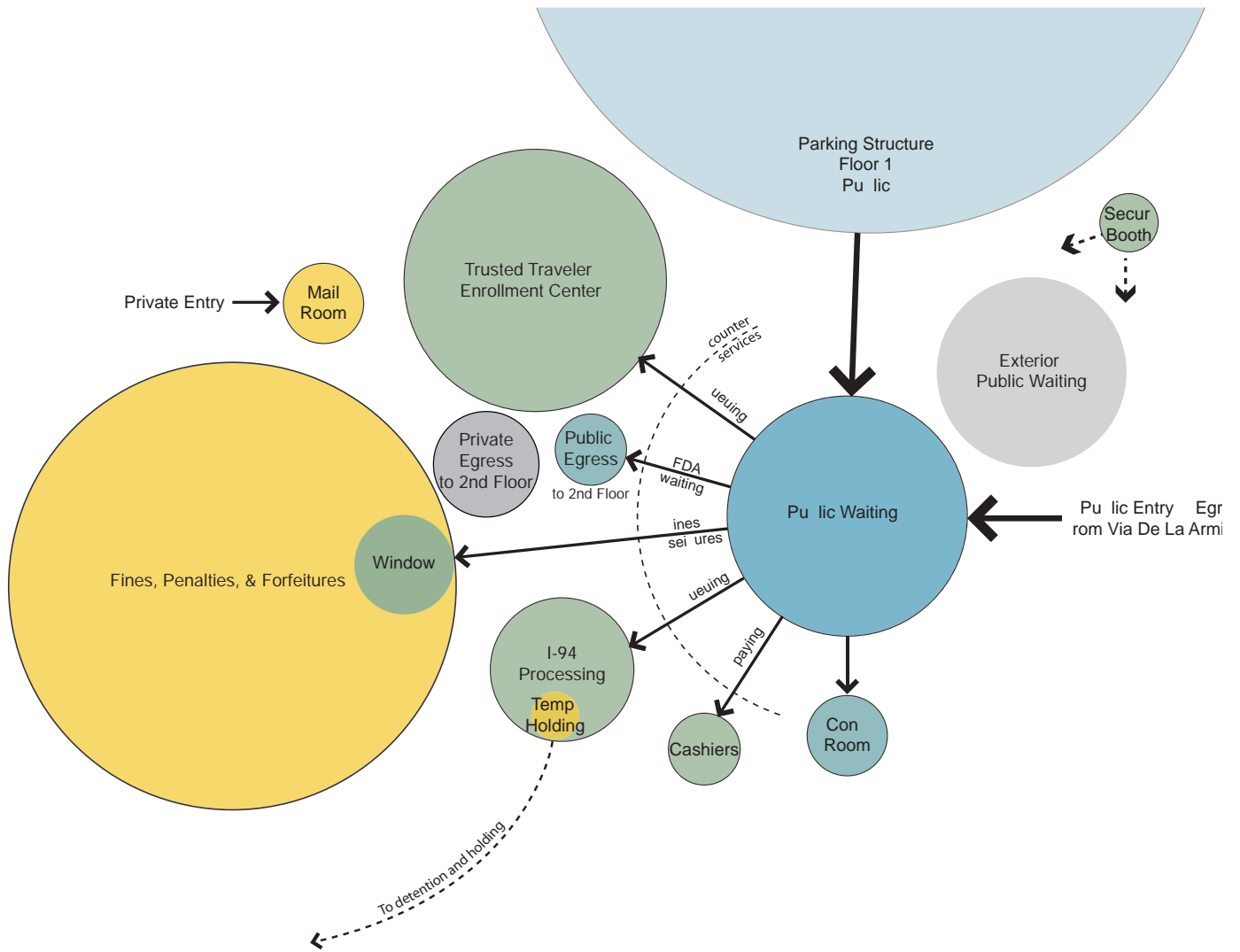
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4.0 Programming

4.2 Diagrams

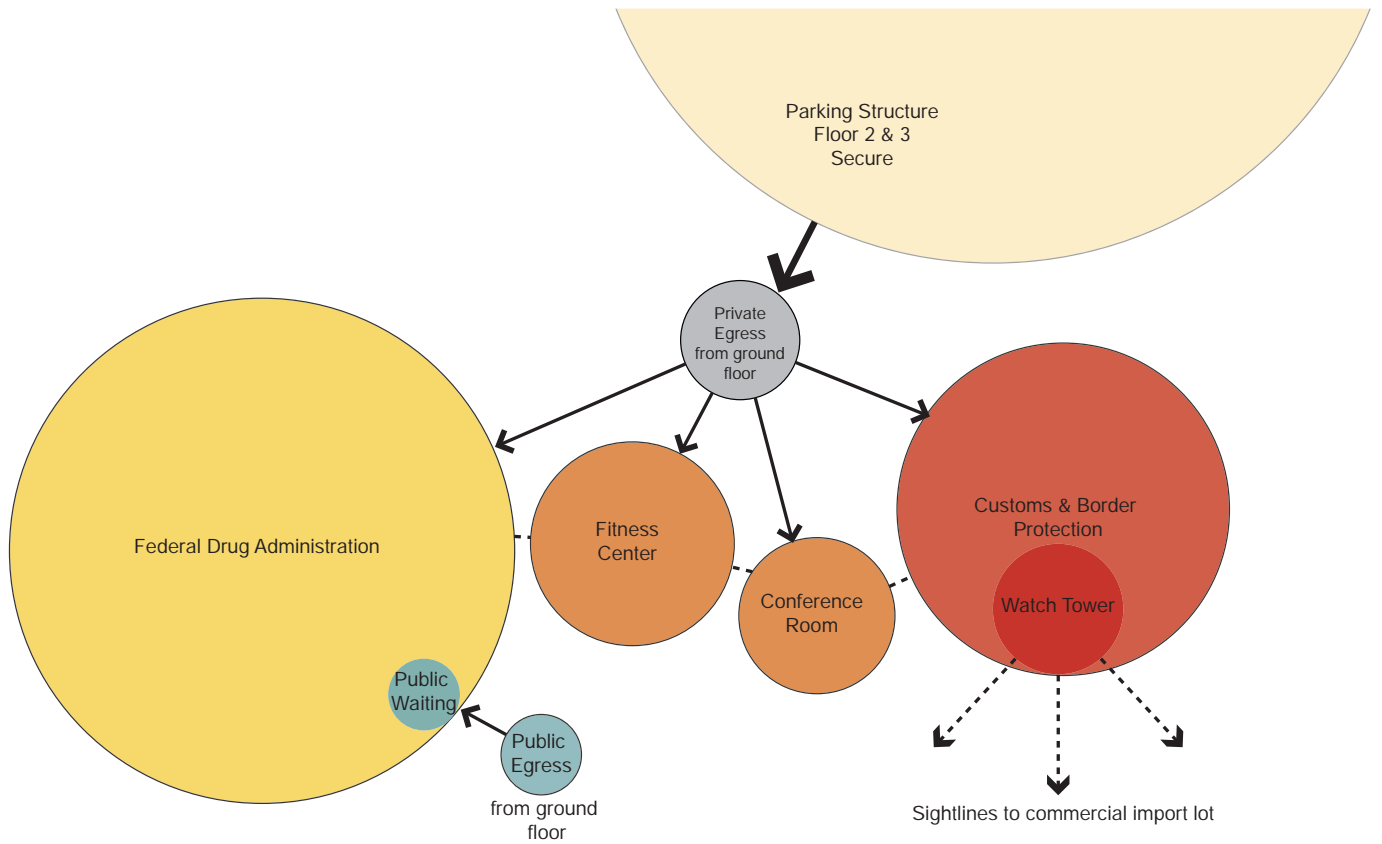


Commercial Annex Building Bu... Diagram
Floor 1

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4.0 Programming



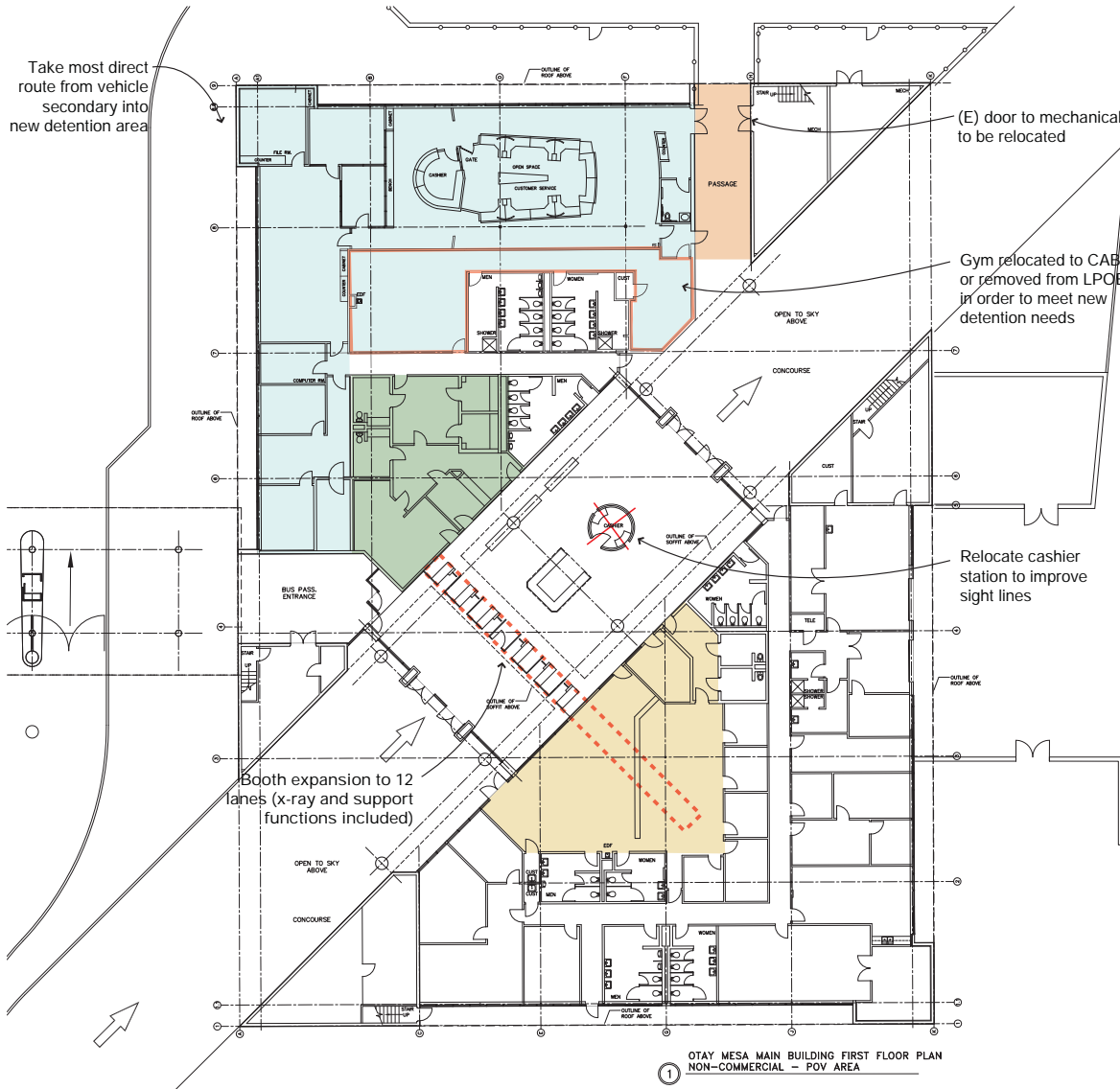
Commercial Annex Building Bu 1e Diagram
Floor 2

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4.0 Programming

Pedestrian Building Diagram



- New Vehicle sallyport
Existing area is approximately 570 sqft.
- Existing SENTRI processing and records and gym to be modified for new detention and holding area connected to new vehicle sallyport.
Existing area is approximately 6,480 sqft.
- Existing I-94 Permit processing to be modified to new soft secondary.
Existing area is approximately 1,500 sqft.
- Existing soft secondary to be modified to support new primary booths.
Existing area is approximately 2,180 sqft.

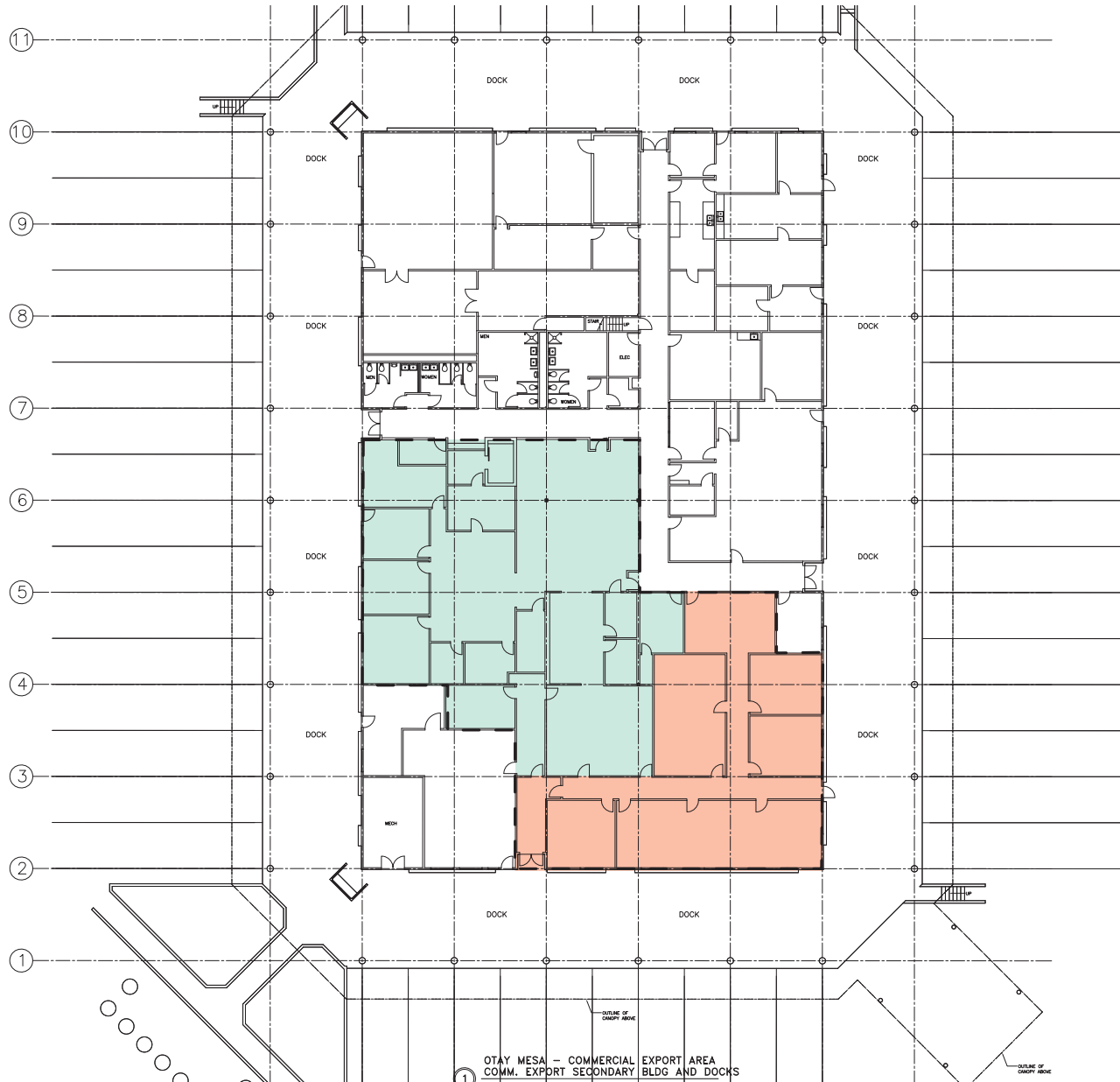


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4.0 Programming

Commercial Export Building Diagram



FP&F processing and records storage space to be relocated to CAB.

Space reconfigured for additional Training Center needs.

Area is approximately 5,900 sf.

Existing CBP Training area

Existing area is approximately 3,680 sf

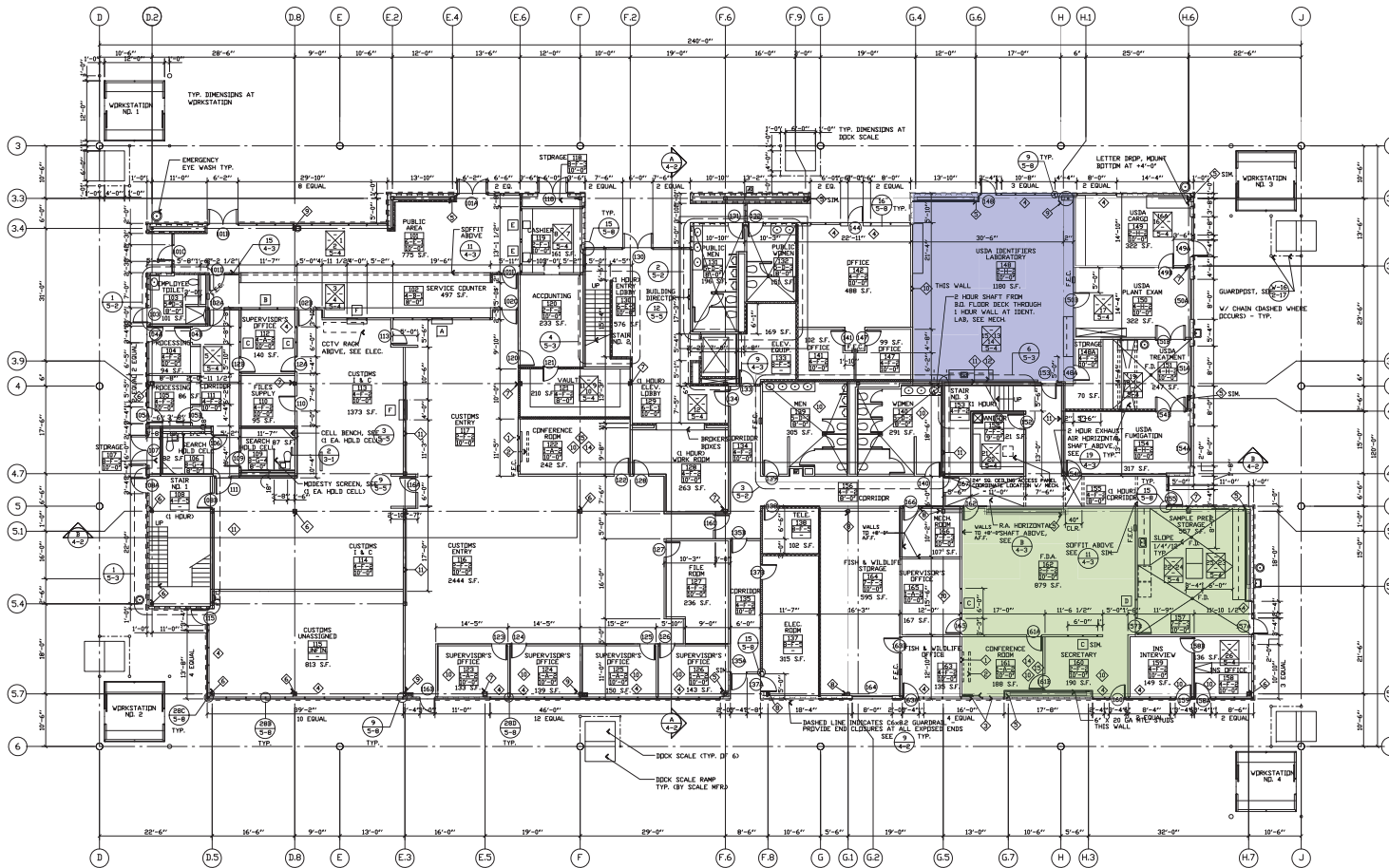
New Training Center
Available 9,580 sf
Programmed 4,969 sf

New Training Center is to include existing training area and vacated FP&F areas. It is undetermined whether some existing training areas will be remodeled/replaced by spaces of the new Training Center.



4.0 Programming

Commercial Import Building Diagram Level 1



Existing USDA Plant Inspection Station to be moved to standalone building.

Space to be backfilled by CBP.

Area is approximately 1,180 sqft.

Existing FDA to be relocated to Commercial Annex Building.

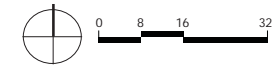
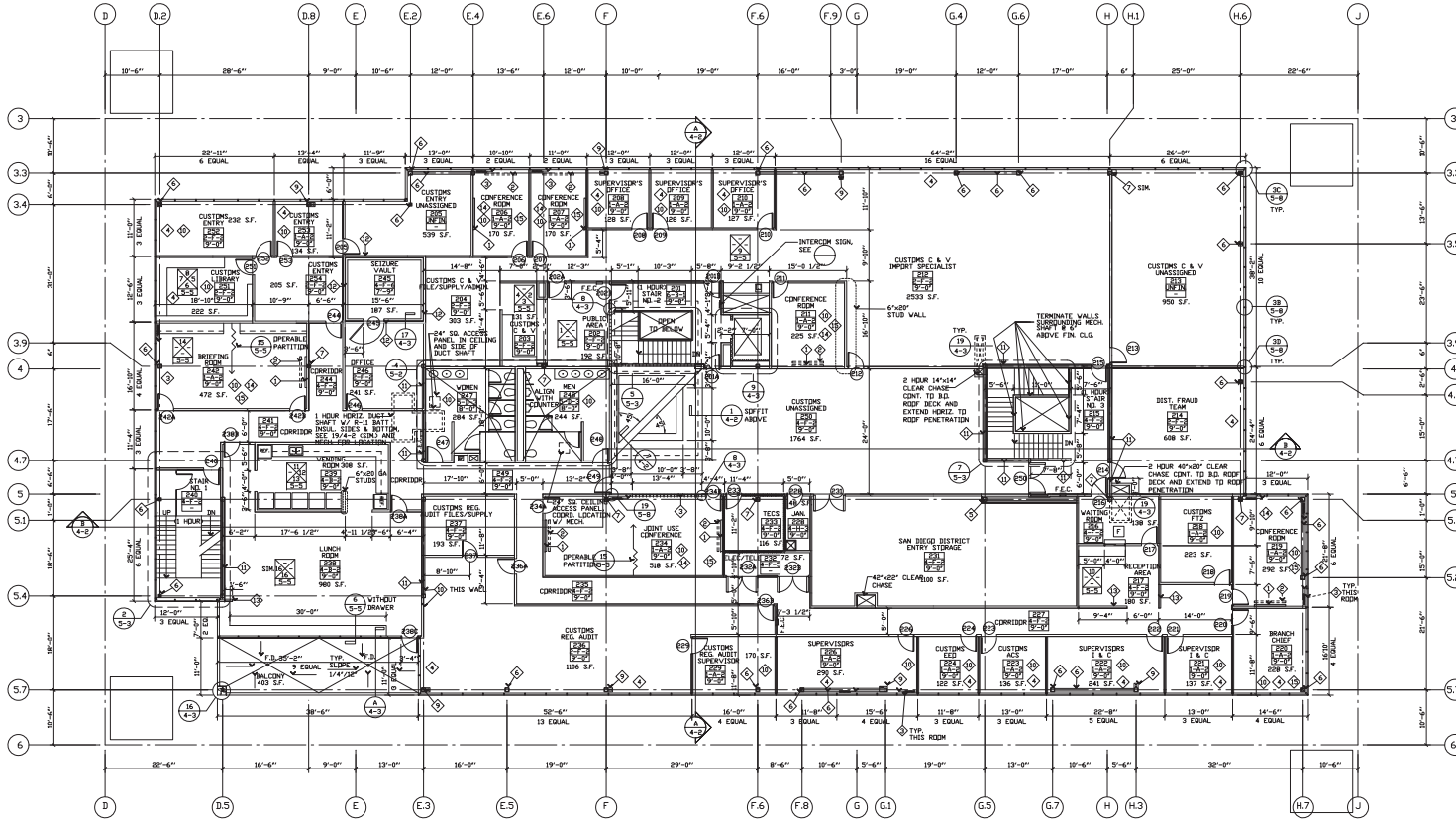
Space to be backfilled by CBP.

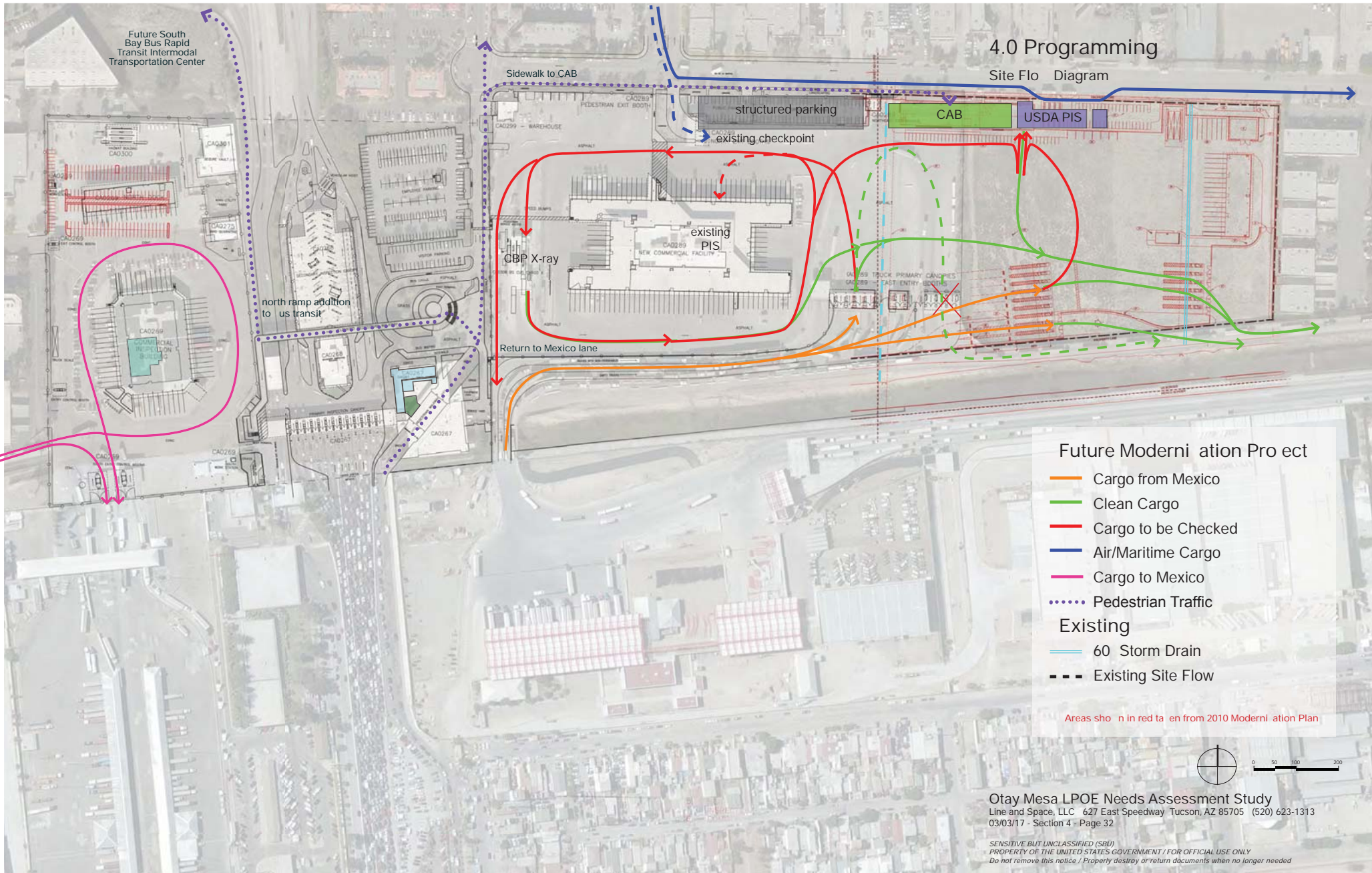
Area is approximately 1,850 sqft.

4.0 Programming

Commercial Import Building Diagram Level 2

Scope of work on Commercial Import Building Level 2 is limited to update of interior finishes and various deficiencies as defined in the program document.





4.0 Programming

Site Flo Diagram

Future Modernization Project

- Cargo from Mexico
- Clean Cargo
- Cargo to be Checked
- Air/Maritime Cargo
- Cargo to Mexico
- ⋯ Pedestrian Traffic
- Existing
- 60" Storm Drain
- - - Existing Site Flow

Areas shown in red taken from 2010 Modernization Plan

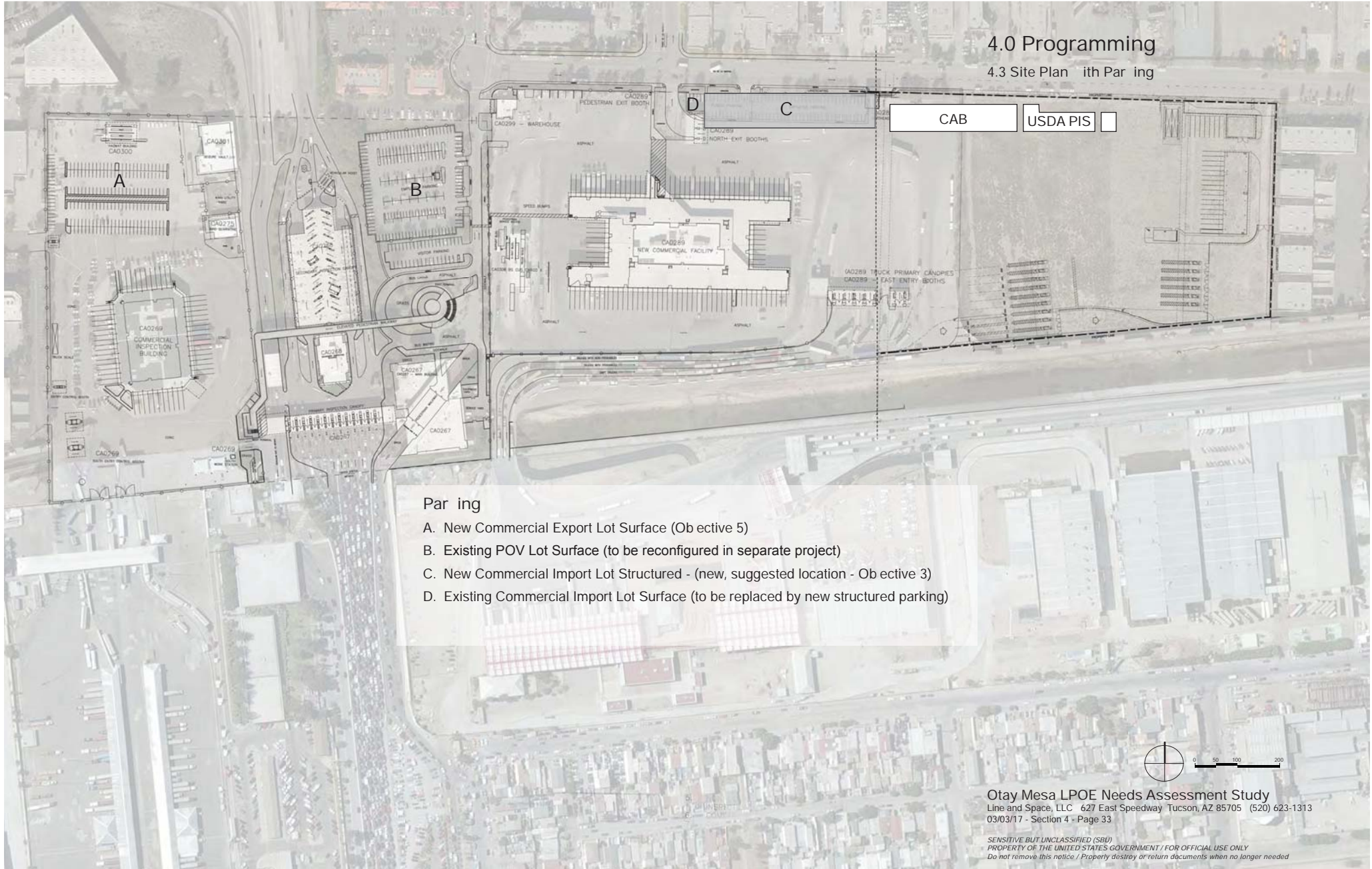


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4.0 Programming

4.3 Site Plan with Parking



Parking

- A. New Commercial Export Lot Surface (Objective 5)
- B. Existing POV Lot Surface (to be reconfigured in separate project)
- C. New Commercial Import Lot Structured - (new, suggested location - Objective 3)
- D. Existing Commercial Import Lot Surface (to be replaced by new structured parking)

4.0 Programming

4.4 Parking Counts

The parking counts are as follows

	Employee spaces	Visitor spaces
Commercial Export Lot		
new surface parking	180	0
existing surface parking	92	0
POV Lot		
existing surface parking	181	39
Commercial Import Lot		
new parking structure	151	80
existing surface parking at bldg.	22	0
Totals	626	119

The 3-level parking structure to replace existing 80 space surface lot (23 visitor spaces and 57 employee spaces)

Commercial Import parking spaces as determined by code

Commercial Annex Building	136
Commercial Import Building	68
USDA PIS	24
Hazmat	3
Total	231

NOTE: Parking requirements for Commercial Import lot were calculated based on code using building area and general zoning. A more accurate count should be calculated with actual employee numbers at Otoy Mesa LPOE.

Otoy Mesa LPOE Needs Assessment Study

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4.0 Programming

4.5 Room Data Sheets (for rooms not documented in 2014 LPOE Design Guide)

Category Customs & Border Protection (in CAB)

Space Name Watch Tower Size 400 sf

Users Staff 3 CBP Officers Type Office Amount 1

Function

Provides CBP Cargo officers with expansive view over commercial import lot.
(Taken from 2010 Design)

Furnishings Equipment

Refer to 2014 LPOE Design Standard Room ADM-026 - Chief CBP Officer's Office for specifications on doors, finishes, and mechanical requirements.

Substitute flooring with FF-04 VCT (Resilient Vinyl Composition Tile)

Substitute CBP Provided Equipment with

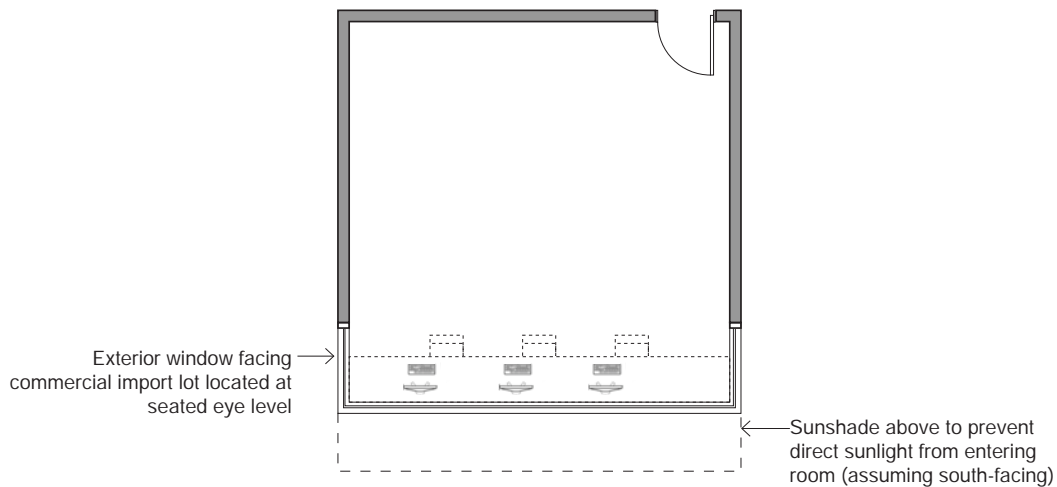
- long desk suitable for 3 seated officers, lateral file
- 3 Task chairs
- 3 computers, printer, 3 telephones, facsimile, Monitor connected to BSDP/CASC

Access

Access to Branch Chief Offices
Near Break Room

Critical Issues and General Requirements

Officers must maintain unobstructed sight lines in three directions
Room must be located on second level or above



Otay Mesa LPOE Needs Assessment Study

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4.0 Programming

Category Trusted Traveller Enrollment Center (in CAB)

Space Name PIV Station Size 40 sf

Users Staff 2 CBP staff Type Office Amount 1

Function

Small Personal Identity Verification office/station used for CBP Officer intake. (As requested by CBP at programming workshop)

Furnishings Equipment

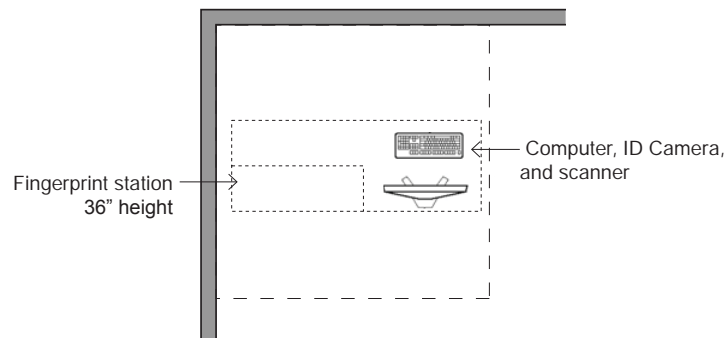
Fixed: Desk, fingerprint counter: SS, 36" high x 12" deep,
CBP Provided: Computer, fingerprinting equipment, ID Camera equipment

Agency

Can be located within office
Secure from public

Critical Issues and General Requirements

Refer to LPOE Design Standard 2014: PPS-001-Biometric Identification Station for electrical and other specifications.



Otay Mesa LPOE Needs Assessment Study

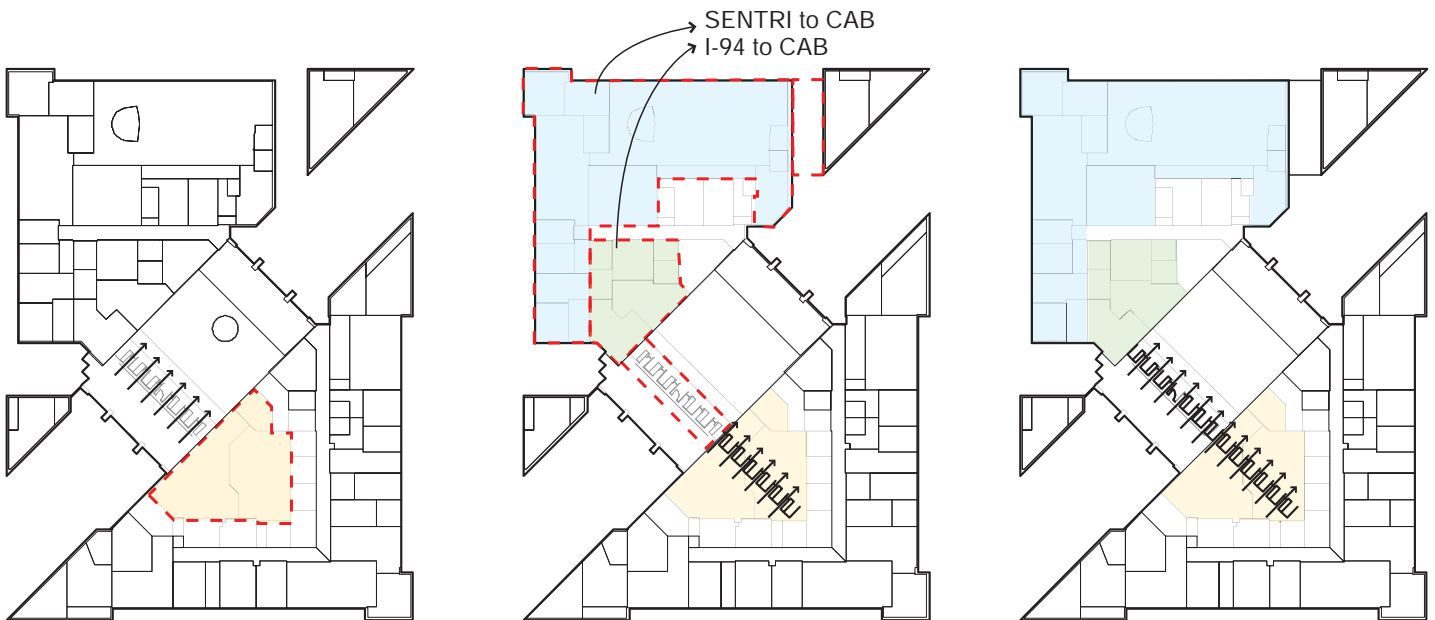
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4.0 Programming

4.6 Temporary staging space requirements

The project phasing schedule should be able to be created such that agencies will not require temporary housing. New facilities should be built prior to backfill work in order to reduce the amount of relocation. Minor displacement may occur in spaces receiving an interior refresh (Objective 8) in the Commercial Import Building as well as bullet-resistant glazing upgrades (Objective 9) to the Main Building, Commercial Export Building, and Commercial Import Building.

The diagrams below describe a proposal for phasing Main Building construction (supposing Objective 3 and 4 are completed).



Phase 1 Existing soft secondary (currently unused) closes for renovation to become additional pedestrian lanes (Objective 4).

Phase 2 After completion of new Commercial Annex Building (Objective 3), SENTRI and I-94 Processing are relocated. Vacated spaces become new detention and holding and soft secondary with new sallyport. Existing lanes close for remodel after new lanes (6 total) open.

Phase 3 New detention center, soft secondary, sallyport, and pedestrian lanes (12 total) open.

Otay Mesa LPOE Needs Assessment Study

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APPENDIX B: OTAY MESA LPOE EIS FINAL SCOPING REPORT

Otay Mesa Land Port of Entry Environmental Impact Statement Final Scoping Report

Prepared for:



General Services Administration
50 United Nations Plaza
San Francisco, CA 94102-4912

Submitted by:



Solv LLC
8201 Greensboro Drive, Suite 700
McLean, VA 22102

May 2018

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ACRONYMS AND ABBREVIATIONS

APHIS	Animal and Plant Health Inspection Service
CAB	Commercial Annex Building
CBP	Customs and Border Protection
CFR	Code of Federal Regulations
CEQ	Council on Environmental Quality
DEIS	Draft Environmental Impact Statement
EIS	Environmental Impact Statement
FAST	Free and Secure Trade
FDA	Food and Drug Administration
FP&F	Processing, and Fines, Penalties, and Forfeitures
HVAC	Heating, ventilation, and air conditioning
GSA	General Services Administration
LEED	Leadership in Energy and Environmental Design
LED	Light emitting diode
LPOE	Land Port of Entry
Mph	Miles per hour
NAAQS	National Ambient Air Quality Standards
NEPA	National Environmental Policy Act
NOI	Notice of Intent
POV	Privately-owned vehicle
PSA	Public Service Announcement
SENTRI	Secure Electronic Network for Travelers Rapid Inspection
SANDAG	San Diego Association of Governments
USC	United States Code
USDA	U.S. Department of Agriculture
WNV	West Nile Virus

1.0 INTRODUCTION

The United States General Services Administration (GSA) is preparing an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry (LPOE) as required by the National Environmental Policy Act (NEPA) of 1969 (42 United States Code [USC] 4321-4347), the Council on Environmental Quality (CEQ) Regulations for Implementing the Procedural Provisions of NEPA (40 Code of Federal Regulations [CFR] 1500-1508), and the GSA Public Building Service's NEPA Desk Guide.

GSA conducted public scoping and held a scoping meeting as part of the NEPA process associated with the development of the EIS. This report describes the project (i.e., background, project location and facilities, proposed action and alternatives) and public scoping meeting, provides scoping materials used, and summarizes the public comments received during the public scoping period held from February 8-23, 2018. This document also includes the following nine appendices:

- Appendix A: *Federal Register* Notice
- Appendix B: Newspaper Affidavits
- Appendix C: Letter to Interested Parties
- Appendix D: Advertising on Radio Stations and Social Media
- Appendix E: Scoping Meeting Poster Display
- Appendix F: Scoping Comment Form
- Appendix G: Scoping Meeting Handout
- Appendix H: Scoping Meeting Sign-In Sheets
- Appendix I: Index of Comments by Source and Date

2.0 PROJECT DESCRIPTION

Otay Mesa is located approximately 17 miles south of San Diego and Chula Vista, just north of the U.S. border and the Baja California Peninsula of Mexico (Figure 2-1). The Otay Mesa LPOE is one of the ten busiest LPOEs in the country and is the busiest commercial port of entry on the California/Mexico border. Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at existing facilities.

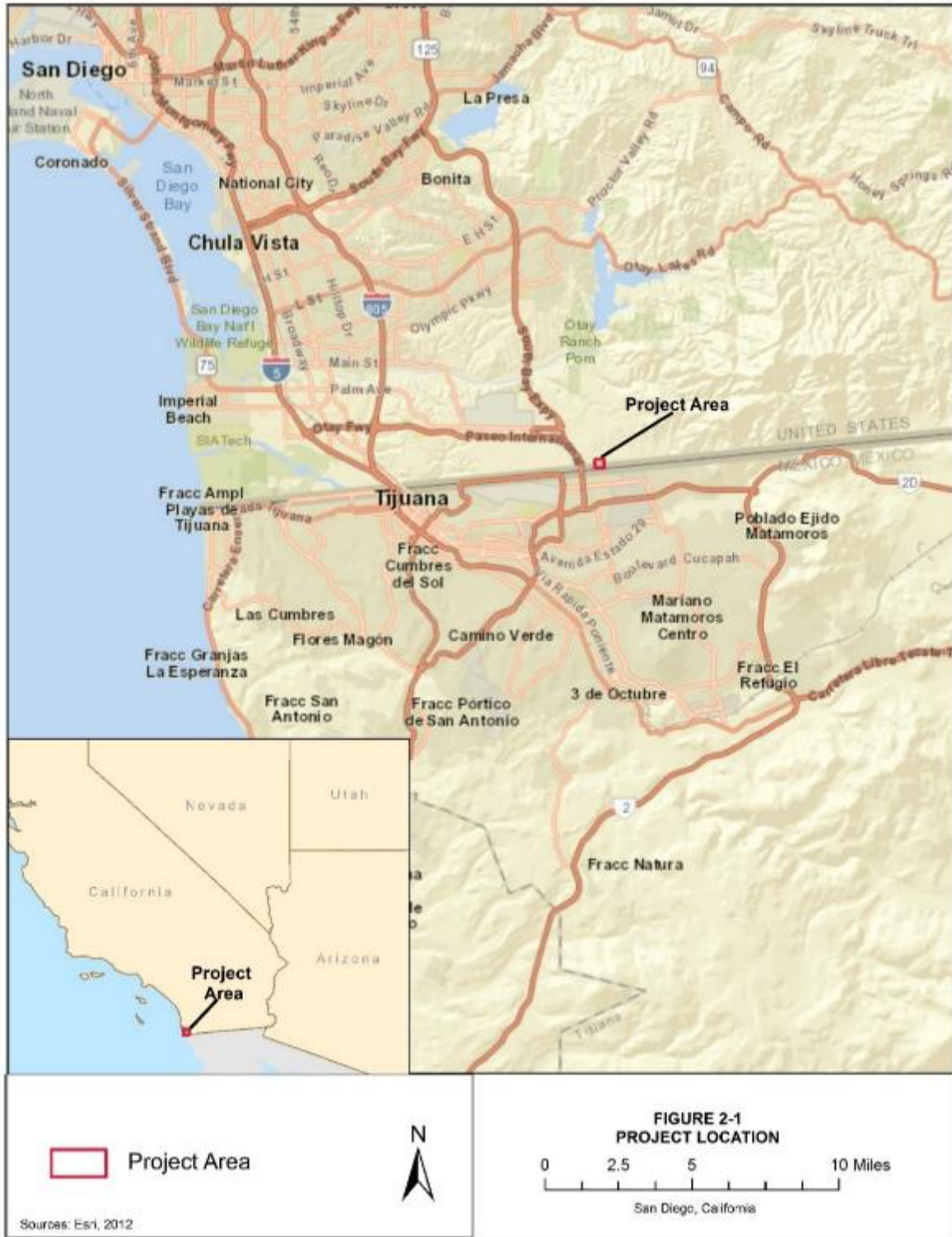


Figure 2-1. Otay Mesa LPOE Project Location

2.1 PROJECT LOCATION

See Figure 2-2 below for a map of the project area and vicinity. The U.S. and Mexico border is located south of the property and the paved, two-lane roadway Via De La Amistad is located north of the property. A commercial storage area and the Otay Mesa LPOE are located to the east and west of the property, respectively.



Figure 2-2. Otay Mesa LPOE Project Area and Vicinity

Elements of the proposed project would take place on 10 acres of undeveloped property that is owned by GSA and operated by Customs and Border Protection (CBP) of the U.S. Department of Homeland Security (DHS). Figure 2-3 below is a current photo of the proposed project site. The proposed project site has been used as a vehicle staging area and temporary fill material storage area in the past.



Figure 2-3. GSA NEPA Program Manager Osmahn Kadri at the Proposed Project Site

2.2 EXISTING FACILITIES

The Otay Mesa LPOE currently consists of the Pedestrian, Commercial Import and Export buildings and 12 Privately-owned Vehicle (POV) inspection booths. The Pedestrian Building is located between the POV and commercial inspection areas and handles pedestrian and bicycle processing operations. Currently, there are six pedestrian inspection lanes and no dedicated bicycle lanes. The Commercial Import and Export Buildings are used by CBP personnel to inspect commercial vehicles traveling from Mexico to the U.S. and the U.S. to Mexico, respectively. The 12 POV primary inspection Booths are used by CBP personnel to inspect POVs traveling from Mexico to the U.S. A secondary inspection lot is located north of the primary inspection booths and adjacent to the pedestrian bridge, and includes an impound lot, a canopy structure over the secondary inspection spaces, and parking areas.

2.3 PURPOSE AND NEED

The purpose of the Project is to improve efficiency and effectiveness at the Otay Mesa LPOE. Since the Otay Mesa LPOE opened, vehicle and pedestrian traffic and the population and general development in the area have grown. New security initiatives require increased capacity and new inspection technology to be installed and implemented at the existing facilities.

2.4 PROPOSED ALTERNATIVES

The EIS will consider two “action” alternatives and one “no action” alternative. The two “action” alternatives would consist of renovation and expansion activities at the existing Otay Mesa LPOE, and could include:

- Additional primary inspection and exit booths and a new commercial annex building for enrollment and processing capabilities;
- Relocation of the existing hazardous materials docks;
- Modifications to inspection stations and work areas;
- Construction and operation of secondary inspection areas, holding rooms, and the expansion of pedestrian and commercial lanes.

The “no action” alternative assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.

3.0 NOTIFICATION OF SCOPING MEETING

Notification of the Otay Mesa LPOE scoping meeting was accomplished using multiple channels of communication, including a Notice of Intent (NOI) in the *Federal Register*, ads in both English and Spanish newspapers, public service announcements (PSAs) on radio stations, letters to interested parties, and social media posts.

3.1 NOTICE OF INTENT

A Notice of Intent (NOI) was published in the *Federal Register* on January 24, 2018. The NOI listed the end of the public scoping comment period as February 19, 2018, but GSA accepted and formally considered comments by received through March 1, 2018. The *Federal Register* notice is included in Appendix A.

3.2 NEWSPAPERS ADVERTISEMENTS

Four advertisements were printed in local newspapers the weeks preceding the public scoping meetings. The advertisements indicated GSA’s intent to prepare an EIS and conduct a scoping meeting; provided a brief description of the project; identified the public scoping meeting time and location; and included instructions to submit a comment. The advertisement was published in the *San Diego Union Tribune* on January 28th, January 31st, and February 4th. The advertisement was also published in *La Prensa*, a local Spanish newspaper, on February 2nd. Affidavits of the legal notices are included in Appendix B.

3.3 INTERESTED PARTIES LETTER

A letter dated February 1, 2018 was mailed to federal agencies, state and local agencies, elected officials, and other interested parties. The letter provided background on the project, a description of the alternatives, scoping meeting details, and instructions on comment submission. A copy of the letter sent to interested parties is included in Appendix C.

3.4 RADIO STATIONS AND SOCIAL MEDIA

Ten radio broadcasting stations were contacted to air a Public Service Announcement (PSA) about the public scoping meeting. During the week prior to and the week of the public scoping meetings, 30-second PSAs in English and Spanish were sent to multiple local radio stations (i.e., KyXy 96.5, Energy 97.3, 104.5 Radio Latina) that had initially indicated their ability to air the PSA. The week of the public scoping

meeting, the PSA aired on KyXy and Energy 97.3 and had 185 exposures. The text of the PSA and a list of radio stations contacted regarding PSA inquiries are included in Appendix D.

The GSA also posted two social media notices on its GSA – Pacific Rim Region Facebook page on February 1st and February 7th, 2018. The Facebook posts briefly summarized the purpose of the meeting and detailed the time, date, and location of the meeting. Screenshots of the Facebook posts can be found in Appendix D.

4.0 PUBLIC SCOPING MEETING

This section summarizes the public scoping meeting, including a description of the purpose; format and organization; and time, date, and location of the meeting.

4.1 PURPOSE

The purpose of the public scoping meetings is to provide the public with information regarding the proposed project, answer questions, identify concerns regarding the potential environmental impacts that may result from implementation of the proposed project, and gather information to determine the scope of issues to be addressed in the EIS.

4.2 MEETING DETAILS AND LOCATION

The public meeting was held on Thursday, February 8, 2018 from 4 to 6 PM at the Holiday Inn Express and Suites San Diego located at 2296 Niels Bohr Court, San Diego, CA 92154, 619-710-0900. Ten people attended the public meeting.



Figure 4-1. GSA LPOE Program Manager Anthony Kleppe (right) at the Public Scoping Meeting

4.3 OPEN HOUSE FORMAT

An open house format was used to encourage discussion and information sharing and to ensure that the public had opportunities to speak with representatives of the GSA. Informational posters about the proposed alternatives, project background, purpose and need, and scoping comments were provided at the meeting. Additional materials available at the public scoping meeting included:

- Sign-in sheet;
- Comment Form; and
- Handout (in English and Spanish).

The posters, comment form, handout, and sign-in sheets from the scoping meeting are included in Appendix E, F, G, and H, respectively.

5.0 PUBLIC SCOPING COMMENTS

The GSA invited comments on the Otay Mesa LPOE EIS – more specifically on the key topics that should be covered in the EIS; examples of potential adverse and beneficial impacts from the proposed project; and any other additional, relevant information available. An index of comments by source and date is provided in Appendix I.

5.1 COLLECTING COMMENTS

Comments were submitted using comment forms, letters, and emails. All of the comments were received by the GSA.

5.2 SUMMARY OF COMMENTERS

Comments were indexed based on the source, or commenter. Commenters included federal, state, or local agencies (A) and members of the public (P). Each comment was cataloged with a code based on the source of the comment and the order in which it was received (e.g., P3 was the third comment received by a member of the public). A total of six commenters provided input during the scoping period. Appendix I includes an index of commenters by type (i.e., agency, public) and date.

5.3 ISSUES IDENTIFIED DURING SCOPING

Each concern or question associated with a commenter was categorized by resource area. Comment categories, discussed in the following sections, include alternatives; air quality; biological resources; cumulative impacts; hazardous materials; public health and safety; requests for information; socioeconomics; sustainability; and water resources. As shown in Table 5-1, most of the comments received concerned public health and safety, cumulative impacts and hazardous materials. A total of 43 comments were received.

Table 5-1. Commenters and Comments by Category

Category	Number of Commenters	Number of Comments
Alternatives	1	2
Air Quality	1	3
Biological Resources	1	4
Cumulative Impacts	1	6
Hazardous Materials	3	6

Category	Number of Commenters	Number of Comments
Public Health and Safety	3	14
Requests for Information	2	2
Outside the Scope of the EIS	1	3
Socioeconomics	1	1
Sustainability	1	1
Water Resources	4	1

5.4 SUMMARY OF COMMENTS BY CATEGORY

5.4.1 Alternatives

Two (2) comments were received from one (1) commenter regarding alternatives to the proposed action. The commenter recommended that the GSA explore and objectively evaluate a range of reasonable alternatives, including the No Action Alternative, and briefly discuss the reasons for eliminating some alternatives from further evaluation (40 CFR 1502.14) in the DEIS. The commenter also encouraged GSA to clarify in the DEIS which facility modernization and expansion project elements will be included in each proposed action alternative and discuss how these distinctive alternatives satisfy the needs in the region.

5.4.2 Air Quality

Three (3) total comments were received from one commenter regarding air quality in the project area. Since the project area is located in San Diego County, which is in federal nonattainment for 8-hour ozone criteria pollution, the commenter urged GSA to reduce the amount of emissions produced from this project to the maximum practicable extent. The commenter described three recommendations for the GSA on how to analyze air quality in the DEIS and reduce criteria pollutant emissions primarily during the construction phase. The first comment recommended that the GSA provide a detailed discussion of ambient air conditions (i.e., baseline or existing conditions), San Diego County's attainment or nonattainment status for all National Ambient Air Quality Standards (NAAQS), and potential air quality impacts (including cumulative and indirect impacts) from the construction and operation of the project for each alternative evaluated in the DEIS. In addition, the commenter recommended that the DEIS include estimates of all criteria pollutant emissions and diesel particulate matter (DPM). The commenter noted that the GSA should disclose information about the health risks associated with construction and truck emissions, and how the proposed project will affect current emission levels.

The second comment points out that under Section 176(c)(1) of the Clean Air Act, the GSA is required to implement an applicable plan for achieving and maintaining NAAQS for criteria pollutants during the construction and operation of the proposed project. In order to meet these federal requirements, the commenter recommended that the GSA coordinate with EPA and the San Diego Air Pollution Control District to determine general conformity for the proposed project and disclose that conformity determination in the DEIS.

The commenter also recommended that GSA include a Construction Emissions Mitigation Plan in the DEIS and adopt this plan in the Record of Decision. The commenter shared specific mitigation measures that GSA should consider including in the Construction Emissions Mitigation Plan in order to reduce impacts associated with emissions of ozone precursors, particulate matter, and other toxics from construction-related activities.

5.4.3 Biological Resources

Four (4) comments were received from one (1) commenter regarding biological resources. The commenter noted that the project area is located within the City of San Diego's Multiple Species Conservation Program (MSCP) Subarea Plan, which guides the planning and establishment of the City's Multi-Habitat Planning Area (MHPA) preserve system and the County's MSCP preserve system. The commenter provided GSA with a link for further information about the MSCSP. The project area is located proximate to, not within, the MSCSP preserve system. Due to the proximity of the project area to the MSCSP preserve system, the commenter provided recommendations for the GSA to follow during the planning and implementation stage of the project in order to avoid potential impacts to the MSCSP preserve system. Overall, the commenter noted that the EIS should be consistent with the San Diego MSCSP Plan, which indicates the area in a preserve will be established for both the City's MHPA and the County's MSCSP. Specifically, the GSA should consider potential impacts to the existing and future preserve systems within the County and the City's jurisdictions in the EIS. If the EIS indicates potential impacts to the 85 species that are either protected at the federal or state levels (noted in the MSCSP Plan), the GSA should implement mitigation consistent with the San Diego MSCSP Plan.

Other comments regarding biological resources focused on potential direct and indirect impacts to western burrowing owl (*Athene cunicularia*) habitat. The commenter provides details on protection for the western burrowing owl and its habitat (i.e., covered species in the San Diego MSCSP Plan, County's Biological Mitigation Ordinance [BMO]), which includes avoiding habitat loss to the maximum extent practical. The commenter provides a link and attachment to data observations of burrowing owls within and adjacent to the project area. Specifically, the commenter requests that the GSA consider potential direct and indirect impacts to the burrowing owl in the EIS. If avoiding burrowing owl habitat is not possible, the commenter requests that the GSA implement mitigation consistent with the San Diego MSCSP Plan. The commenter also requests that the mitigation areas be located within the San Diego's MHPA preserve system or the County's MSCSP subarea to ensure no net loss of burrowing owl habitat within the San Diego MSCSP Plan Area.

5.4.4 Cumulative Impacts

Six (6) comments were received from one commenter regarding cumulative impacts from the proposed project. The commenter recommended that the DEIS clarify phasing of the proposed facility modernization and expansion projects, management of legacy facility footprints, and the associated cumulative impacts from these projects. The DEIS should clearly identify the relationship between the proposed facility and the USDA's proposed Animal and Plant Health Inspection Service (APHIS) building, both of which are proposed within the same footprint. For example, the DEIS should explain in detail (i.e., specific design, planning, construction and operational commitments) how the range of alternatives considered for the proposed facility will be influenced by the phasing, placement, and construction of the APHIS facility, and vice versa.

In addition, the commenter requested that the DEIS cumulative impacts analysis consider the phasing of the SANDAG-funded Transit Center, which will be located adjacent to the CBP facilities. Specifically, the commenter recommended that the DEIS indicate whether the SANDAG Transit Center project's construction timeline would overlap with any of the proposed improvements to pedestrian facilities in the LPOE modernization and how coordination between the planning, construction, and operation of the projects may reduce environmental impacts. The commenter also provides specific recommendations about disclosures that would be necessary in the DEIS if the GSA proposes to build a visitor and employee parking structure.

Another comment recommended that the EIS consider the capacity of regional and project area road networks relative to forecasted vehicle traffic growth through the Otay Mesa LPOE and the proposed action. In addition, the commenter recommended that the DEIS include an update on the status of the State Route 11 segments that may address forecasted traffic growth associated with the Otay Mesa LPOE.

5.4.5 Hazardous Materials

Six (6) comments were received from three (3) commenters regarding hazardous materials. Two commenters noted general concerns about hazardous materials in and around the project area. The third commenter noted more specific concerns about hazardous materials. For instance, the commenter noted that the GSA should commit to including a Hazardous Materials Docks demolition plan in the DEIS that includes a historical review of hazardous material spill and cleanup at that dock facility, with appropriate sampling and testing of material to accurately characterize and manage any potential hazardous waste generated by facility demolition. The commenter also recommended that the GSA disclose the primary and secondary spill containment commitments of the new Hazardous Materials Docks facility in the EIS; disclose the intended uses for the legacy hazardous materials dock site, after demolition and cleanup; and provided a link to further information about hazardous materials cleanups that can guide the demolition plan, especially if an underground storage tank is present in the project area.

5.4.6 Public Health and Safety

Fourteen (14) comments were received from three (3) commenters related to public health and safety. Two commenters were mainly concerned with human (adult and children) and drug trafficking; assault (e.g., sexual abuse) and battery; kidnapping; and prostitution in the area. Both commenters expressed support for the project in the hopes that the aforementioned public health and safety concerns would be alleviated by improvements in security and technology at the Otay Mesa LPOE.

The other commenter was primarily concerned about the control of vectors that are responsible for the spread of human disease (e.g. West Nile Virus [WNV]). San Diego County currently operates a Vector Control Program (VCP) that is responsible for the protection of public health through the surveillance and control of mosquitoes that are vectors for human disease like WNV. The commenter requested that the EIS address and minimize potential impacts on public health and safety from possible mosquito breeding and development sources (i.e., any area that is capable of accumulating and holding at least 1/2 inch of water for more than 96 hours) created by the project. Specifically, the GSA should ensure that construction-related depressions created by grading activities, vehicle tires, and excavation do not result in depressions that will hold standing water. In addition, the commenter noted that the GSA should ensure that drains, best management practices, detention ponds, habitat remediation areas (if applicable), and other structures do not create a potential mosquito breeding and development sources. Lastly, the commenter noted the VCP's responsibility and role in ordering the abatement of any mosquito breeding areas that occurs either during construction or after the project is completed that is determined to be a vector breeding public nuisance. A link to further information regarding the County Guidelines for Determining Significance for Vectors was provided. The commenter also requested the opportunity to be a part of the environmental review process, specifically to ensure proper vector control.

5.4.7 Requests for Information

Two (2) comments were received from two (2) commenters requesting public scoping meeting materials (i.e., posters handouts [in both Spanish and English], comment form). Both commenters were unable to

attend the meeting but wanted to learn more about the project; the GSA has since sent them the requested scoping meeting materials.

5.4.8 Socioeconomics

One (1) comment was received from one (1) commenter concerning socioeconomics. The commenter noted that cars are being stolen in the U.S., driven over the U.S./Mexico border, sold in Mexico, and then driven back to the U.S. to be sold again. The chain of theft described may be prevented with security and technological improvements at the Otay Mesa LPOE.

5.4.9 Sustainability

One (1) comment was received from one (1) commenter regarding sustainability considerations. The commenter suggested that the GSA incorporate recycled materials, renewable electricity generation, and other efficient design commitments to conserve resources and reduce operating costs for the DHS. The commenter suggested that the GSA consider incorporating the San Ysidro LPOE green design elements at the Otay Mesa LPOE; and to discuss any green building elements of the project in the DEIS.

5.4.10 Water Resources

Four (4) comments were received from one (1) commenter regarding the discharge of dredged or fill material into jurisdictional wetlands and waterways. The commenter recommended that the GSA include a summary of the project's impacts to water quality or hydrology, and classification of waters and the geographic extent of waters and adjacent riparian areas. If applicable, the commenter also suggested that GSA describe the extent and nature of stream channel alteration, riverine corridor continuity, and buffered tributaries. The commenter noted that the GSA should characterize the hydrologic linkage to any impaired body. The comment also provided suggestions to help the GSA remain compliant with the Clean Water Act in the DEIS if the project discharges dredged or fill material into jurisdictional waters.

6.0 LIST OF PREPARERS

GSA prepared the various scoping materials and report with contractual assistance from Solv. The following individuals were primarily responsible for the development and review of the scoping materials and report:

Osmahn Kadri (GSA) – NEPA Program Manager and EIS Project Manager/Author/Reviewer

Leon Kolankiewicz (Solv) – EIS Project Manager/Reviewer

Nathalie Jacque (Solv) – EIS Deputy Project Manager/Author/Reviewer

Zoie Diana (Solv) – Environmental Scientist/Author

APPENDIX A: *FEDERAL REGISTER* NOTICE

a written real estate lending policy that is reviewed and approved by the bank's board of directors at least annually. Also, these banks must identify in their loan records loans in excess of the Board's supervisory loan-to-value (LTV) limits.

Legal authorization and confidentiality: The Board has determined that section 304 of Federal Deposit Insurance Corporation Improvement Act of 1991 (12 U.S.C. 1828(o)) authorizes the Federal Reserve to require the recordkeeping requirements associated with the Board's Regulation H (12 CFR 208.51). The obligation of state member banks to comply with the Reg H recordkeeping requirements is mandatory. Since the information is not collected by the Federal Reserve, no issue of confidentiality under the Freedom of Information Act (FOIA) normally arises. However, information gathered by the Federal Reserve during examinations of state member banks would be deemed exempt from FOIA disclosure by exemption 8 (5 U.S.C. 552(b)(8)). In addition, exemptions (b)(4) and (b)(6) of FOIA, (5 U.S.C. 552(b)(4) and (b)(6)) also may exempt from disclosure certain data (specifically, individual loans identified as in excess of supervisory LTV limits) collected in response to these requirements if gathered by the Federal Reserve, depending on the particular circumstances. These additional exemptions relate to confidential commercial and financial information and personal information, respectively. Applicability of these exemptions would be determined on a case-by-case basis.

Current actions: On September 27, 2017, the Board published a notice in the **Federal Register** (82 FR 45025) requesting public comment for 60 days on the extension, without revision, of the Recordkeeping Requirements Associated with the Real Estate Lending Standards Regulation for State Member Banks (Reg H-5). The comment period for this notice expired on November 27, 2017. The Board did not receive any comments.

Board of Governors of the Federal Reserve System, January 19, 2018.

Margaret McCloskey Shanks,
Deputy Secretary of the Board.

[FR Doc. 2018-01235 Filed 1-23-18; 8:45 am]

BILLING CODE 6210-01-P

GENERAL SERVICES ADMINISTRATION

[Notice-PBS-2018-01; Docket No. 2018-0002; Sequence No. 1]

Notice of Intent To Prepare an Environmental Impact Statement (EIS) for the Modernization and Expansion of the Existing Otay Mesa Land Port of Entry (LPOE)

AGENCY: Public Building Service (PBS),
General Services Administration (GSA).

ACTION: Notice of Intent; Announcement
of meeting.

SUMMARY: GSA intends to prepare an EIS to analyze the potential impacts from the proposed modernization and expansion of the existing Otay Mesa LPOE. As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

DATES: Meeting Date: The Public Involvement and Scoping Meeting will be held on Thursday, February 8, 2018 from 4:00 p.m. to 6:00 p.m., Pacific Time (PT). Interested parties are encouraged to provide written comments regarding the scope of the EIS on or before Monday, February 19, 2018.

ADDRESSES: The meeting will be held at the Holiday Inn Express and Suites San Diego, 2296 Niels Bohr Court, San Diego, CA 92154, telephone 619-710-0900. The meeting will be conducted in an open house format, where project information will be presented and distributed.

Written comments can be submitted by either of the following methods:

- Email: osmahn.kadri@gsa.gov.
- Postal Mail/Commercial Delivery:

ATT: Osmahn Kadri, 50 United Nations Plaza, Room 3345, Mailbox 9, San Francisco, CA 94102.

The views and comments of the public are necessary in helping to determine the scope and content of the environmental analysis.

FOR FURTHER INFORMATION CONTACT:

Osmahn A. Kadri, Regional Environmental Quality Advisor/NEPA Project Manager, GSA, at 415-522-3617. Please also call this number if special assistance is needed to attend and participate in the public scoping meeting.

SUPPLEMENTARY INFORMATION:

Background

Otay Mesa is located approximately 17 miles southeast of downtown San Diego, just north of the U.S. border and the Baja California Peninsula of Mexico.

The Otay Mesa LPOE is one of the ten busiest LPOE's in the country and is the busiest commercial port on the California/Mexico border. Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at existing facilities.

Alternatives

The EIS will consider two "action" alternatives and one "no action" alternative. The two "action" alternatives consist of renovation and expansion activities at the existing Otay Mesa LPOE. These activities could include the construction of additional primary inspection and exit booths; the construction of a new commercial annex building for enrollment and processing capabilities; and the relocation of the existing hazardous materials docks. Improvements could also include modifications to inspection stations and work areas, including the construction of a new Customs and Border Protection (CBP) regional training center. Enhancements could also include the construction and operation of secondary inspection areas, holding rooms, as well as the expansion of pedestrian and commercial lanes.

The "no action" alternative assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.

Dated: January 17, 2018.

Matthew Jear,

*Director, Portfolio Management Division,
Pacific Rim Region, Public Buildings Service.*

[FR Doc. 2018-01281 Filed 1-23-18; 8:45 am]

BILLING CODE 6820-YF-P

DEPARTMENT OF HEALTH AND HUMAN SERVICES

Centers for Medicare & Medicaid Services

[Document Identifier: CMS-1880]

Agency Information Collection Activities: Proposed Collection; Comment Request

AGENCY: Centers for Medicare & Medicaid Services, Department of Health and Human Services.

ACTION: Notice.

SUMMARY: The Centers for Medicare & Medicaid Services (CMS) is announcing an opportunity for the public to comment on CMS' intention to collect

APPENDIX B: NEWSPAPER AFFIDAVITS

The San Diego Union-Tribune

PROOF of Publication

Bill To:

Nathalie Jacque - CU00637124
8201 Greensboro Dr
Ste 700
Mc Lean,VA 22102-3818

STATE OF ILLINOIS
COUNTY OF Cook

The Undersigned, declares under penalty of perjury under the laws of the State of California: That he/she is and at all times herein mentioned was a citizen of the United States, over the age of twenty-one years, and that he/she is not a party to, nor interested in the above entitled matter; that he/she is Chief Clerk for the publisher of

Proof of Publication of

See Attached

San Diego Union-Tribune

a newspaper of general circulation, printed and published daily in the City of San Diego, County of San Diego, and which newspaper is published for the dissemination of local news and intelligence of a general character, and which newspaper at all the times herein mentioned had and still has a bona fide subscription list of paying subscribers, and which newspaper has been established, printed and published at regular intervals in the said City of San Diego, County of San Diego, for a period exceeding one year next preceding the date of publication of the notice hereinafter referred to, and which newspaper is not devoted to nor published for the interests, entertainment or instruction of a particular class, profession, trade, calling, race, or denomination, or any number of same; that the notice of which the annexed is a printed copy, has been published in said newspaper in accordance with the instruction of the person(s) requesting publication, and not in any supplement thereof on the following dates, to wit:

January 28, 2018; January 31, 2018; February 4, 2018

I certify under penalty of perjury under the laws of the State of California that the foregoing is true and correct.

Dated in the City of Chicago, State of Illinois
on this 1st of March 2018.



Stefanie Sobie
San Diego Union-Tribune
Legal Advertising

The San Diego Union-Tribune

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**Public Scoping
Meeting for the
Otay Mesa**

**Environmental
Impact Statement**
The General Services Administration (GSA) is beginning preparation of an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry (LPOE). As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's Customs and Border Protection (CBP).

Since the Otay Mesa LPOE opened, vehicle and pedestrian traffic and the population and general development in the area have grown. New security initiatives require increased capacity and new inspection technology to be installed and implemented at the existing facilities. The EIS will evaluate alternatives that would improve the efficiency and effectiveness of the existing Otay Mesa LPOE.

The public is encouraged to attend and participate in a scoping meeting on Thursday, February 8, 2018 from 4 to 6 PM at:

Holiday Inn Express
and Suites San Diego
2296 Niels Bohr Court
San Diego, CA 92154
619-710-0900

The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. Comments must be received by February 23, 2018 and emailed to osmahn.kadri@gsa.gov or sent to:
General Services Administration
Attention: Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345
Mailbox #9 San Francisco, CA 94102

For more information, or if special assistance is needed to attend and participate in the public scoping meeting, please contact Osmahn Kadri, NEPA Project Manager, General Services Administration at 415-522-3617.

**PROOF OF PUBLICATION
(2015.5 C.C.P.)**

+
STATE OF CALIFORNIA,
COUNTY OF SAN DIEGO,

I am a citizen of the United States and a resident of the County aforesaid; I am over the age of eighteen years, in the above-entitled matter. I am the principal clerk of the printer of La Prensa San Diego, a newspaper of general circulation, printed and published weekly in the City of San Diego County of San Diego, and which newspaper has been adjudged a newspaper of general circulation by the Superior Court of the County of San Diego, State of California, under the date of May 9, 1978, Case Number 4137435; that the notice of which the annexed is a printed copy (set in type not smaller than nonpareil), has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

FEB 02/2018

all in the year 2018

I certify (or declare) under penalty of perjury that the foregoing is true and correct.

Dated at San Diego

California, this FEB 02/2018.

Enrique González
Chief Operating Officer
La Prensa San Diego

Signature

This space is for the
La Prensa San Diego use only

**Proof of Publication of:
LEGAL ADVERTISEMENT
INVOICE # 2077**

CAMPAIGN: LA REUNIÓN DE ALCANCE PARA EL OTAY MESA...

NOTICE

**La Reunión de Alcance para el
Otay Mesa EIS**

La Administración de Servicios Generales (GSA, por sus siglas en inglés) está comenzando la preparación de una declaración de impacto ambiental (EIS, por sus siglas en inglés) para analizar los posibles impactos de la propuesta de modernización y expansión del puerto terrestre de entrada (LPOE, por sus siglas en inglés) Otay Mesa existente. Como agencia líder en esta iniciativa, la GSA actúa en nombre de su inquilino principal en esta instalación, la Oficina de Aduanas y Protección Fronteriza (CBP) del Departamento de Seguridad Nacional (DHS).

Desde que se abrió el LPOE de Otay Mesa, el tráfico de vehículos y peatones y la población y el desarrollo general en el área han crecido. Nuevas iniciativas de seguridad requieren un aumento en capacidad y la instalación e implementación de nuevas tecnologías de inspección en las instalaciones existentes. El EIS evaluará alternativas que mejorarían la eficiencia y efectividad del LPOE de Otay Mesa existente.

Se alienta al público a asistir y participar en la reunión de alcance que se llevará a cabo el Jueves, 8 de febrero de 2018, de 4 a 6 PM en:

Holiday Inn Express and Suites
San Diego
2296 Niels Bohr Court
San Diego, CA 92154
619-710-0900

Las opiniones y los comentarios del público son necesarios para determinar el alcance y el contenido del análisis ambiental. Los comentarios deben recibirse antes de febrero 23, 2018, y enviarse por correo electrónico a osmahin.kadri@gsa.gov o por correo regular a:

General Services Administration
Osmahin Kadri, NEPA Project
Manager
50 United Nations Plaza, 3345
Mailbox #9
San Francisco, CA 94102

Para más información, o si necesita asistencia especial para asistir y participar en la reunión de alcance público, contacte a Osmahin Kadri, Gerente de Proyectos de NEPA, Administración de Servicios Generales en (415) 522-3617.

APPENDIX C: LETTER TO INTERESTED PARTIES



GSA, Pacific Rim Region

February 1, 2018

Dear Interested Reader,

Please be advised that the U.S. General Services Administration (GSA) will be preparing an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry (LPOE). As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

Otay Mesa is located approximately 17 miles southeast of downtown San Diego, just north of the U.S. border and the Baja California Peninsula of Mexico. The Otay Mesa LPOE is one of the ten busiest LPOEs in the country and is the busiest commercial port on the California/Mexico border. Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at existing facilities.

The EIS will consider two "action" alternatives and one "no action" alternative. The two "action" alternatives consist of renovation and expansion activities at the existing Otay Mesa LPOE. These activities could include the construction of additional primary inspection and exit booths; the construction of a new commercial annex building for enrollment and processing capabilities; and the relocation of the existing hazardous materials docks. Improvements could also include modifications to inspection stations and work areas, including the construction of a new Customs and Border Protection (CBP) regional training center. Enhancements could also include the construction and operation of secondary inspection areas, holding rooms, as well as the expansion of pedestrian and commercial lanes.

The "no action" alternative assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.



A scoping meeting for the EIS will be held on Thursday, February 8, 2018 from 4 to 6 PM at:

Holiday Inn Express and Suites San Diego
2296 Niels Bohr Court
San Diego, CA 92154
619-710-0900

The meeting will be conducted in an open house format, where project information will be presented and distributed. Interested parties are encouraged to attend and provide written comments regarding the scope of the EIS. Comments must be received by February 23, 2018 and emailed to osmahn.kadri@gsa.gov or sent to:

General Services Administration
Attention: Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

For further information, please contact Osmahn A. Kadri, NEPA Project Manager, General Services Administration at 415- 522-3617. Please also call this number if special assistance is needed to attend and participate in the public scoping meeting.

APPENDIX D: ADVERTISING ON RADIO STATIONS AND SOCIAL MEDIA

RADIO STATIONS

Station	Website	Address	Email	Phone Number
San Diego				
KPBS San Diego Public Radio	http://www.kpbs.org/	5200 Campanile Drive San Diego, CA 92182	members@kpbs.org	(619) 594-6983
AM 760 KFMB, 91X, Magic 92.5	http://www.760kfmb.com/	7677 Engineer Road San Diego, California 92111	760comments@kfmb.com	(858) 292-7600
Jazz 88.3 KSDS FM	https://jazz88.org/	KSDS-FM San Diego City College 1313 Park Blvd San Diego, CA 92101	natashac@jazz88.org	(619) 388-4027
Univision (Univision San Diego, UniMas San Diego, 102.9 Mas Variedad, 106.5)	https://www.univision.com/musica/uforia-music/radio	5770 Ruffin Rd, San Diego, CA 92123	https://corporate.univision.com/contact/	(858) 576-1919
Entercom San Diego (Sunny 98.1, KyXy, Energy 97.3)	http://entercom.com/radio-stations/	Entercom San Diego LLC 9665 Granite Ridge Drive, Suite 600 San Diego, CA 92123	Manager, Digital/Interactive nick@sunny981sd.com	(619) 570-1981
Chula Vista				
XLNC1 104.9 FM	http://www.xlnc1.org/index.php	XLNC1- Hits Forever 1690 Frontage Road Chula Vista, CA 91911	http://www.xlnc1.org/index_contact.html	(619) 575-9090
National City				
Uniradio (107.3 FM, 99.7 FM, 860 AM, 1470 AM, 94.5 FM, La Invasora 99.7)	https://www.uniradio.com/sandiego	22 W 35th Street #205 National City CA 91950	https://www.uniradio.com/contacto	(664) 683-5288 Ext. 140

Station	Website	Address	Email	Phone Number
Radio Latina 104.5	http://wp.1045radiolatina.com/	2403 Hoover Avenue, National City, CA 91950	Eva Arballo eva@1045radiolatina.com	(619) 570-1045
<i>Tijuana, Mexico</i>				
Radio Tecnológico	http://tectijuana.edu.mx/radio-tecnologico/	Av Castillo de Chapultepec 562, Tomas Aquino, 22414 Tijuana, B.C., Mexico	http://tectijuana.edu.mx/contactanos/	(664) 684 – 4442
Diego 99.3	http://www.diego993.us/#!/main/home	Paseo de La Escondida 7022, Residencial Agua Caliente, 22030 Tijuana, B.C., Mexico	scastellanos@mvs.com	(619) 429-8702

PSA for the Public Scoping Meeting for the Otay Mesa EIS (30 seconds)

The General Services Administration, or GSA, will be preparing an Environmental Impact Statement or an EIS. The EIS will evaluate the potential impacts from the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry or LPOE. GSA is acting on behalf of its major tenant at this facility, Customs and Border Protection or CBP.

A scoping meeting will be held this Thursday, February 8 from 4 to 6 PM at the Holiday Inn Express and Suites on 2296 Niels Bohr Court in San Diego.

The public is encouraged to attend and provide written comments. For further information, please contact Osmahn Kadri at 415-522-3617.

Anuncio Público (PSA) para la Reunión de Alcance Público para la EIS Otay Mesa (30 segundos)

La Administración de Servicios Generales, o GSA por sus siglas en inglés, estará preparando una Declaración de Impacto Ambiental. Este documento evaluará los impactos potenciales de la propuesta modernización y expansión del Puerto de la Entrada de Tierra existente. La GSA actúa en nombre de su inquilino principal en esta instalación, la Oficina de Aduanas y Protección Fronteriza (CBP, por sus siglas en inglés).

Una reunión de alcance se realizará este jueves, 8 febrero, desde las 4 a las 6 pm en el hotel Holiday Inn Express and Suites en 2296 Niels Bohr Court en San Diego.

Se alienta al público a asistir y proveer comentarios escritos al respecto. Para más información, por favor contacte al Sr. Osmahn Kadri en 415-522-3617.

We want to hear from you!

OTAY MESA LPOE COMMUNITY SCOPING MEETING

Thursday, February 8 from 4 - 6 p.m., 2296 Niels Bohr Court, Otay Mesa, CA 92154



U.S. General Services Administration ...
Pacific Rim Region

Page Liked · February 7 · 🌐

GSA cordially invites the public to attend the Otay Mesa Land Port of Entry community scoping meeting tomorrow at the Holiday Inn Express located at 2296 Niels Bohr Court in Otay Mesa. The meeting starts at 4 p.m. and lasts till 6 p.m. We hope you will make it and share your views on the proposed project.



Like



Comment



Share

3

2 Shares



Write a comment...



Suggested Groups

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Your Money and Your Life
43,314 members

+ Join



Otay Mesa Port of Entry Community Scoping Meeting

GSA is seeking the community's input on the
Otay Mesa LPOE on February 8, 2018 from 4-6 p.m.
2296 Niels Bohr Court, Otay Mesa, CA 92154



U.S. General Services Administration
Pacific Rim Region

Page Liked · February 1 · 🌐

The U.S. General Services Administration invites the local community to attend a public scoping meeting for the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry (LPOE). This meeting will take place on Thursday, February 8, 2018 at the Holiday Inn Express located at 2296 Niels Bohr Court in Otay Mesa. GSA is inviting other government agencies, organizations and the public to share their views on proposed project.



Like



Comment



Share



4

Top Comments ▾



Kendra Davis What time will the meeting be held?

Like · Reply · 2w · Edited



U.S. General Services Administration Pacific Rim Region Meeting starts at 4 p.m.

Like · Reply · 2w



Write a comment...



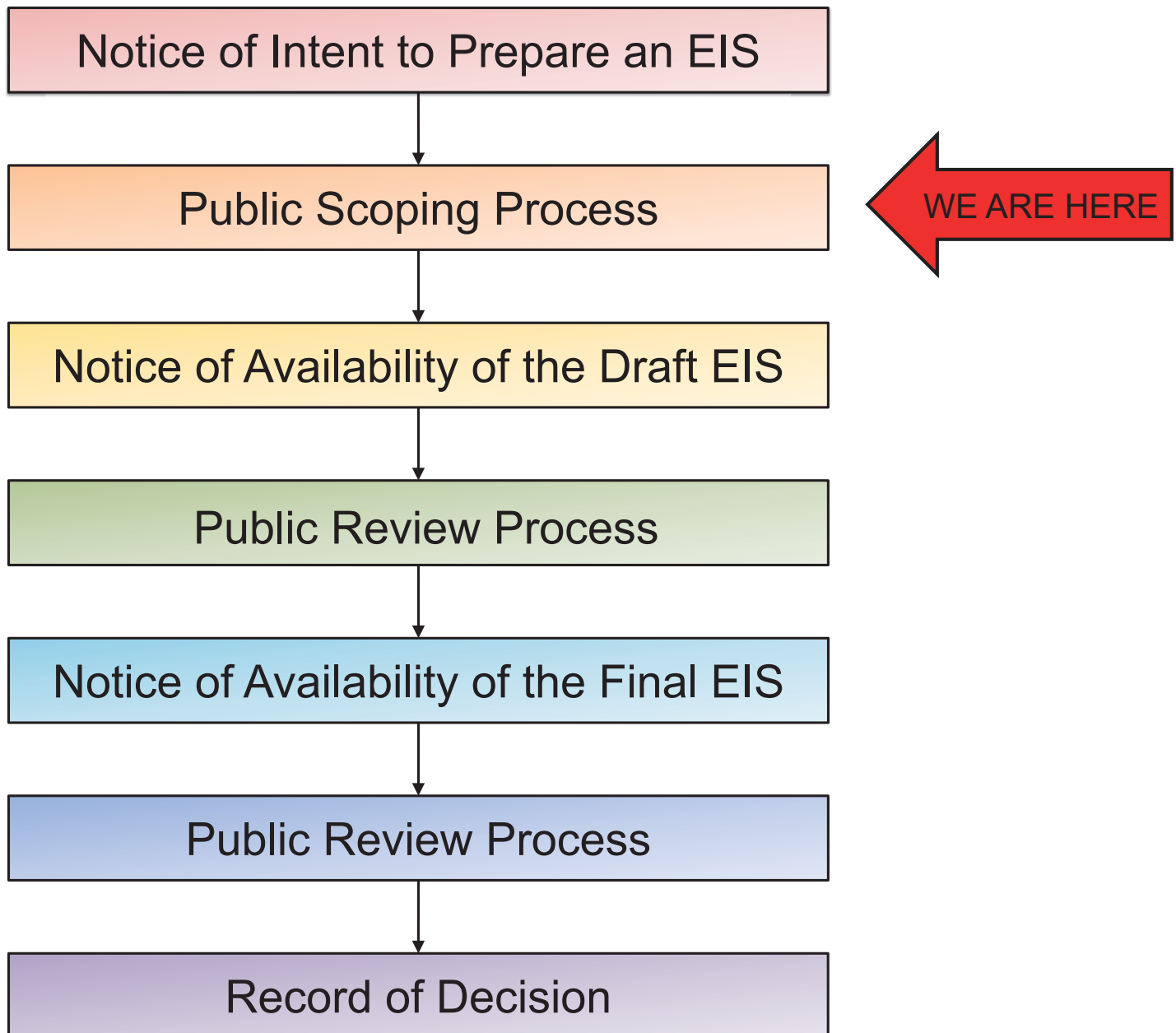
APPENDIX E: SCOPING MEETING POSTER DISPLAY

WELCOME TO THE OTAY MESA EIS PUBLIC SCOPING MEETING



THURSDAY,
FEBRUARY 8, 2018
4-6 PM

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESS



The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potentially significant impacts raised during scoping are analyzed in detail in the Environmental Impact Statement (EIS).

PROJECT BACKGROUND

- The Otay Mesa Land Port of Entry (LPOE) is one of the ten busiest LPOEs in the country and is the busiest commercial port on the California/Mexico border.
- Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at existing facilities.
- As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).



PURPOSE AND NEED



Purpose: To improve the efficiency and effectiveness of the existing Otay Mesa Land Port of Entry (LPOE).



Need: Since the Otay Mesa LPOE opened, vehicle and pedestrian traffic and the population and general development in the area have grown. New security initiatives require increased capacity and new inspection technology to be installed and implemented at the existing facilities.

PROPOSED ALTERNATIVES

The EIS will consider two “action” alternatives and one “no action” alternative. The two “**action**” **alternatives** would consist of renovation and expansion activities at the existing Otay Mesa LPOE, and could include:

- Additional primary inspection and exit booths and a new commercial annex building for enrollment and processing capabilities;
- Relocation of the existing hazardous materials docks;
- Modifications to inspection stations and work areas;
- Construction and operation of secondary inspection areas, holding rooms, and the expansion of pedestrian and commercial lanes.

The “**no action**” **alternative** assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.



SCOPING COMMENTS



1. Mail comment to:

General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

2. Fill out a comment form and
leave here with us tonight

3. Email comment to
Osmahn.Kadri@gsa.gov

APPENDIX F: SCOPING COMMENT FORM

Thank you for your participation!

Please comment by either mailing to the address provided; leaving your comment here with us tonight; or submitting online at:

Osmahn.Kadri@gsa.gov

Please reference the Otay Mesa EIS in the subject line of the letter or email.

Comments must be received on or before **February 23, 2018** to assure full consideration during the scoping process.

Place
Stamp
Here

General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

Tape Here

Otay Mesa EIS Scoping Comment Form



Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Otay Mesa EIS (Environmental Impact Statement).

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address.

Name: _____

Affiliation (Optional): _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Email: _____

Please check the box below if you would like to be informed of project updates.

Yes, mail/email to the above address.

APPENDIX G: SCOPING MEETING HANDOUT

Summary

GSA intends to prepare an Environmental Impact Statement (EIS) to analyze the potential impacts from the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry (LPOE). As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

Project Background

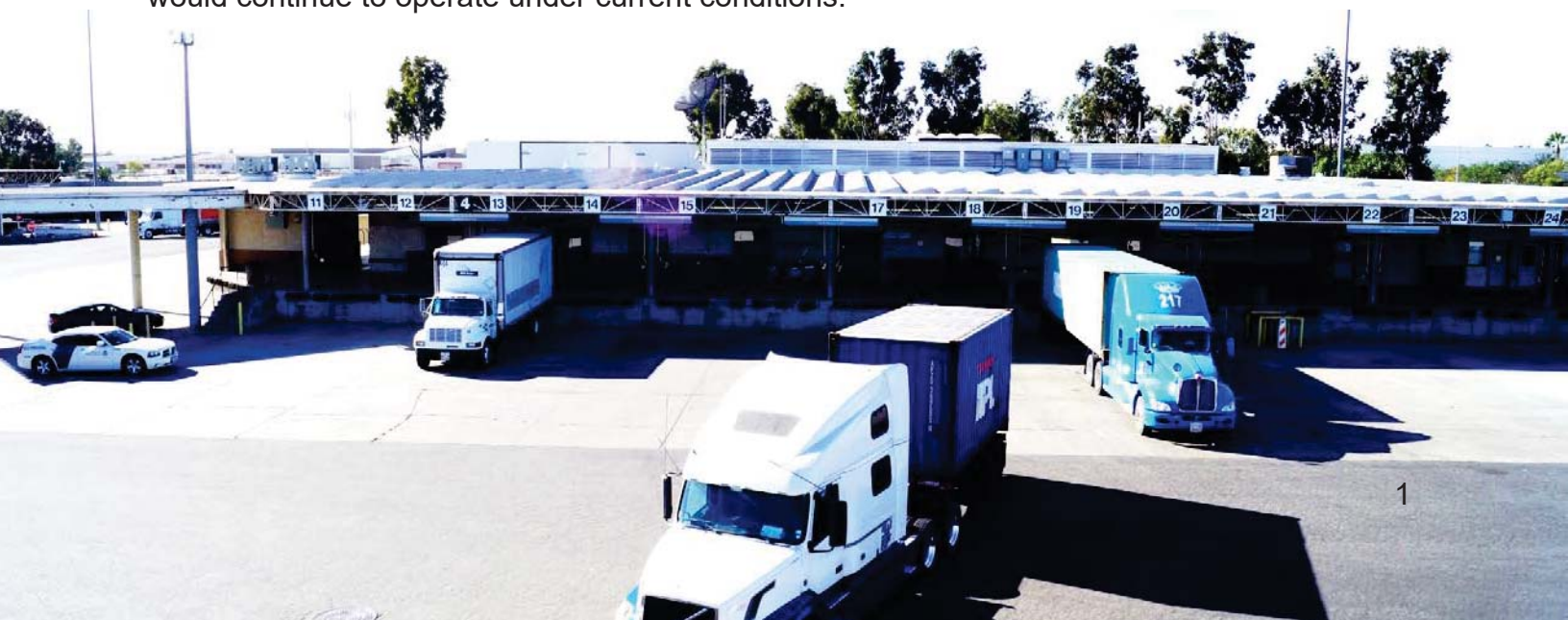
Otay Mesa is located approximately 17 miles southeast of downtown San Diego, just north of the US border and the Baja California Peninsula of Mexico. The Otay Mesa LPOE is one of the ten busiest LPOEs in the country and is the busiest commercial port on the California/Mexico border, but has current deficiencies in its effectiveness. Ever-increasing traffic loads and new security initiatives require capacity and new inspection technology to be installed and implemented at existing facilities.

Proposed Alternatives

The EIS will consider two **“action” alternatives** and one **“no action” alternative**. The two “action” alternatives consist of renovation and expansion activities at the existing Otay Mesa LPOE. The two **“action” alternatives** would consist of renovation and expansion activities at the existing Otay Mesa LPOE and could include:

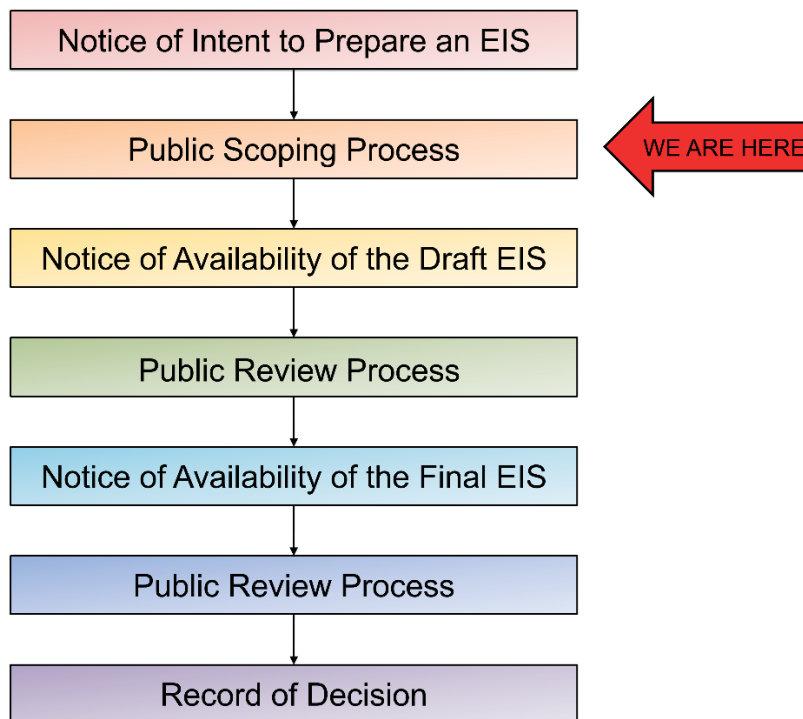
- Additional primary inspection and exit booths and a new commercial annex building for enrollment and processing capabilities;
- Relocation of the existing hazardous materials docks;
- Modifications to inspections stations and work areas; and
- Construction and operation of secondary inspection areas, holding rooms, and the expansion of pedestrian and commercial lanes.

The **“no action” alternative** assumes that modernization and expansion of the LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.



National Environmental Policy Act (NEPA) Process

We are currently in the Public Scoping Process phase of the NEPA Process. The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potentially significant impacts raised during scoping are analyzed in detail in the EIS.



Scoping Comments

Scoping comments may be submitted by email or mail and must be received by February 23, 2018.

- By email, send to: Osmahn.Kadri@gsa.gov. Please reference the Otay Mesa EIS in the subject line.
- By mail, send to:
General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

For further information, contact Osmahn Kadri, NEPA Project Manager, General Services Administration at (415) 522-3617.

Resumen

GSA tiene la intención de preparar una declaración de impacto ambiental (EIS, por sus siglas en inglés) para analizar los posibles impactos de la propuesta de modernización y expansión del puerto terrestre de entrada (LPOE, por sus siglas en inglés) Otay Mesa existente. Como agencia líder en esta iniciativa, la GSA actúa en nombre de su inquilino principal en esta instalación, la Oficina de Aduanas y Protección Fronteriza (CBP) del Departamento de Seguridad Nacional (DHS).

Proyecto fondo

Otay Mesa está ubicada aproximadamente a 27 kilómetros al sureste del centro de San Diego, justo al norte de la frontera de Estados Unidos y de la península de Baja California de México. El LPOE de Otay Mesa figura como uno de los diez LPOEs más activos del país y es el puerto comercial más activo de la frontera entre California y México, pero tiene deficiencias actuales en su efectividad. Las cargas de tráfico están en aumento y las nuevas iniciativas de seguridad requieren un aumento en capacidad y la instalación e implementación de nuevas tecnologías de inspección en las instalaciones existentes.

Propuestas Alternativas

El EIS considerara dos **alternativas de "acción"** y una **alternativa de "no tomar acción"**. Las dos alternativas de "acción" consisten en actividades de renovación y expansión del LPOE de Otay Mesa existente. Las dos **alternativas de "acción"** consistiría en actividades de renovación y expansión de las actividades del LPOE de Otay Mesa existente y podría incluir:

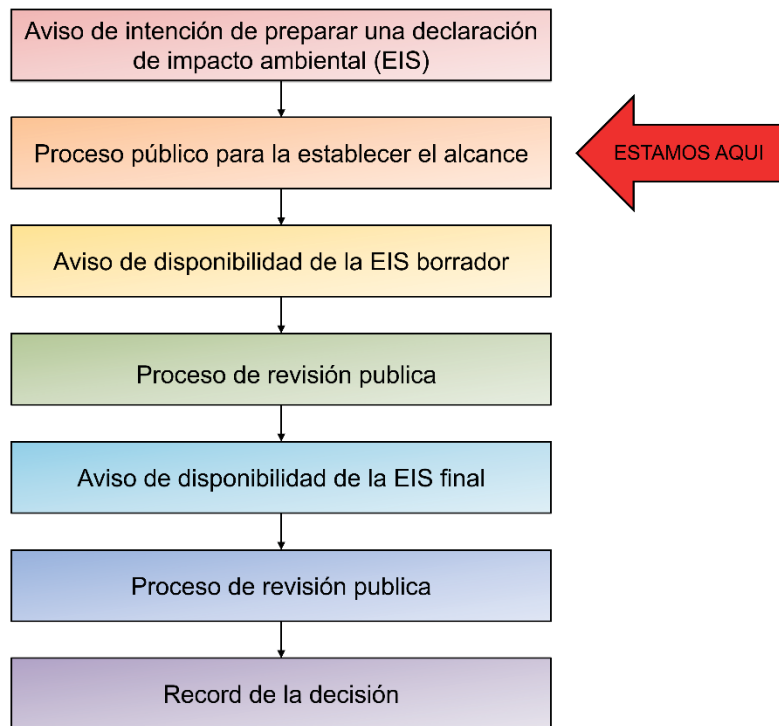
- Puestos primarios de inspección y salidas adicionales y un nuevo edificio comercial anexo para las actividades de matrícula y procesamiento;
- Reubicación de muelles para el manejo de materiales peligrosos existentes;
- Modificaciones a las estaciones de inspección y áreas de trabajo; y
- Construcción y operación de áreas de inspección secundaria, salas de espera, y la expansión de carriles comerciales y peatonales.

La **alternativa de "no tomar acción"** supone que la modernización y expansión del LPOE existente no se produzca y que no se construiría una nueva instalación adyacente al LPOE existente. El LPOE continuaría operando bajo las condiciones actuales.



Proceso de la Ley Nacional de Política Pública Ambiental (NEPA, por sus siglas en inglés)

Estamos actualmente en la fase del proceso público de alcance en el proceso de NEPA. Las opiniones y los comentarios del público son necesarios para determinar el alcance y el contenido del análisis ambiental. Un objetivo importante de alcance es para identificar elementos específicos del ambiente que pueda estar afectado si la propuesta está realizada. Los impactos potencialmente significativos identificados durante el alcance se analizan en detalle en el EIS.



Comentarios de Alcance

Los comentarios de alcance se pueden enviar por correo electrónico o correo regular y deben recibirse antes de febrero 23, 2018.

- Por correo electrónico enviarse a: Osmahn.Kadri@gsa.gov. Por favor refiere la Otay Mesa EIS en su título.
- Por correo, enviarse a:
General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

Para más información, contacte a Osmahn A. Kadri, Gerente de Proyectos de NEPA, Administración de Servicios Generales en (415) 522-3617.

APPENDIX H: SCOPING MEETING SIGN-IN SHEETS

Otay Mesa EIS Public Scoping Meeting Sign-In Sheet



Name	Mailing Address	E-mail address	Would you like to be informed of project developments?
Jason Wells	S.Y. 668 E San Ysidro Blvd	jwells@sanysidrochambers.org	YES
Angel Marquez	333 F St. Suite A Chula Vista, 91910	angel.marquez@mail.house.gov	YES
Lorena Gama Ribollo	Calle Durango #2574-1 entre (see bus card)		X
Sergio Pallares	CT	Sergio.pallares@ct.gov	✓
Zach Hernandez	zher@sanidag.org	zher@sanidag.org	✓

Otay Mesa EIS Public Scoping Meeting Sign-In Sheet



Name	Mailing Address	E-mail address	Would you like to be informed of project developments?
Donaldo Martinez	4050 Taylor Street San Diego CA 92110	donaldo.martinez@dot.ca.gov	Yes
MARIA Rodriguez	4 "	maria.rodriguez-molina@dot.ca.gov	Yes
Efrain Ibarra	1111 Bay Blvd Ste E Escondido, CA 91911	efrain@southcoast.edu.com	Yes
Gerardo Ramirez	202 C Street	gramirez@sandiego.gov	Yes
Rodrigo Noriega	1599 Quiet Trail Dr	rno@sandag.org	Yes
Charles Evelyn	75 Horizon Ave Unit 10	lilt:oguerba@yahoo	Yes

APPENDIX I: INDEX OF COMMENTS BY SOURCE AND DATE

APPENDIX C: GENERAL CONFORMITY ANALYSIS

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Table 3. Annual Nonroad and On-Road Vehicle Emissions Under the Preferred Alternative 4

1.0 INTRODUCTION

The General Conformity Rule (GCR) was established to ensure that federal activities do not hamper local efforts to control air pollution. In particular, the GCR implements Section 176(c) of the Clean Air Act (CAA), which prohibits federal agencies, departments, or instrumentalities from engaging in, supporting, licensing, or approving any action that does not conform to an approved state or federal implementation plan. The purpose of the GCR Applicability Analysis is to determine whether the Preferred Alternative at the Otay Mesa Land Port of Entry (LPOE) is subject to the federal GCR. The Preferred Alternative involves the renovation and redevelopment of the Otay Mesa LPOE to allow the facility to adapt to increasing traffic demand, provide for more thorough inspections, improve safety for employees and the public, and reduce processing delays.

The Preferred Alternative would result in emissions from the use of construction equipment and vehicles during construction and demolition activities. Emissions of nitrogen dioxide (NO₂), carbon monoxide (CO), particulate matter with an aerodynamic diameter less than or equal to 10 micrometers (PM₁₀), particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers (PM_{2.5}), and sulfur dioxide (SO₂) were calculated using the U.S. Environmental Protection Agency's (USEPA) MOVES 2014a model coefficients and Compilation of Air Emission Factors. These calculations demonstrate that the emissions resulting from the Preferred Alternative would be below the *de minimis* levels defined for those pollutants in the Applicability Section of the GCR and would not be regionally significant. Therefore, the GCR is not applicable to the Preferred Alternative.

2.0 GENERAL CONFORMITY RULE APPLICABILITY ANALYSIS

The purpose of this analysis is to determine whether the Preferred Alternative at the Otay Mesa LPOE is subject to the Federal GCR established in 40 Code of Federal Regulations, Part 93 (40 CFR Part 93), Determining Conformity of Federal Actions to State or Federal Implementation Plans. This analysis will determine under which of the following areas the Preferred Alternative would fall:

- Not subject to the rule – The action does not emit criteria pollutants or precursors for which the area is designated as a *nonattainment* or maintenance area¹; all procurement actions are excluded from the GCR;
- Exempt or meets *de minimis* levels – Emissions from the action are below *de minimis* levels and are not regionally significant, or the action is exempt;
- Does not meet *de minimis* levels or is regionally significant – Emissions from the action exceed *de minimis* levels; a Conformity Determination must be prepared for such actions.

This analysis is organized into the following sections:

- Background (Section 3) – Information on applicable air emission programs and limitations, including *de minimis* levels;
- Preferred Alternative (Section 4) – A description of the Preferred Alternative;
- Methodology and Emissions Calculations (Section 5) – Procedures and results for estimating emissions associated with the Preferred Alternative; and

¹ A *nonattainment* area is an area where the concentration of one or more criteria pollutants is found to exceed the regulated level for one or more of the NAAQS. *Nonattainment* areas that meet the NAAQS and the redesignation requirements in the Clean Air Act are redesignated as maintenance areas.

- Conclusion (Section 6) – Assessment of whether the GCR is applicable to the Preferred Alternative.

3.0 BACKGROUND

As part of the implementation of the CAA Amendments, the USEPA issued National Ambient Air Quality Standards (NAAQS) for six criteria air pollutants: CO, SO₂, particulate matter (PM₁₀ and PM_{2.5}), ozone (O₃), NO₂, and lead (Pb). USEPA defines ambient air in guidelines established in 40 CFR Part 50 as “that portion of the atmosphere, external to buildings, to which the general public has access.”

The Clean Air Act divides the U.S. into geographic areas called “air quality control regions” (AQCRs). These AQCRs are established areas such as counties, urbanized areas, and consolidated metropolitan statistical areas. An AQCR in which levels of a criteria air pollutant meet the health-based NAAQS is defined as an attainment area for the pollutant, while an area that does not meet the NAAQS is designated a *nonattainment* area for the pollutant. An AQCR that was once designated a *nonattainment* area but was later reclassified as an *attainment* area is known as a maintenance area. *Nonattainment* and maintenance areas can be further classified as extreme, severe, serious, moderate, or marginal.

An AQCR may have an acceptable level for one criteria air pollutant but may have unacceptable levels for other criteria air pollutants. Thus, an area could be *attainment*, maintenance, and/or *nonattainment* at the same time for different pollutants. Each state that contains at least one nonattainment air quality control region is responsible for submitting a State Implementation Plan (SIP), which specifies the manner in which NAAQS will be achieved and maintained. Maintenance areas must adhere to a maintenance plan for the specific pollutant for which the area was initially designated *nonattainment*.

The Otay Mesa LPOE is located in San Diego County, California. San Diego County is located in the San Diego Intrastate AQCR, which is managed by the California Air Resources Board (CARB). USEPA has designated San Diego County, California as a nonattainment area for O₃ and a maintenance area for CO (EPA 2018a, 2018b).

In December 2016, the CARB approved the 2008 Eight-Hour Ozone Attainment Plan for San Diego County, which addresses how the Mohave-Yuma Intrastate AQCR will achieve and maintain attainment with the O₃ standard and in July 2004, the CARB approved the 2004 Revision to the California SIP for Carbon Monoxide (CARB 2004, 2016). Because San Diego County, California is a *nonattainment* area for O₃ and a maintenance area for CO, an applicability analysis of O₃² and CO emissions is required using the criteria for a *nonattainment* and maintenance area, respectively. For purposes of analysis and completeness, the potential NO₂, SO₂, PM₁₀, and PM_{2.5} emissions were also calculated and compared to *de minimis* rates³. The criteria used in the GCR applicability analysis are listed in the Applicability Section of the GCR, Section 93.153(b), which defines *de minimis* emission rates for criteria pollutants based on the degree of nonattainment. **Table 1** lists the *de minimis* levels that were used in this analysis (EPA, 2017). Section 51.853(i) of the GCR stipulates that a project is considered regionally significant when total emissions from the project exceed a *nonattainment* or maintenance area’s total emission budget for each applicable pollutant by 10 percent or more.

² Ozone is a secondary pollutant (i.e., it is created when NO₂ reacts with volatile organic compounds [VOCs] and oxygen in the presence of sunlight. Therefore, the emissions of the precursor pollutant (i.e., NO₂) were used to calculate the O₃ emissions that would occur under the Preferred Alternative.

³ Emissions of lead were not analyzed because no project activity would result in the generation of lead emissions.

Table 1. De Minimis Levels for the Preferred Alternative

Criteria Pollutant	CAA Classification	De Minimis Emission Rate (tons/year)
CO	Maintenance	100
NO ₂	NA	100
O ₃	Nonattainment (moderate)	100
SO ₂	NA	100
PM ₁₀	NA	100
PM _{2.5}	NA	100

Source: EPA, 2017

Note: CO = carbon dioxide; NA = not applicable; NO₂ = nitrogen dioxide; O₃ = ozone; PM_{2.5} = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM₁₀ = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO₂ = sulfur dioxide.

4.0 PREFERRED ALTERNATIVE (ALTERNATIVE 1)

The Preferred Alternative would include the development of a new, 10-acre, GSA-owned plot of land to the immediate east of the existing commercial import lot. The new lot would be used to construct commercial inspection buildings and additional commercial import lanes. Improvements to existing pedestrian lanes (located in the Pedestrian Building) and personal vehicle inspection lanes; relocation of personnel currently housed in the Pedestrian, Commercial Import, and Commercial Export buildings; renovation of existing facilities throughout the Otay Mesa LPOE; and demolition of facilities that would no longer be needed would also occur under the Preferred Alternative. New construction would include commercial import and exit booths, six additional pedestrian lanes in the Pedestrian Building, a Commercial Annex Building (CAB), a return to Mexico lane for commercial traffic, a pedestrian ramp, and parking areas for the new commercial lot. Building renovations would include the installation of energy and water conservation measures across the Otay Mesa LPOE, the correction of deficiencies throughout existing facilities (e.g., updating security systems, improving lighting, and repaving old asphalt surfaces), and refurbishing the interior of buildings as needed (e.g., new flooring and paint). All facilities that are no longer needed would be demolished and either backfilled or used for the expansion of other facilities.

5.0 METHODOLOGY AND EMISSIONS CALCULATIONS

Because the USEPA has designated San Diego County, California as a moderate *nonattainment* area for O₃ and a maintenance area for CO, this applicability analysis estimates the Preferred Alternative's potential emissions of O₃ and CO; for completeness, the potential NO₂, SO₂, PM₁₀, and PM_{2.5} emissions were also estimated. Construction and demolition activities would cause temporary air emissions of these pollutants. To provide a worst-case (i.e., conservative) estimate of emissions on a calendar-year basis, it was assumed that all required nonroad vehicles would be operating full-time (i.e., eight hours per day and five days per week), approximately 100 workers would be commuting 50 miles each day, and each worker would be driving their own vehicle (i.e., no carpooling).

Construction and demolition emissions were estimated for on-road and nonroad vehicles. The emissions from on-road vehicles such as privately-owned vehicles (POVs) were estimated using industry standard emission rates (Argonne 2013; EPA 2009). Emission rates for nonroad vehicles such as excavators, cranes, graders, backhoes, and bulldozers were estimated using EPA's MOVES 2014a model (EPA 2015). See **Table 2** for the emission factors used in the analysis and **Table 3** for the results of the analysis.

Table 2. Factors Used to Estimate On-Road and Nonroad Vehicle Emissions

Pollutant	On-Road Emission Factor (lb/mile)	Nonroad Emission Factor (g/vehicle/day) (Diesel/Gasoline)
CO	6.29×10^{-3}	160/795
NO ₂	2.64×10^{-4}	300/7.44
SO ₂	9.26×10^{-6}	0.507/0.0194
PM ₁₀	1.68×10^{-5}	23.1/6.21
PM _{2.5} ^a	1.68×10^{-5}	22.4/5.72

Source: Argonne, 2013; EPA, 2009, 2015

Note: CO = carbon dioxide; g = grams; lb = pounds; NO₂ = nitrogen dioxide; PM_{2.5} = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM₁₀ = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO₂ = sulfur dioxide.

^a An on-road emission factor for PM_{2.5} was not available for POVs so the on-road emission factor for PM₁₀ was used.

Table 3. Annual Nonroad and On-Road Vehicle Emissions Under the Preferred Alternative

Equipment	Tons of CO	Tons of NO ₂	Tons of SO ₂	Tons of PM ₁₀	Tons of PM _{2.5}
Nonroad Vehicles					
Excavator (diesel)	0.183	0.343	5.80×10^{-4}	0.0264	0.0256
Crane (diesel)	0.0458	0.0857	1.45×10^{-4}	6.60×10^{-3}	6.40×10^{-3}
Bulldozer (diesel)	0.0917	0.171	2.90×10^{-4}	0.0132	0.0128
Dump truck/Concrete truck (diesel)	0.229	0.428	7.25×10^{-4}	0.0330	0.0320
Grader (diesel)	0.0917	0.171	2.90×10^{-4}	0.0132	0.0128
Rollers, compactor(diesel)	0.138	0.257	4.35×10^{-4}	0.0198	0.0192
Paving equipment (diesel)	0.0458	0.0857	1.45×10^{-4}	6.60×10^{-3}	6.40×10^{-3}
Generator (gasoline)	0.682	6.38×10^{-3}	1.66×10^{-5}	5.33×10^{-3}	4.90×10^{-3}
Air compressor (gasoline)	0.455	4.25×10^{-3}	1.11×10^{-5}	3.55×10^{-3}	3.27×10^{-3}
On-Road Vehicles					
Personal vehicles	4.09	0.172	6.02×10^{-3}	0.0109	0.0109
Total (tons per year)	6.05	1.72	8.70×10^{-3}	0.139	0.134
De minimis threshold (tons per year)	100	100	100	100	100

Source: EPA, 2017.

Note: CO = carbon dioxide; g = grams; lb = pounds; NO₂ = nitrogen dioxide; PM_{2.5} = particulate matter with an aerodynamic diameter less than or equal to 2.5 micrometers; PM₁₀ = particulate matter with an aerodynamic diameter less than or equal to 10 micrometers; SO₂ = sulfur dioxide.

6.0 CONCLUSION

As shown in **Table 3**, none of the criteria pollutant emissions estimated for the Preferred Alternative would exceed their respective *de minimis* thresholds. Therefore, the General Conformity Rule is not applicable to the Preferred Alternative.

7.0 REFERENCES

(Argonne 2013). Argonne National Laboratory. 2013. Updated Emission Factors of Air Pollutants from Vehicle Operations. September.

(EPA 2009). United States Environmental Protection Agency. 2009. AP-42: Gasoline and Diesel Industrial Engines.

(EPA 2015). United States Environmental Protection Agency. 2015. MOVES2014a User Guide. EPA-420-B-15-095. November.

(EPA 2017). United States Environmental Protection Agency. 2017. De Minimis Tables. Available online at: <https://www.epa.gov/general-conformity/de-minimis-tables>.

(EPA 2018). United States Environmental Protection Agency. 2018. Current Nonattainment Counties for All Criteria Pollutants. March 31.

8.0 ACRONYMS

ACE	Annual-chance exceedance
AQCR	Air Quality Control Region
CAA	Clean Air Act
CAB	Commercial Annex Building
CARB	California Air Resources Board
CO	Carbon monoxide
GCR	General Conformity Rule
GSA	General Services Administration
LPOE	Land Port of Entry
NAAQS	National Ambient Air Quality Standards
NO ₂	Nitrogen dioxide
O ₃	Ozone
Pb	Lead
PM _{2.5}	Fine particulate matter
PM ₁₀	Coarse particulate matter
POV	Privately-owned vehicle
SIP	State Implementation Plan
SO ₂	Sulfur dioxide
USEPA	U.S. Environmental Protection Agency
VOC	Volatile organic compound

APPENDIX D: CONSULTATION AND COORDINATION



GSA Pacific Rim Region

August 18, 2010

Mr. M. Wayne Donaldson
State Historic Preservation Officer
California Department of Parks and Recreation
1725 23rd Street, Suite 100
Sacramento, CA 95816
Attention: Ed Carroll

Re: Otay Mesa Land Port of Entry Reconfiguration and Expansion

Dear Mr. Donaldson:

The United States General Services Administration (GSA) is proposing to reconfigure and expand its Land Port of Entry (LPOE) at Otay Mesa, a project that has received funding as part of the American Recovery and Reinvestment Act (ARRA). This qualifies as an undertaking according to the definitions at 36 CFR 800.16, and since it involves ground disturbance, it is subject to individual review by your office.

The existing Otay Mesa LPOE stands on approximately 41 acres of land within the limits of San Diego, and was first constructed in 1983, with subsequent additions and alterations made throughout the years as the port expanded. Currently, the port has reached its capacity and requires expansion in order to accommodate the traffic that has nearly doubled since it opened. The proposed reconfiguration and expansion will require the demolition of existing buildings, and the construction of new facilities on both the existing site and an adjoining 10-acre site. We have defined the Area of Potential Effects (APE) as the current port and the adjoining 10-acre agricultural site, which is outlined in Figure 3 of the enclosed Cultural Resources Evaluation. Located within the APE are the existing port buildings, which were constructed in 1983, and a vacant lot, which has until now been used for agriculture. The LPOE is adjacent to the US-Mexico border at the south, and is surrounded by commercial buildings at the north, east and west.

We have evaluated the buildings that comprise the existing LPOE and determined that none of them are historic. These buildings are: 1) the main port of entry building, constructed in 1985; 2) a secondary inspection building, constructed in 1985; 3) a commercial building constructed in 1985; 4) a bird inspection facility, constructed in 1987; 5) a commercial building constructed in 1994; 6) a warehouse constructed in 1994; 7) a commercial building used mainly for the transfer of flammable liquids, constructed in 1994; and 8) a seizure vault, constructed in 1994. This group of buildings is located at 9777 Via de la Amistad and 2500 Paseo International, and is a contiguous group.

U.S. General Services Administration
450 Golden Gate Avenue
San Francisco, CA 94102-3434
www.gsa.gov

A ten-acre parcel of land immediately adjacent to the port site at its east will also be affected by the planned expansion. This land is currently undeveloped and has been used for agricultural purposes. We have examined the potential for this project to affect any archaeological resources. Previous development and agricultural use of the land within the APE has already removed the potential for the discovery of archaeological resources, since in this area those resources are most often found on or very near to the surface.

We have determined, therefore, that this undertaking will not affect any historic resources. We are requesting that you reply with your concurrence within 30 days of receipt of this letter. By CC of this letter we are also requesting concurrence from the Native American tribes listed below within the same timeframe. Please contact Rebecca Karberg of my office at (415) 522-3010 or rebecca.karberg@gsa.gov if you have any questions regarding this undertaking. Thank you for your consideration.

Sincerely,


Jane Lehman
Regional Historic Preservation Officer

JL:rak

Enclosure

CC:

Ms. Kirsten Brinker Kulis
Advisory Council on Historic Preservation
1100 Pennsylvania Avenue NW, Suite 803
Washington, D.C., 20004

The Honorable Richard Milanovich
Chairman
Agua Caliente Band of Cahuilla Indians
600 East Tahquitz Canyon Way
Palm Springs, CA 92262

The Honorable Rhonda Welch-Sealco
Chairwoman
Barona Band of Mission Indians
1095 Barona Road
Lakeside, CA, 92040

The Honorable John James
Chairman
Cabazon Band of Mission Indians
84-245 Indio Springs Parkway
Indio, CA 92203

The Honorable H. Paul Cuero
Chairman
Campo Band of Kumeyaay Indians
36190 Church Road, Suite 1
Campo, CA 91906

The Honorable Harlan Pinto
Chairman
Cuyapaipe Band of Mission Indians
4054 Willows Road
Alpine, CA 91903-2250

**The Honorable Leon Acebedo
Chairman
Jamul Band of Mission Indians
13910 Lyons Valley Road
Jamul, CA 91935**

**The Honorable Catherine Saubel
Spokeswoman
Los Coyotes Band of Mission Indians
2300 Camino San Ignacio
Warner Springs, CA 92086**

**The Honorable Mark Romero
Chairman
Mesa Grande Band of Mission Indians
27000 Black Canyon Rd
Santa Ysabel, CA 92070**

**The Honorable Johnny Hernandez
Spokesman
Santa Ysabel Band of Mission Indians
HWY 79-Schoolhouse Canyon Rd
Santa Ysabel, CA 92070**

**The Honorable Bobby L. Barrett
Chairman
Viejas Band of Mission Indians
1 Viejas Grande Rd
Alpine, CA 91903**

**The Honorable Gwendolyn Parada
Chairwoman
La Posta Band of Mission Indians
1048 Crestwood Road
Boulevard, CA 91905**

**The Honorable Leroy Elliott
Chairman
Manzanita Band of Mission Indians
6 Old Mine Rd
Boulevard, CA 91905**

**The Honorable Allen E. Lawson
Chairman
San Pasqual Band of Mission Indians
27548 North Lake Wolford Road, Level #3
Valley Center, CA 92082**

**The Honorable Daniel J. Tucker
Chairman
Sycuan Band of Mission Indians
5459 Dehesa Road
El Cajon, CA 92019**

APPENDIX E: DEIS PUBLIC INVOLVEMENT MATERIALS

GENERAL SERVICES ADMINISTRATION

[Notice-PBS-2018-06; Docket No. 2018-0002; Sequence No. 18]

**Notice of Availability and Announcement of Meeting for the Draft
Environmental Impact Statement for the Otay Mesa Port of Entry,
San Diego, California**

AGENCY: Public Building Service (PBS), General Services Administration (GSA).

ACTION: Notice of Availability; Announcement of meeting.

SUMMARY: This notice announces the availability of the Draft Environmental Impact Statement (DEIS), which examines the potential impacts of a proposal by the General Services Administration (GSA) to modernize and expand the existing Otay Mesa Land Port of Entry (LPOE). The LPOE is located at the United States (U.S.)-Mexico border in the City of San Diego community of Otay Mesa, in San Diego County, California. The DEIS describes the reason the project is being proposed, the alternatives being considered, the potential impacts of each of the alternatives on the existing environment, and avoidance, minimization, and/or mitigation measures related to those alternatives.

As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

DATES: A public meeting for the DEIS will be held on Tuesday, August 21, 2018, from 4:00 p.m. to 7:00 p.m., Pacific Time (PT). Interested parties are encouraged to attend and provide written comments on the DEIS. The comment period for the DEIS ends Friday, August 31, 2018. After this date, GSA will prepare the Final EIS.

ADDRESSES: The meeting will be held at the Holiday Inn Express and Suites San Diego, 2296 Niels Bohr Court, San Diego, CA, 92154, telephone 619-710-0900.

Further information, including an electronic copy of the DEIS, may be found online on the following website: <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/otay-mesa-land-port-of-entry>. Questions or comments concerning the DEIS should be directed to: Osmahn Kadri, NEPA Project Manager, 50 United Nations Plaza, 3345, Mailbox #9, San Francisco, CA, 94102, or via email to osmahn.kadri@gsa.gov.

FOR FURTHER INFORMATION CONTACT:

Osmahn A. Kadri, NEPA Program Manager, GSA, at 415-522-3617. Please also call this number if special assistance is needed to attend and participate in the public meeting.

SUPPLEMENTAL INFORMATION:

Background

The Otay Mesa LPOE is located approximately 17 miles southeast of downtown San Diego, just north of the U.S. border and the Baja California Peninsula of Mexico. When it was constructed in 1983, its primary purpose was to divert growing commercial truck traffic from the increasingly busy San Ysidro LPOE to the west, at the southern terminus of Interstate 5. The Otay Mesa LPOE processes commercial and privately-owned vehicle and pedestrian traffic. Since the LPOE opened, vehicle and pedestrian traffic and the population and general development in the area have grown. It is now one of the ten busiest land ports in the country and is the busiest commercial port on the California-Mexico border, processing the second highest volume of trucks, and third highest dollar volume of trade among all U.S.-Mexico LPOEs. Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at the Otay Mesa LPOE.

The Project's purpose is to improve the efficiency, effectiveness, security and safety at the existing Otay Mesa LPOE. The Project's need, or the need to which the GSA is responding, is to increase the LPOE's capacity due to

increased demand, and to address public and employee safety and border security concerns.

The DEIS considers two "action" alternatives and one "no action" alternative. The Preferred Alternative would include the development of an approximately 10-acre GSA-owned plot of land to the immediate east of the existing commercial import lot. The new lot would be used to construct commercial inspection buildings and additional commercial import lanes. It would also include improvements to existing pedestrian lanes and personal vehicle inspection lanes; relocation of personnel currently housed in the Pedestrian, Commercial Import and Commercial Export buildings; renovation of existing facilities throughout the Otay Mesa LPOE; and demolition of facilities that would no longer be needed would also occur. New construction would include commercial import and exit booths, six additional pedestrian lanes in the Pedestrian Building, a Commercial Annex Building (CAB), a return-to-Mexico lane for commercial traffic, a pedestrian ramp and parking areas for the new commercial lot. Building renovations would include the installation of energy conservation measures and water conservation measures across the Otay Mesa LPOE, the correction of deficiencies throughout existing facilities (e.g., updating security systems, updating HVAC systems,

improving lighting and repaving old asphalt surfaces), and refurbishing the interiors of the pedestrian, commercial import and commercial export buildings including repainting and replacing flooring.

The Reduced Build Alternative would include many of the same activities as under the Preferred Alternative; however, the overall activity level would be lower. Notably, no new construction would occur on the 10-acre GSA-owned plot of land, and the Commercial Annex Building would not be constructed; instead, the plot of land would be paved and used as additional space for the commercial vehicle inspection booths which would be reconfigured to increase traffic flow. Renovation of existing facilities would still occur, but activities would be limited to updating security and HVAC systems and repainting interiors.

The No Action alternative assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.

Public Meeting

The meeting will be conducted in an open house format, where project information will be presented and distributed. Comments must be received by August 31, 2018, and emailed to osmahn.kadri@gsa.gov or sent to the address listed above.

DATED: 8/2/18



Matthew Jear
Director, Portfolio Management Division,
Pacific Rim Region,
Public Buildings Service.

Billing Code: 6820-YF

GENERAL SERVICES ADMINISTRATION (GSA)

Notice of Availability for the Draft Environmental Impact Statement (DEIS) for the Otay Mesa Land Port of Entry (LPOE), San Diego, California.

SUMMARY: This notice announces the availability of the DEIS, which examines the impacts of a proposal by the GSA to modernize and expand the existing Otay Mesa LPOE. The DEIS describes the reason for the project, alternatives considered, potential environmental impacts, and mitigation measures.

GSA is acting on behalf of this facility's major tenant, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

DATES: The comment period for the DEIS ends Tuesday, October 9, 2018. After this date, GSA will prepare the Final EIS.

ADDRESSES: Further information, including an electronic copy of the DEIS, may be found online on the following website: <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/otay-mesa-land-port-of-entry/otay-mesa-environmental-review>. Questions or comments concerning the DEIS should be directed to: Osmahn Kadri, NEPA Project Manager, 50 United Nations Plaza, 3345 Mailbox #9, San Francisco, CA 94102, or via email to osmahn.kadri@gsa.gov.

SUPPLEMENTAL INFORMATION: The Otay Mesa LPOE is located 17 miles southeast of San Diego, on the U.S.-Mexican border. When built in 1983, its primary purpose was to divert growing commercial truck traffic from the increasingly busy San Ysidro LPOE. The Otay Mesa LPOE handles commercial and privately-owned vehicle and pedestrian traffic, which have all grown substantially. It is now the busiest commercial port on the California-Mexico border. Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology.

The Project's purpose is to improve the LPOE's efficiency, effectiveness, security and safety. The Project's need is to increase capacity due to increased demand, and to address safety and border security concerns.

The DEIS considers two "action" alternatives and one "no action" alternative. The Preferred Alternative would develop a 10-acre GSA-owned property east of the existing commercial import lot. The new lot would be used to construct commercial inspection buildings and additional commercial import lanes. Other improvements and renovation of existing facilities would also occur, as well as new construction.

The Reduced Build Alternative is a scaled-down version of the Preferred Alternative. Notably, no new construction would occur on the 10-acre GSA-owned plot of land. Instead, this plot would be used as additional space for the commercial vehicle inspection booths, reconfigured to increase traffic flow. Limited renovation of existing facilities would still occur.

The No Action Alternative assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE.

PUBLIC MEETING: A public meeting for the DEIS will be held on Wednesday, September 5, 2018 from 4 to 7 PM at:

Holiday Inn Express and Suites San Diego
2296 Niels Bohr Court
San Diego, CA 92154
619-710-0900

The meeting will use an open house format, where project information will be presented and distributed. Interested parties are encouraged to attend and provide written comments on the DEIS.

FOR FURTHER INFORMATION CONTACT: Osmahn A. Kadri, NEPA Project Manager, General Services Administration at 415-522-3617. Please also call this number if special assistance is needed to attend and participate in the public meeting.



GSA, Pacific Rim Region

August 24, 2018

Dear Interested Reader,

Please be advised that the Draft Environmental Impact Statement (DEIS) examining the potential impacts of a proposal by the General Services Administration (GSA) to modernize and expand the existing Otay Mesa Land Port of Entry (LPOE) located at the United States (U.S.)-Mexico border in the City of San Diego community of Otay Mesa, in San Diego County, California is now available. The DEIS describes the reason the project is being proposed, the alternatives being considered, the potential impacts of each of the alternatives on the existing environment, and avoidance, minimization, and/or mitigation measures. As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

An electronic copy of the DEIS, may be found online on the following website: <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/otay-mesa-land-port-of-entry/otay-mesa-environmental-review>. Questions or comments concerning the DEIS should be directed to: Osmahn Kadri, NEPA Project Manager, 50 United Nations Plaza, 3345 Mailbox #9, San Francisco, CA 94102, or viaemail to osmahn.kadri@gsa.gov. The comment period for the DEIS ends Tuesday, October 9, 2018. After this date, GSA will prepare the Final EIS.

SUPPLEMENTAL INFORMATION: The Otay Mesa LPOE is located approximately 17 miles southeast of downtown San Diego, just north of the U.S. border and the Baja California Peninsula of Mexico. When it was constructed in 1983, its primary purpose was to divert growing commercial truck traffic from the increasingly busy San Ysidro LPOE to the west at the southern terminus of Interstate 5. The LPOE handles commercial and privately-owned vehicle and pedestrian traffic. Since the LPOE opened, vehicle and pedestrian traffic and the population and general development in the area have grown. It is now one of the ten busiest land ports in the country and is the busiest commercial port on the California-Mexico border, handling the second highest volume of trucks, and third highest dollar volume of trade among all U.S.-Mexico LPOEs. Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at existing facilities.

The Project's purpose is to improve the efficiency, effectiveness, security and safety at the existing Otay Mesa LPOE. The Project's need, or the need to which the GSA is responding, is to increase the LPOE's capacity due to increased demand, and to address public and employee safety and border security concerns.

The DEIS considers two "action" alternatives and one "no action" alternative. The Preferred Alternative would include the development of an approximately 10-acre GSA-



owned plot of land to the immediate east of the existing commercial import lot. The new lot would be used to construct commercial inspection buildings and additional commercial import lanes. Improvements to existing pedestrian lanes and personal vehicle inspection lanes; relocation of personnel currently housed in the Pedestrian, Commercial Import and Commercial Export buildings; renovation of existing facilities throughout the Otay Mesa LPOE; and demolition of facilities that would no longer be needed would also occur. New construction would include commercial import and exit booths, six additional pedestrian lanes in the Pedestrian Building, a Commercial Annex Building (CAB), a return-to-Mexico lane for commercial traffic, a pedestrian ramp and parking areas for the new commercial lot. Building renovations would include the installation of energy conservation measures and water conservation measures across the Otay Mesa LPOE, the correction of deficiencies throughout existing facilities (e.g., updating security systems, updating HVAC systems, improving lighting and repaving old asphalt surfaces), and refurbishing the interiors of the pedestrian, commercial import and commercial export buildings including repainting and replacing flooring.

The Reduced Build Alternative would include many of the same activities as under the Preferred Alternative; however, the overall activity level would be lower. Notably, no new construction would occur on the 10-acre GSA-owned plot of land, and the CAB would not be constructed; instead, the plot of land would be paved and used as additional space for the commercial vehicle inspection booths which would be reconfigured to increase traffic flow. Renovation of existing facilities would still occur, but activities would be limited to updating security and HVAC systems and repainting interiors.

The No Action alternative assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.

PUBLIC MEETING: A public meeting for the DEIS will be held on Wednesday, September 5, 2018 from 4:00 PM to 7:00PM at:

Holiday Inn Express and Suites San Diego
2296 Niels Bohr Court
San Diego, CA 92154
619-710-0900

The meeting will be conducted in an open house format, where project information will be presented and distributed. Interested parties are encouraged to attend and provide written comments on the DEIS.

For further information, please contact Osmahn A. Kadri, NEPA Project Manager, General Services Administration at 415- 522-3617. Please also call this number if special assistance is needed to attend and participate in the public meeting.



U.S. General Services Administration Pacific Rim Region



August 30 · 🌐

GSA invites the local community to attend a public meeting about the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry near San Diego. This meeting will take place on Wednesday, September 5th, 2018 at the Holiday Inn Express located at 2296 Niels Bohr Court in Otay Mesa. You can also preview the environmental review documents on our website at the link below.

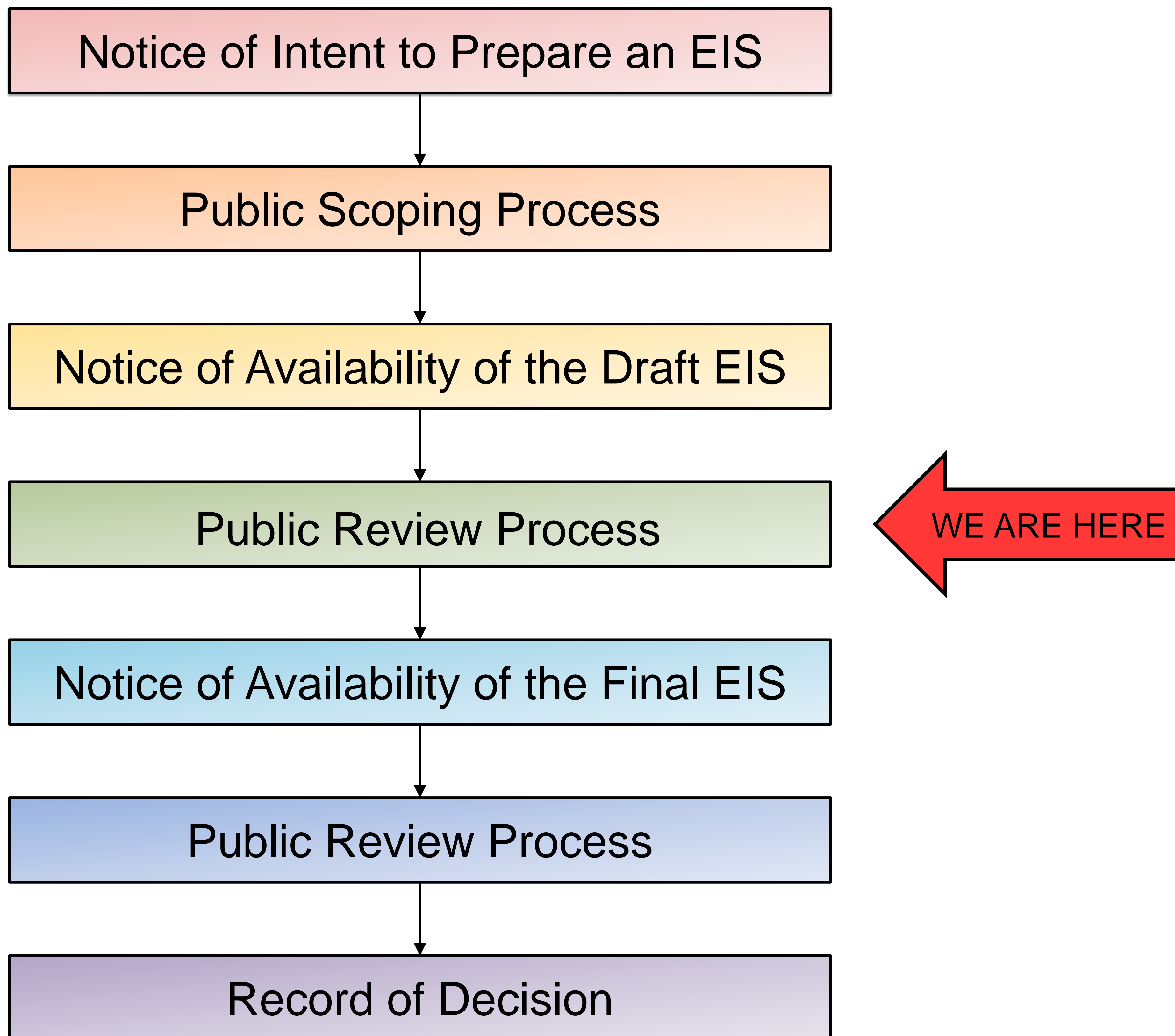


GSA.GOV

Otay Mesa Environmental Review

GSA is in the process of preparing an Environmental Impact Statement (EI...

NATIONAL ENVIRONMENTAL POLICY ACT (NEPA) PROCESS



The views and comments of the public are necessary to help determine the scope and content of the environmental analysis. An important objective of scoping is to identify specific elements of the environment that might be affected if the proposal is carried out. Potentially significant impacts raised during scoping are analyzed in detail in the Environmental Impact Statement (EIS).

PROJECT BACKGROUND



- The Otay Mesa Land Port of Entry (LPOE) is one of the ten busiest LPOEs in the country and is the busiest commercial port on the California/Mexico border.
- Ever-increasing traffic loads and new security initiatives require increased capacity and new inspection technology to be installed and implemented at existing facilities.
- As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).



PURPOSE AND NEED



Purpose: To address current deficiencies in the effectiveness of the Otay Mesa Land Port of Entry (LPOE).



Need: Since the Otay Mesa LPOE opened, vehicle and pedestrian traffic and the population and general development in the area have grown. New security initiatives require increased capacity and new inspection technology to be installed and implemented at the existing facilities.

PROPOSED ALTERNATIVES



The EIS will consider two “action” alternatives and one “no action” alternative. The two “**action**” alternatives would consist of renovation and expansion activities at the existing Otay Mesa LPOE, and could include:

- Additional primary inspection and exit booths and a new commercial annex building for enrollment and processing capabilities;
- Relocation of the hazardous materials docks;
- Modifications to inspection stations and work areas;
- Construction and operation of secondary inspection areas, holding rooms, and the expansion of pedestrian and commercial lanes.

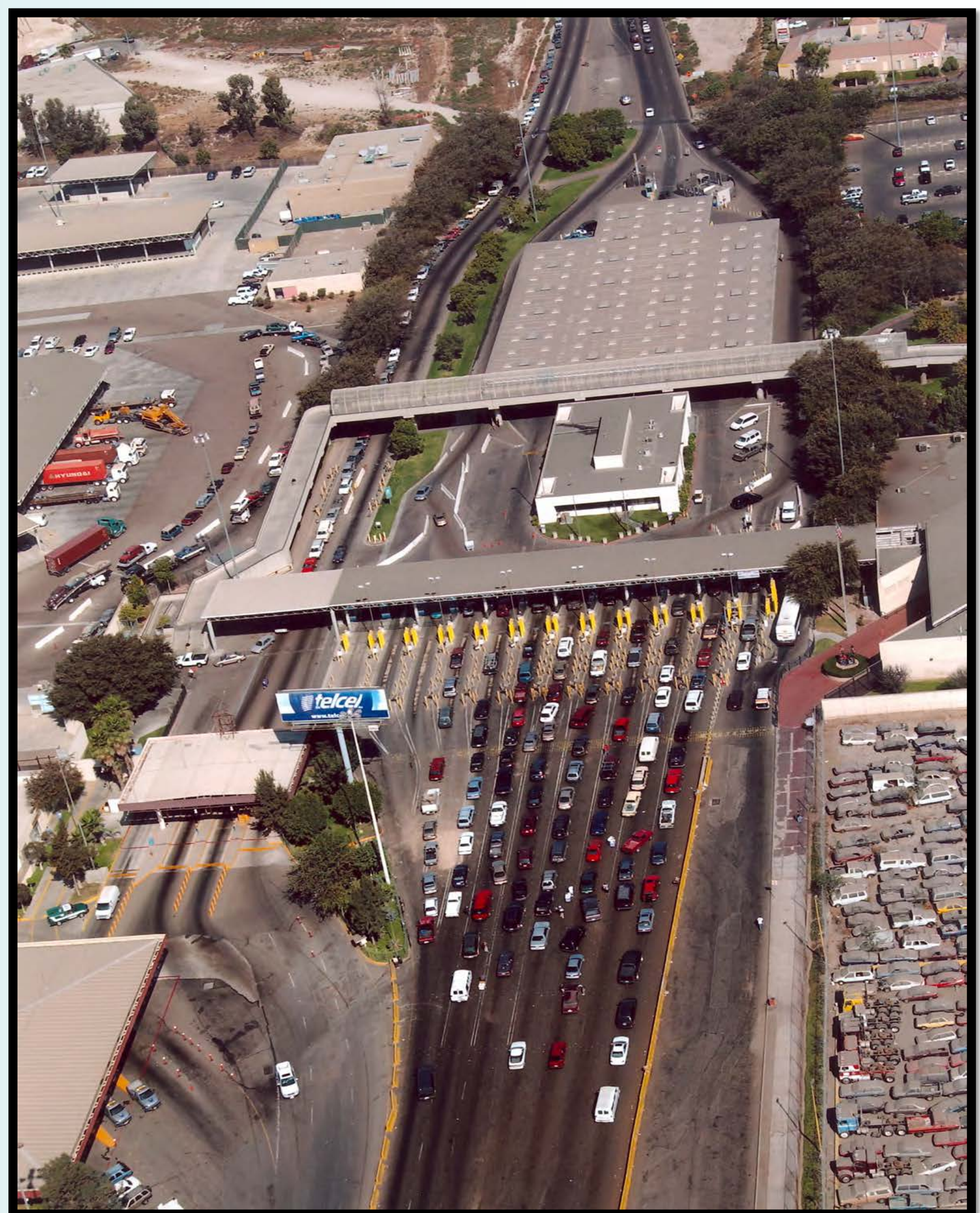
The “**no action**” alternative assumes that modernization and expansion of the existing LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.



TRANSPORTATION & TRAFFIC

- The Otay Mesa LPOE is the only commercial POE in the San Diego area. As San Diego County continues to be developed, the number of vehicles on roadways in this area will likely increase.

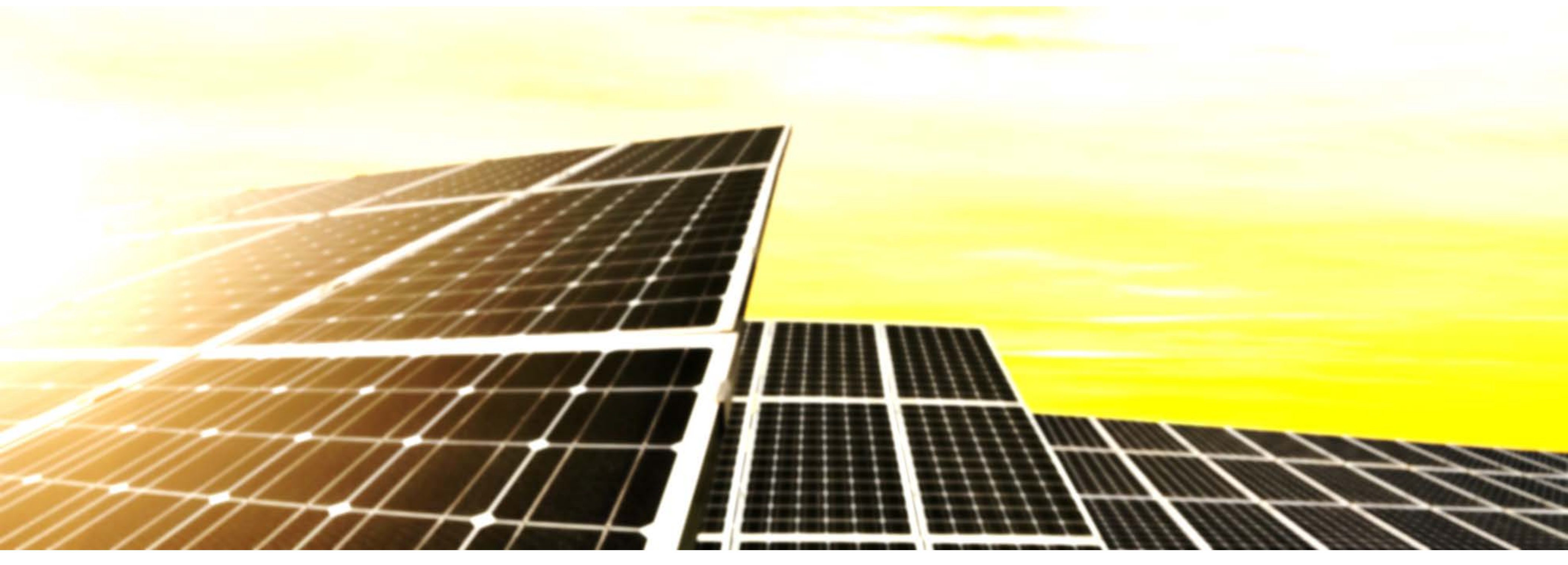
- The LPOE processes an average of 16,000 privately owned vehicles, 2,000 commercial trucks, 100 buses, and 3,500 pedestrians per day. The average wait time for commercial trucks is 1.5 to 2 hours.



- Once construction and demolition is complete, commercial vehicles would be able to pass through the Otay Mesa LPOE at a faster rate. Major, beneficial impacts are expected to traffic and transportation in the long term.

AIR QUALITY AND GREENHOUSE GAS EMISSIONS

- Air quality is the measure of the concentration of defined pollutants in a specific area.
- Greenhouse gases trap radiant heat reflected from the Earth, causing temperatures to rise.
- Although emissions from the action alternatives would be created by emergency generator testing/usage and an increase in power consumption, LPOE improvements would reduce overall air emissions generated at the site. Annual GHG emissions from operations would represent 0.00110 percent of California's annual 2015 GHG emissions.
- Emissions reduction from the reduced vehicle idle time would outweigh the additional emissions generated by the Project and would result in long-term, moderate, beneficial impacts on air quality.



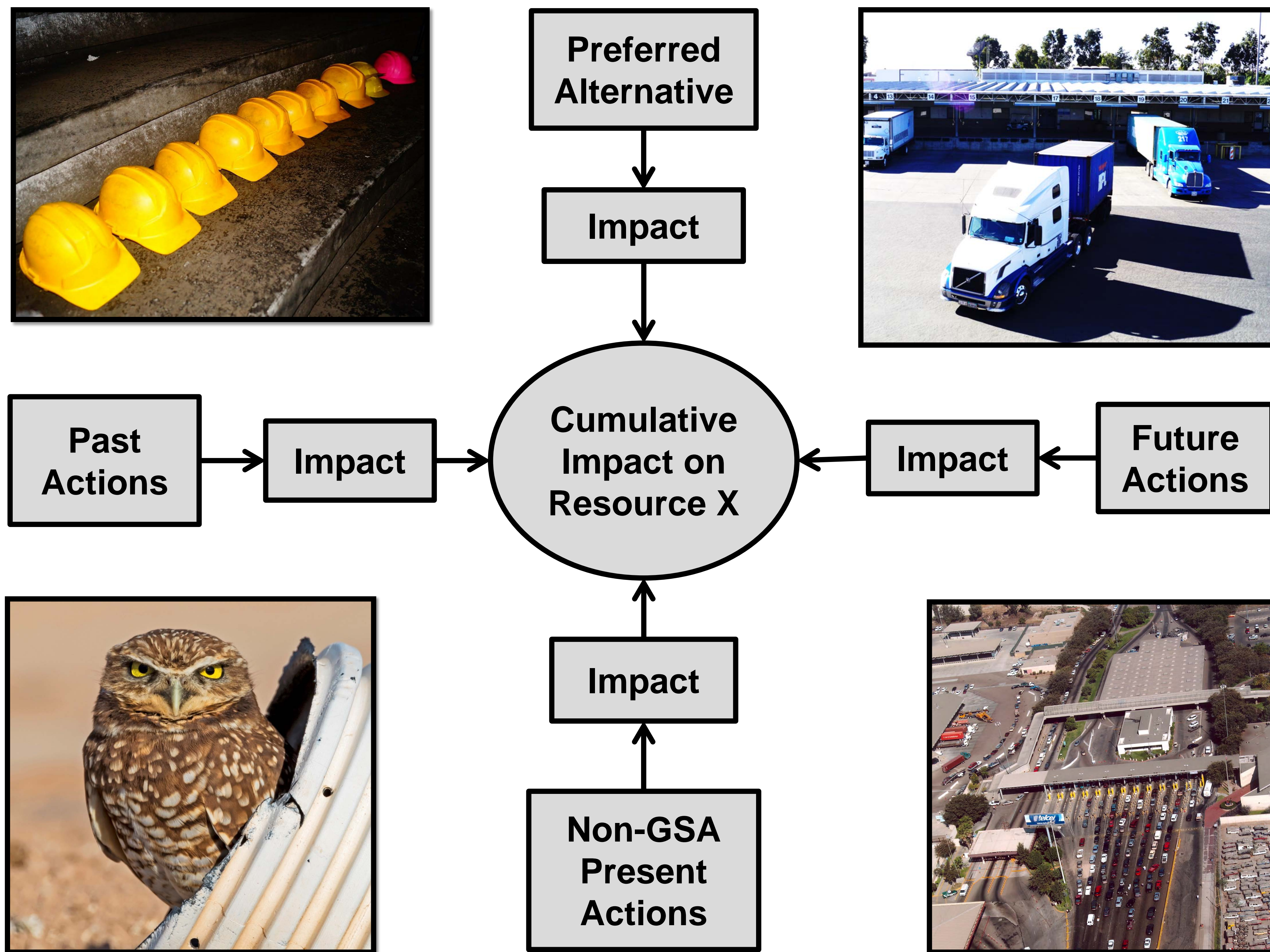
SOCIOECONOMICS

Short-term, adverse effects would mainly include delays in shipments or deliveries as it relates to trade as well as increased noise and air emissions around the LPOE. Short-term, minor, beneficial impacts would be expected due to the creation of jobs.

Long-term, negligible to minor, adverse impacts would be expected. Adverse effects on population and housing would occur if additional personnel are hired to operate the Otay Mesa LPOE in the long term.

Moderate to major, beneficial impacts on trade would be expected due to increased efficiency at the LPOE in the long term.

CUMULATIVE IMPACTS



The Draft EIS found that past, present, and future projects – when considered together with either action alternative – would not create significant adverse or beneficial cumulative impacts on any of the resource areas. Beneficial, cumulative impacts are expected on transportation and traffic, socioeconomic, air quality, visual and aesthetic resources, and water resources. Adverse, cumulative impacts are expected on visual and aesthetic resources, environmental justice and protection of children, geology and soils, air emissions, and biological resources.

DEIS COMMENTS



1. Mail comment to:

General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

2. Fill out a comment form and
leave here with us tonight

3. Email comment to
Osmahn.Kadri@gsa.gov

Summary

GSA has published a Draft Environmental Impact Statement (EIS) that analyzes the potential impacts from the proposed modernization and expansion of the existing Otay Mesa Land Port of Entry (LPOE). The DEIS describes the reason the project is being proposed, the alternatives being considered, the potential impacts of each of the alternatives on the existing environment, and avoidance, minimization, and/or mitigation measures. As the lead agency in this undertaking, GSA is acting on behalf of its major tenant at this facility, the Department of Homeland Security's (DHS) Customs and Border Protection (CBP).

An electronic copy of the DEIS can be found online at: <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/otay-mesa-land-port-of-entry/otay-mesa-environmental-review>.

Project Background

Otay Mesa is located approximately 17 miles southeast of downtown San Diego, just north of the US border and the Baja California Peninsula of Mexico. The Otay Mesa LPOE is one of the ten busiest LPOEs in the country and is the busiest commercial port on the California/Mexico border, but has current deficiencies in its effectiveness. Ever-increasing traffic loads and new security initiatives require capacity and new inspection technology to be installed and implemented at existing facilities.

Proposed Alternatives

The DEIS considers two **“action” alternatives** and one **“no action” alternative**. The two **“action” alternatives** would consist of renovation and expansion activities at the existing Otay Mesa LPOE and could include:

- Additional primary inspection and exit booths and a new commercial annex building for enrollment and processing capabilities;
- Relocation of the hazardous materials docks;
- Modifications to inspections stations and work areas; and
- Construction and operation of secondary inspection areas, holding rooms, and the expansion of pedestrian and commercial lanes.

The **“no action” alternative** assumes that modernization and expansion of the LPOE would not occur and that a new facility would not be constructed adjacent to the existing LPOE. The LPOE would continue to operate under current conditions.



Affected Environment and Environmental Consequences of the Draft EIS

The affected environment is the current physical, biological, social and economic environment of the area surrounding the Otay Mesa LPOE that could be impacted by the Project. Resource areas studied in the EIS include land use; utilities/infrastructure; hazardous waste and materials; transportation and traffic; noise; socioeconomics; environmental justice and protection of children; visual resources and aesthetics; cultural resources; geology, seismicity and soils; air quality and greenhouse gas emissions; biological resources; and water resources.

The impacts analysis section of the Draft EIS considers how the condition of a resource area would change as a result of implementing each of the alternatives considered. The Draft EIS describes the types of impacts that would occur as a result of the Project.

Types of Impacts

Direct effects – Caused by the action; occur at the same time and place.

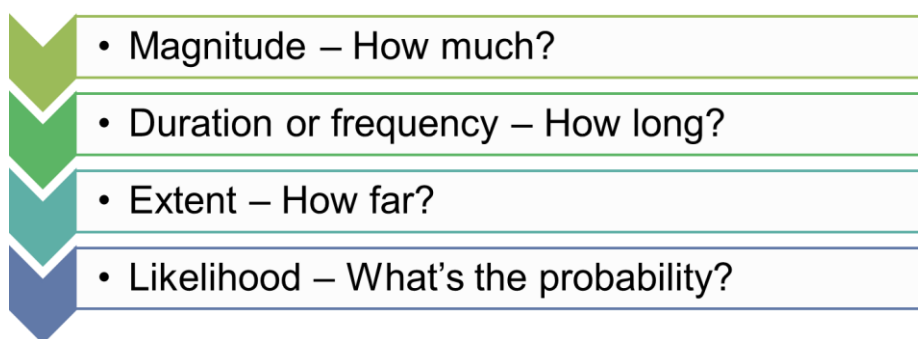
Indirect effects – Caused by the action; occur later in time/further away.

Adverse impacts – Negative or harmful effect on the resource.

Beneficial impacts – Positive effect or helpful change to resource.

Significance Criteria

The significance of the impacts that could occur is assessed using four parameters: magnitude (none, negligible, minor, moderate, major), duration (intermittent, temporary, short-term, medium-term, long-term, permanent), extent (limited, localized, large) and likelihood of occurrence (none, low, medium, high). Using the same criteria to describe the size and significance of impacts for each resource area allows for comparison of the impacts between resources.



Summary of Project Impacts

Impacts that would occur from implementation of the Preferred Alternative, Reduced Build Alternative and the No Action Alternative are summarized below. Unless otherwise noted, impacts would be adverse, highly likely to occur, and the same at both the GSA and USDA sites.

Land Use: Impacts from the Preferred Alternative would be beneficial, minor to moderate, long term, and localized. Impacts under the Reduced Build Alternative would be beneficial, long term, negligible and of limited extent at the LPOE site and would be the same as the Preferred Alternative at the USDA site. Under the No Action Alternative, there would be no impacts at the LPOE site; impacts at the USDA site would be the same as under the Preferred Alternative.

Utilities and Infrastructure: Impacts from the Preferred Alternative would be moderate, short term and localized during construction and minor, long term and localized at new facilities during operation. Operational impacts would be negligible at existing facilities. Under the Reduced Build Alternative, impacts to the LPOE site would be negligible; impacts at the USDA site would be similar to the Preferred Alternative. Under the No Action Alternative, long-term utility consumption would be negligible but higher than under the action alternatives.

Hazardous Waste and Materials: Impacts from the Preferred Alternative would be medium, short term, limited in extent, with a low likelihood of occurrence during construction. Impacts from the removal of asbestos and lead would be beneficial, moderate, long term and localized. During operation, impacts at the facilities would be minor, long term and limited in extent with a low likelihood of occurrence. Impacts from the Reduced Build Alternative would be negligible, intermittent and limited in extent with a low likelihood of occurrence during construction. Impacts during operation would be the same as the Preferred Alternative. Under the No Action Alternative, impacts would be similar to current operations.

Transportation and Traffic: Impacts from the Preferred Alternative would be minor, short term and localized during construction. Impacts would be beneficial, major, long term and localized during operations. Under the Reduced Build Alternative, impacts would be similar to the Preferred Alternative during construction but would be slightly less in magnitude from reduced construction and demolition. Impacts during operations would be similar to the Preferred Alternative but less beneficial due to less of a reduction in vehicle wait times. Under the No Action Alternative, impacts would be negligible, short term and limited in extent during construction of the USDA site. Operation of the USDA site would have minor, long term and localized impacts under the No Action Alternative.

Noise: Impacts from the Preferred Alternative would be moderate, short and long term and localized. Impacts under the Reduced Build Alternative would be similar but less in magnitude than the Preferred Alternative. During operations, impacts at the LPOE would be similar to current conditions. Operational impacts at the USDA site would be the same as under the Reduced Build Alternative.

Socioeconomics: Overall short-term, negligible to minor, medium to large extent adverse impacts would be expected from the Preferred Alternative, with a high likelihood of occurrence. Under the Reduced Build Alternative the types of impacts would be the same as under the Preferred Alternative, though both adverse and beneficial impacts would be reduced in magnitude. Under the No Action Alternative, long-term, minor, large extent adverse impacts would be expected with a high likelihood of occurrence.

Environmental Justice and Protection of Children: Overall short- and long-term, negligible to minor, medium extent adverse impacts would be expected from the Preferred Alternative, with a high likelihood of occurrence. Under the Reduced Build Alternative, the types of impacts would be the same as under the Preferred Alternative, though both adverse and beneficial impacts would be reduced in magnitude. No disproportionate, adverse or beneficial effects to minority or youth populations are anticipated in the short or long term under the No Action Alternative.

Visual Resources: Impacts from the Preferred Alternative would be moderate, short term and localized during construction. Operational impacts would be either beneficial or adverse, depending on the perception of the viewer, and would be moderate, long term and localized. Under the Reduced Build Alternative, construction impacts would be similar but slightly reduced in magnitude compared to the Preferred Alternative. Operational impacts would be the same as under the Preferred Alternative. Construction at the USDA site would create adverse or beneficial, moderate, long term and localized impacts.

Cultural Resources: Impacts would be the same under all alternatives. If archaeological resources are discovered during construction (the likelihood of this is anticipated to be low), impacts would be minor, permanent, and limited in extent. Impacts would be adverse if the resource was destroyed and beneficial if the resource was perceived as having value to the public. There would be no impacts to historic resources.

Geology, Seismicity and Soils: There would be no impacts to geology/geologic hazards from any alternative. Under all alternatives, impacts to topography would be negligible, long term and limited in extent. Impacts would be minor to moderate, long term to permanent and localized from construction where soils are substantially covered by impervious surfaces. Negligible to minor, short term impacts of limited extent are expected where soils are disturbed by vehicle and foot traffic. Beneficial, minor, long term impacts of limited extent are expected where soils are revegetated and re-stabilized.

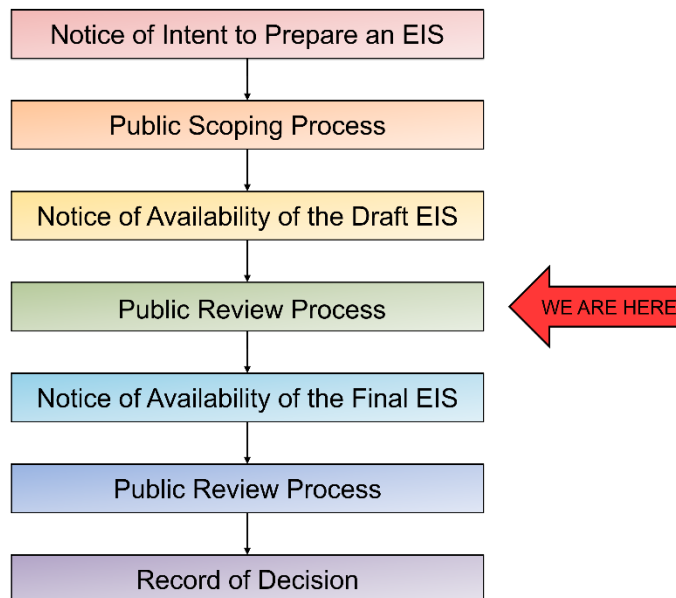
Air Quality and Greenhouse Gas Emissions: Impacts to air quality from construction under the Preferred Alternative would be minor, short term and localized. There would be an overall negligible contribution to climate change from GHG emissions. Operational impacts would be beneficial, moderate, long term and localized due to the lower GHG emissions that would result from reduced vehicle idle time. Construction impacts under the Reduced Build Alternative would be similar but would result in slightly lower GHG emissions. Operational impacts under both the Reduced Build and the No Action Alternative would be minor, long term and localized. Vehicle idle time would continue to increase as improvements to commercial inspection lanes would not occur. Construction impacts under the No Action Alternative would involve slightly lower GHG emissions than the Reduced Build Alternative.

Biological Resources: Under both the Preferred Alternative and Reduced Build Alternative, impacts would be minor, short and long term and localized due to vegetation loss/disturbance during construction. Impacts to wildlife and migratory birds would be similar but of slightly larger magnitude and extent. Operational impacts on vegetation would be beneficial, negligible, long term and limited in extent from revegetation of disturbed areas. Operational impacts to wildlife/migratory birds would be negligible, long term and localized from increased disturbance. There would be no impacts on Federally listed species or critical habitat. Mitigation could less any impacts that may occur. The No Action Alternative would have less construction and operational impacts than either action alternative.

Water Resources: Impacts would be the same under all alternatives and would be minor, short term and localized, stemming from storm events greater than the 95th percentile rainfall event due to stormwater runoff.

The National Environmental Policy Act (NEPA) Process and Draft EIS Comments

We are currently in the Public Review Process of the Draft EIS.



DEIS comments may be submitted by email or mail. Please reference the Otay Mesa Draft EIS in the subject line.

- By email, send to: Osmahn.Kadri@gsa.gov
- By mail, send to:
General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

The comment period for the Draft EIS ends Tuesday, October 9, 2018. After this date, GSA will prepare the Final EIS. For further information, contact Osmahn Kadri, NEPA Project Manager, General Services Administration at (415) 522-3617.

Resumen

La Administración de Servicios Generales GSA (GSA por sus siglas en inglés) ha publicado una Declaración de Impacto Ambiental Preliminar (DEIS por sus siglas en inglés) que analiza los impactos potenciales de la propuesta de modernización y expansión del Puerto Terrestre de Entrada (LPOE por sus siglas en inglés) Otay Mesa. La DEIS describe la razón del proyecto, las alternativas bajo consideración, los impactos sobre el medio ambiente de cada alternativa, y medidas para evitar, minimizar, y mitigar estos impactos. Como la agencia principal en esta tarea, la GSA está actuando en nombre de su principal inquilino en esta instalación.

Una copia electrónica de la DEIS se encuentra en línea a: <https://www.gsa.gov/about-us/regions/welcome-to-the-pacific-rim-region-9/land-ports-of-entry/otay-mesa-land-port-of-entry/otay-mesa-environmental-review>.

Antecedentes del Proyecto

El LPOE Otay Mesa se encuentra aproximadamente a 17 millas al sudeste de San Diego, en la frontera México-Estados Unidos. Es uno de los diez LPOEs más transitados del país y es el puerto comercial más concurrido de la frontera entre California y México, pero tiene deficiencias actuales en su efectividad. Las cargas de tráfico cada vez mayores y las nuevas iniciativas de seguridad requieren capacidad y nueva tecnología de inspección para instalarse e implementarse en las instalaciones existentes.

Alternativas Propuestas

La DEIS considera dos alternativas de "acción" y una alternativa "sin acción". La DEIS considera dos alternativas de "acción" y una alternativa "sin acción". **La Alternativa Preferida** sería desarrollar una propiedad de la GSA, 10 acres en tamaño, justo al este del lote de importación comercial existente. El lote nuevo se utilizaría para construir edificios de inspección comercial y carriles de importación comerciales adicionales. También se producirían otras mejoras y renovaciones de las instalaciones existentes, así como nuevas construcciones.

La Alternativa de Construcción Reducida es una versión mas pequeña de la Alternativa Preferida. En particular, no se produciría ninguna nueva construcción en el terreno propiedad de la GSA. En su lugar, este terreno se utilizaría como espacio adicional para las cabinas de inspección de vehículos comerciales, reconfiguradas para aumentar el flujo de tráfico. La renovación limitada de las instalaciones existentes todavía ocurriría.

La Alternativa Sin Acción supone que no ocurriría la modernización y expansión del LPOE existente y que no se construiría una nueva instalación adyacente al LPOE existente.



Ambiente Afectado y Consecuencias Ambientales de la DEIS

El ambiente afectado es el entorno físico, biológico, social y económico actual que rodea el LPOE Otay Mesa que podría ser impactada por el proyecto. Las áreas de recursos estudiadas en la DEIS incluyen el uso del suelo; servicios públicos/infraestructura; desechos y materiales peligrosos; transporte y tráfico; ruido; socioeconomía; la justicia ambiental y la protección de los niños; recursos visuales y estética; recursos culturales; geología, sismicidad y suelos; calidad del aire y emisiones de gases de efecto invernadero; recursos biológicos; y recursos hídricos.

La sección de análisis de impactos de la DEIS considera cómo cambiaría la condición de un recurso como resultado de implementar cada una de las alternativas consideradas. La DEIS describe los tipos de impactos que se producirían como resultado del proyecto.

Tipos de Impactos

Efectos directos – Causada por la acción; ocurren al mismo tiempo y lugar.

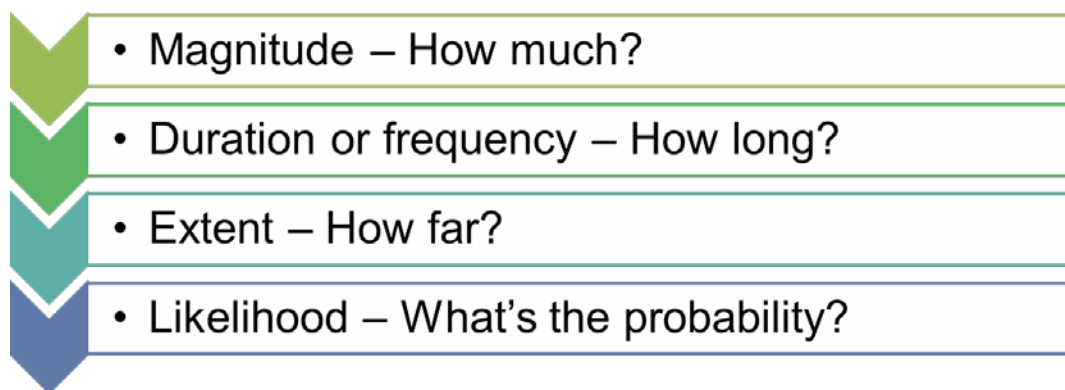
Efectos indirectos – Causada por la acción; ocurren más adelante en el tiempo/más lejos.

Impactos adversos – Efectos negativos o perjudicial sobre el recurso.

Impactos beneficiosos – Efectos positivos o cambio útil al recurso.

Criterios de Significancia

La importancia de los impactos que podrían ocurrir se evalúa con cuatro parámetros: magnitud (ninguna, insignificante, menor, moderada, mayor), duración (intermitente, temporal, a corto plazo, a medio plazo, permanente), extensión (limitada, localizada, grande) y probabilidad de ocurrencia (ninguna, baja, media, alta). El uso de los mismos criterios para describir el tamaño y la importancia de los impactos para cada área de recursos permite comparar los impactos entre los recursos.



Resumen de los Impactos del Proyecto

A continuación se resumen los impactos que se producirían a partir de la implementación de la Alternativa Preferida, la Alternativa de Construcción Reducida y la Alternativa de No Acción. A menos que se indique lo contrario, los impactos serían adversos, muy parecidos a ocurrir, y los mismos en ambos sitios de la GSA y USDA.

Uso de la Tierra: Los impactos de la Alternativa Preferida serían beneficiosos, menores a moderados, a largo plazo y localizados. Los impactos bajo la Alternativa de Construcción Reducida serían beneficiosos, a largo plazo, insignificantes y de extensión limitada en el sitio de LPOE y serían los mismos que la Alternativa Preferida en el sitio de USDA. Bajo la Alternativa de No Acción, no habría impactos en el sitio de LPOE; los impactos en el sitio del USDA serían los mismos que bajo la Alternativa Preferida.

Utilidades y Infraestructuras: Los impactos de la Alternativa Preferida serían moderados, a corto plazo y localizados durante la construcción y menores, a largo plazo y localizados en nuevas instalaciones durante la operación. Los impactos operacionales serían insignificantes en las instalaciones existentes. Bajo la Alternativa de Construcción Reducida, los impactos al sitio de LPOE serían insignificantes; los impactos en el sitio del USDA serían similares a la Alternativa Preferida. Bajo la Alternativa de No Acción, el consumo de utilidad a largo plazo sería despreciable pero superior al de las alternativas de acción.

Desechos Peligrosos y Materiales: Los impactos de la Alternativa Preferida serían a medio, corto plazo, limitados en grado, con una baja probabilidad de ocurrencia durante la construcción. Los impactos de la eliminación del asbesto y el plomo serían beneficiosos, moderados, a largo plazo y localizados. Durante la operación, los impactos en las instalaciones serían menores, a largo plazo y limitados en grado con una baja probabilidad de ocurrencia. Los impactos de la Alternativa de Construcción Reducida serían insignificantes, intermitentes y limitados en grado con una baja probabilidad de ocurrencia durante la construcción. Los impactos durante la operación serían los mismos que la alternativa preferida. Bajo la Alternativa de No Acción, los impactos serían similares a las operaciones actuales.

Transporte y Tráfico: Los impactos de la Alternativa Preferida serían menores, a corto plazo y localizados durante la construcción. Los impactos serían beneficiosos, importantes, a largo plazo y localizados durante las operaciones. Bajo la Alternativa de Construcción Reducida, los impactos serían similares a la Alternativa Preferida durante la construcción, pero serían un poco menos en magnitud debido a la reducción de las construcciones y demoliciones. Los impactos durante las operaciones serían similares a la alternativa preferida pero menos beneficioso debido a menos de una reducción en los tiempos de espera del vehículo. Bajo la Alternativa de No Acción, los impactos serían insignificantes, a corto plazo y limitados en extensión durante la construcción del sitio del USDA. El funcionamiento del sitio de USDA tendría impactos menores, a largo plazo y localizados bajo la Alternativa de No Acción.

Ruido: Impactos de la Alternativa Preferida sería moderado, corto y largo plazo y localizado. Los impactos bajo la Alternativa de Construcción Reducida serían similares pero menos en magnitud que la Alternativa Preferida. Durante las operaciones, los impactos en el LPOE serían similares a las condiciones actuales. Los impactos operacionales en el sitio del USDA serían los mismos que bajo la Alternativa de Construcción Reducida.

Socioeconomía: En general, se esperaría un impacto global a corto plazo, insignificante para menores, de medio a gran alcance, de la Alternativa Preferida, con una alta probabilidad de ocurrencia. Bajo la Alternativa de Construcción Reducida, los tipos de impactos serían los mismos que bajo la Alternativa Preferida, aunque los impactos adversos y beneficiosos se reducirían en magnitud. Bajo la Alternativa de No Acción, se esperarían impactos adversos a largo plazo, menores y en gran medida con una alta probabilidad de ocurrencia.

Justicia Ambiental y Protección de los Niños: En general, se esperarían impactos adversos a corto y largo plazo, insignificantes a menores, de grado medio, de la Alternativa Preferida, con una alta probabilidad de ocurrencia. Bajo la Alternativa de Construcción Reducida, los tipos de impactos serían los mismos que bajo la Alternativa Preferida, aunque los impactos adversos y beneficiosos se reducirían en magnitud. No se prevén efectos desproporcionados, adversos o beneficiosos para las poblaciones minoritarias o juveniles a corto o largo plazo bajo la Alternativa de No Acción.

Recursos Visuales: Los impactos de la Alternativa Preferida serían moderados, a corto plazo y localizados durante la construcción. Los impactos operacionales serían beneficiosos o adversos, dependiendo de la percepción del espectador, y serían moderados, a largo plazo y localizados. Bajo la Alternativa de Construcción Reducida, los impactos en la construcción serían similares pero ligeramente reducidos en magnitud en comparación con la Alternativa Preferida. Los impactos operacionales serían los mismos que bajo la Alternativa Preferida. La construcción en el sitio del USDA crearía impactos adversos o beneficiosos, moderados, a largo plazo y localizados.

Recursos Culturales: Los impactos serían los mismos en todas las alternativas. Si se descubren recursos arqueológicos durante la construcción (se prevé que la probabilidad de que esto sea bajo), los impactos serían menores, permanentes y limitados en extensión. Los impactos serían adversos si el recurso fuera destruido y beneficioso si el recurso fuera percibido como tener valor para el público. No habría impactos a los recursos históricos.

Geología, Sismicidad, y Suelos: No habría impactos a la geología/riesgos geológicos de ninguna alternativa. Bajo todas las alternativas, los impactos a la topografía serían insignificantes, a largo plazo y limitados en extensión. Los impactos serían menores a moderados, a largo plazo a permanentes y localizados de la construcción donde los suelos están substancialmente cubiertos por superficies impermeables. Insignificantes para los impactos menores y a corto plazo de extensión limitada se espera donde los suelos son perturbados por el tráfico vehicular y de los pies. Se esperan impactos beneficiosos, menores y a largo plazo, de grado limitado, donde los suelos se cubren de nuevo con vegetación (la revegetación) y se vuelven a estabilizar.

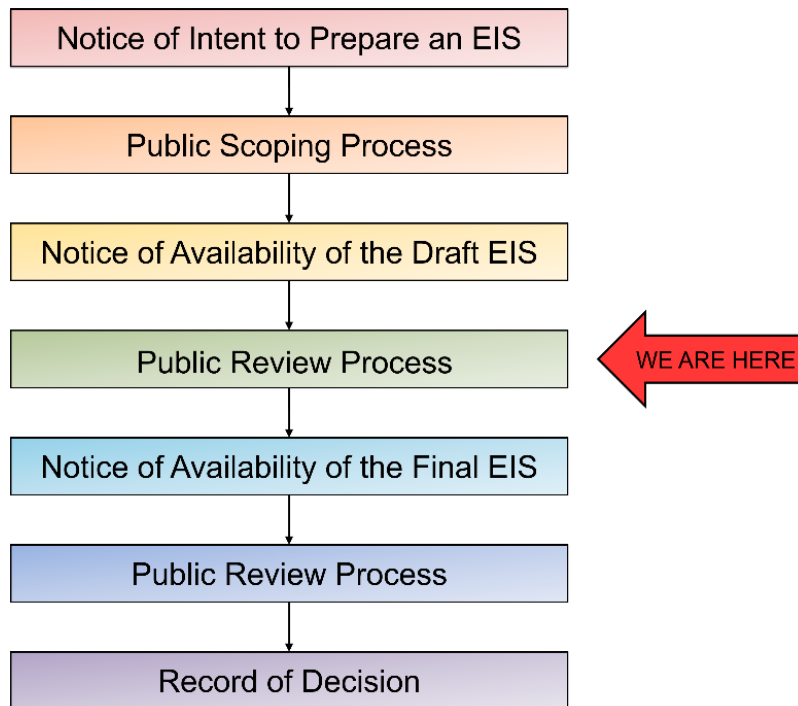
Calidad de Aire y Emisiones de Gases de Efecto de Invernadero (GHG, por sus siglas en inglés): Los impactos a la calidad del aire de la construcción bajo la Alternativa Preferida serían menores, a corto plazo y localizados. Habría una contribución insignificante en general al cambio climático a partir de las emisiones de GHG. Los impactos operacionales serían beneficiosos, moderados, de largo plazo y localizados debido a las emisiones de GHG más bajas que resultarían de tiempo ocioso reducido del vehículo. Los impactos de la construcción bajo la Alternativa de Construcción Reducida serían similares pero resultarían en emisiones levemente más bajas de GHG. Los impactos operacionales bajo la Construcción Reducida y la Alternativa de No Acción serían menores, a largo plazo y localizados. El tiempo de inactividad del vehículo continuaría aumentando a medida que no ocurrirían mejoras en los carriles de inspección comercial. Los impactos de la construcción bajo la Alternativa de No Acción implicarían emisiones de GHG ligeramente más bajas que la Alternativa de Construcción Reducida.

Recursos Biológicos: Bajo las Alternativas Preferida y la Alternativa de Construcción Reducida, los impactos serían menores, a corto y largo plazo y localizados debido a la pérdida/perturbación de la vegetación durante la construcción. Los impactos a la vida silvestre y las aves migratorias serían similares pero de magnitud y extensión ligeramente más grandes. Los impactos operacionales sobre la vegetación serían beneficiosos, insignificantes, a largo plazo y limitados en extensión de la revegetación de áreas disturbadas. Los impactos operacionales para la vida silvestre y las aves migratorias serían insignificantes, a largo plazo y localizados de una mayor perturbación. No habría impactos en especies de la lista federal o hábitat crítico. La mitigación podría disminuir cualquier impacto que pudiera producirse. La Alternativa de No Acción tendría menos impactos operacionales y de construcción que cualquier otra alternativa de acción.

Recursos Hídricos: Los impactos serían los mismos bajo todas las alternativas y serían menores, a corto plazo y localizados, derivados de eventos de tormentas mayores debido al escurrimiento de aguas pluviales.

El Proceso de NEPA y Comentarios sobre la DEIS

Actualmente estamos en el proceso de examen público ("Public Review Process") de la DEIS.



Los comentarios de la DEIS pueden ser enviados por correo electrónico o correo. Por favor, haga referencia a la DEIS para la LPOE Otay Mesa en la línea de asunto.

- Por correo electrónico, enviar a: Osmahn.Kadri@gsa.gov
- Por correo, enviar a
General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

El período del comentario para la DEIS termina el martes, 9 octubre 2018. A partir de esta fecha, la GSA preparará la EIS Final. Para más información, diríjase al gerente de proyectos NEPA, Osmahn Kadri, GSA, a (415) 522-3617.

Thank you for your participation!

Please comment by either mailing to the address provided; leaving your comment here with us tonight; or submitting online at:

Osmahn.Kadri@gsa.gov

Please reference the Otay Mesa Draft EIS in the subject line of the letter or email.

Comments must be received on or before **October 9, 2018** to assure full consideration during the EIS process.

Place
Stamp
Here

General Services Administration
Osmahn Kadri, NEPA Project Manager
50 United Nations Plaza, 3345 Mailbox #9
San Francisco, CA 94102

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Otay Mesa Draft EIS Comment Form



Public participation is an essential component of the National Environmental Policy Act (NEPA) process, and GSA welcomes comments on the Otay Mesa Draft EIS (Environmental Impact Statement).

Please fill out the following form to ensure that the analysis, and ultimately the decision, considers the affected communities' opinions.

If you would like to be added to the mailing list and receive information about the project, please provide your email or mailing address.

Name: _____

Affiliation (Optional): _____

Mailing Address: _____

City: _____ State: _____ Zip Code: _____

Email: _____

Please check the box below if you would like to be notified when the Final EIS is released.

Yes, mail/email to the above address.

APPENDIX F: DEIS PUBLIC COMMENTS AND GSA RESPONSES

Comment Letter No.	Name	Affiliation	Date on Comment	File Name	Comment Code	Comment Subject Code	Subject	Comment	Response
1	Kathleen Martyn Goforth	EPA	9-Oct-18	01_EPA Comment_Otay Mesa DEIS 10-9-2019	1-1	WR-1	Water Resources	Information provided in the Draft EIS indicates that the Preferred Alternative and Reduced Build Alternative 2 do not directly impact any Waters of the United States, including wetlands, lakes, ponds, jurisdictional ephemeral streams, or coastal waters. Additionally, the planned construction of retention and infiltration basins, in compliance with Section 438 of the Energy Independence and Security Act (EISA) of 2007 (P.L. 110-140), will significantly reduce stormwater runoff into the existing underground stormwater drainage system, mitigating existing seasonal impacts to surface water quality. The Draft EIS states that Alternative 2 proposes to pave over the 10-acre lot and not adopt many of the water conservation measures identified in the Preferred Alternative. Should General Services Administration (GSA) choose to move forward with Alternative 2 instead of Alternative 1, EPA recommends that GSA identify in the Final EIS and Record of Decision what stormwater control measures will be adopted.	As stated in the EIS, under Alternative 2, no new GSA buildings would be constructed so the internal water conservation measures (e.g., low-flow fixtures) and stormwater management measures described under Alternative 1 would not be implemented.
1	Kathleen Martyn Goforth	EPA	9-Oct-18	01_EPA Comment_Otay Mesa DEIS 10-9-2019	1-2	AQ-1	Air Quality	EPA supports the implementation of stringent fugitive dust controls to protect air quality during construction. The Draft EIS states that if the Preferred Alternative is built, the fully operational modernized LPOE should halve entry processing times and related engine idling, reducing annual emissions of NO2 by 1,860 tons, of PM10 by 19.8 tons, and PM2.5 by 17.9 tons. As discussed in interagency early coordination calls, EPA further recommends that GSA also consider providing electrical power connections for commercial vehicles in secondary inspection, to further reduce air pollution from idling engines without threatening perishable cargo, as proposed by the San Diego Air Pollution Control District. Please include this commitment, if adopted, in the Final EIS and Record of Decision.	The FEIS has been revised to state that the Preferred Alternative would increase processing capacity and reduce annual emissions by the amounts previously stated. GSA will not be providing electrical power connections for commercial vehicles in secondary inspection as this is not included in the budget for this project. As such this is not included in the FEIS. CBP may propose this to GSA and fund the improvement in the future.
1	Kathleen Martyn Goforth	EPA	9-Oct-18	01_EPA Comment_Otay Mesa DEIS 10-9-2019	1-3	GSA-1	GSA	The Draft EIS states GSA will commit to the Leadership in Energy and Environmental Design (LEED) Gold or Platinum certification for the modernized LPOE. To achieve that certification, the Preferred Alternative may include energy and water conservation measures, such as Light-Emitting Diode lighting, daylighting, solar orientation, and low-flow lavatory fixtures, that meet or exceed GSA's P100 Standards for facilities. We recommend the Final EIS include a list of the known energy conservation measures, renewable energy, and water conservation measures that GSA will commit to in order to achieve the project's intended LEED certification.	A list of proposed energy and water conservation measures was included in Section 2.1.1.7 of the DEIS. The specific energy and water conservation measures that will be implemented as part of the project's LEED certification will not be selected until the design phase.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-1	U-1	Utilities	There are several existing Right of Way (R/W) easements due to prior projects near this location. However, these easements may not be in use anymore, and with this project, it may be appropriate for these easements to be clarified and or ratified.	It is unclear if the commenter is referring to easements owned by GSA or easements owned by a different entity. Easements that are located outside of the project area are considered outside the scope of this EIS.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-2	T&T-1	Transportation and Traffic	In an effort to better coordinate future and current border transportation projects, please provide the added processing capacity that the project will provide to the existing northbound cargo facility.	As stated in Section 2.1.1.4, under Alternative 1, GSA would construct six new lanes for commercial cargo vehicles, three new lanes for unladen commercial vehicles, and additional exit booths to improve the primary inspection capacity of the Otay Mesa LPOE.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-3	GEN-1	General	In Section 2.1.1.6 in the fourth bullet, the Federal Motor Carrier Safety Administration (FM CSA) inspection facility has a reference to Figure 2.1-1 , but Figure 2.1-1 shows the General Service Administration (GSA)-Owned Lot Proposed for Development. Should the refence in Section 2.1.1.6 be to Figure 2.1-2? Please clarify.	The commenter is correct and the text was revised accordingly.

2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-4	GEN-2	General	Figure 2.1-2 does not have clear resolution and the key notes are difficult to read, please provide clarification.	Figure 2.1-2 will be revised to ensure the readability of the key notes and other text.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-5	T&T-2	Transportation and Traffic	In the Comparison of Impacts on Table 2.4-1 labelled Transportation and Traffic, please clarify if this table only includes the impacts to traffic within the compound.	The table was updated to include the impacts to the surrounding roadways that would occur under each alternative.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-6	LU-1	Land Use	In Section 3.1.1.2 Community Management Plan, please clarify if there is a traffic or an efficiency report documenting the improved traffic throughput once the project is completed. Please clarify if the receiving infrastructure will be capable of handling the new traffic throughput. Please clarify if local Federal jurisdictions have been notified of the increases in traffic coming to their infrastructure as recommended by the Otay Mesa Community Management Plan.	GSA is not bound by the Otay Mesa Community Management Plan. There are no plans to complete a traffic or efficiency report once the project is completed. Impacts to traffic and transportation within the LPOE and US roadways within one mile of the LPOE are analyzed in Section 3.6. Based on this analysis, the receiving infrastructure (i.e., within the LPOE and US roadways within one mile of the LPOE) are capable of handling any additional traffic associated with the construction and operation of the LPOE. The increased traffic under this alternative would last for approximately three to four years and would return to historical levels (shown in Table 3.6-2) when the Project is completed. GSA does not anticipate any increase in traffic as a result of the project.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-7	T&T-3	Transportation and Traffic	Table 3.4-3 shows a Level of Service (LOS), but what is the LOS based on? Is this LOS for the Peak Hour? Please clarify.	The existing LOS ratings for the roadways presented in Table 3.6-3 were based on AM and PM peak hours and the volume to capacity ratios. Clarifying text was added to Section 3.6.2. (Note that Section 3.4 in the DEIS is the same as Section 3.6 in the FEIS.)
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-8	T&T-4	Transportation and Traffic	Table 3.4-3 The study does not include the access road from the Port of Entry (POE) to the California Highway Patrol Commercial Vehicle Enforcement Facility (CHP CVEF1. Please clarify.	Every commercial vehicle travels this dedicated road to the Commercial Vehicle Enforcement Facility (CVEF) after being inspected. There is no bypass road out of the commercial import facility without inspection by CHP. No additional truck traffic would result from the action alternatives. As such, the access road from the LPOE to the California Highway Patrol CVEF was not included in the discussion.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-9	GEN-3	General	Will the new facilities be designed in accordance with the international building codes essential facilities provisions? Please clarify.	No, the buildings that would be constructed as part of this project are not "essential facilities." They are Occupancy Category II buildings. They do not have a "critical national defense function."
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-10	GEN-4	General	In the study there is no mention of the Unified Cargo Processing Inspection program, please clarify how this program will be impacted during and after construction.	A discussion about the Unified Cargo Processing Inspection Pilot Program was added to Section 4.0 and was considered in the cumulative impacts analysis.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-11	GEN-5	General	In Appendix A, section 4.0 Programming -Site Flow Exhibit -page 68, in the current Import Facility portable concrete barriers are used to channel traffic out of the primary and secondary inspection bays and guide them through the exit. In the proposed flow diagram, the use of a channelizer may be required to assist drivers through the port and minimize conflict points.	GSA appreciates the information provided by Caltrans. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.

2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-12	GSA-2	General Services Administration	Caltrans supports the efforts of GSA of incorporating pedestrian facility improvements as noted in Preferred Alternative (Alternative 1). In addition, Caltrans would like to encourage GSA to consider including additional bicycle, and transit improvements identified in the <i>Imperial County Transportation Commission Pedestrian and Bicycle Transportation Access Study for the California/Baja California Land Ports of Entry</i> , February 2015 study.	GSA appreciates the suggestion provided by Caltrans. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-13	GSA-3	General Services Administration	The drop-off/pick-up area at the southern end of the Roll Drive does not always accommodate the number of users, and pedestrian traffic can spill onto the roadway. Please consider improvements in this area.	GSA appreciates the information provided by Caltrans. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-14	GSA-4	General Services Administration	Currently, there is inadequate lighting at the POE, especially on the pedestrian bridge over SR-905 and near transit stops. Please consider lighting improvements in this area.	GSA appreciates the information provided by Caltrans. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-15	GSA-5	General Services Administration	The sidewalk along Paseo Internacional from the POE to Roll Drive is missing pedestrian ramps and full shade coverage. Crosswalks are missing north of the POE facility where northbound pedestrian traffic conflicts with vehicle traffic. The sidewalk is not wide enough to accommodate the volume of pedestrians or those traveling with luggage. Please consider improvements in this area.	GSA appreciates the information provided by Caltrans. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-16	GSA-6	General Services Administration	Please see Appendix H of the Imperial County Transportation Commission Pedestrian and Bicycle Transportation Access Study for the California/Baja California Land Ports of Entry, February 2015 study, for a list of additional project recommendations.	GSA appreciates the information provided by Caltrans. The recommendations made in Appendix H of the Imperial County Transportation Commission Pedestrian and Bicycle Transportation Access Study will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-17	GSA-7	General Services Administration	On page 15 of the DEIS Figure 2.1-2, proposed FMCSA Bus Safety Inspection Facility, please consider changing the bus circulation to match the pedestrian circulation. Instead of item 11 's bus route from northbound to eastbound, have the bus route be along the pedestrian circulation and enter SR-905 from westbound to northbound.	GSA appreciates the suggestion. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-18	GSA-8	General Services Administration	On page 15 of the DEIS Figure 2.1-2, proposed FMCSA Bus Safety Inspection Facility, please consider bus parking along the curbed area just west of the Cargo Inspection Facility for passengers to board the bus. If needed, construct a retaining wall and parking pad adjacent (west side) to the Cargo Facility.	GSA appreciates the suggestion. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-19	GSA-9	General Services Administration	On page 34 of the DEIS Figure 3.1-1, San Diego Assessor's Plat Map, Otay Mesa LPOE and Adjacent Land. Regarding the roadway segment running east-west, consider a friendly condemnation of the cargo corridor from customs to the CHP CVEF.	GSA appreciates the information provided by Caltrans. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.
2	Jacob Armstrong	Caltrans	9-Oct-18	02_Caltrans Comment_Otay Mesa DEIS 10-9-2018	2-20	GSA-10	General Services Administration	Caltrans supports the efforts of GSA and U.S. Customs and Borders Protection (CBP) in adding additional commercial lanes, as this may increase capacity and better facilitate the flow of trucks coming through the facility. The proposed modernization of this facility can potentially have a positive impact on the overall movement of goods throughout our state.	GSA will consider the economic impacts in its final decision on the project.
3	Seth Litchney	SANDAG	9-Oct-18	03_SANDAG Comment_Otay Mesa DEIS 10-9-2018	3-1	GSA-11	General Services Administration	SANDAG encourages reducing delays at LPOEs to inspire economic growth while reducing idling emissions. SANDAG is supportive of the new, nine commercial lanes (six laden and three unladen) proposed, as this may increase capacity and facilitate truck flows through the facility. SANDAG encourages the GSA to coordinate with Customs and Border Protection to ensure that the project has no new operational or physical impediments to overall truck throughput. Specifically, GSA should clarify that moving the United States Department of Agriculture Plant Inspection Station to a new, standalone building will not add any operational delays.	The new USDA Plant Inspection station would not cause any operational delays and this was noted in appropriate sections throughout the EIS.

3	Seth Litchney	SANDAG	9-Oct-18	03_SANDAG Comment_Otay Mesa DEIS 10-9- 2018	3-2	GSA-12	General Services Administratio n	Please coordinate with Caltrans and California Highway Patrol on expanding the LPOE exit lanes and the associated bridge that leads to the existing Commercial Vehicle Enforcement Facility to reduce any bottleneck between the two facilities.	<p>GSA acknowledges the comment. As noted in the response to comment 2-8, no additional truck traffic would result from the action alternatives. As such, the access road from the LPOE to the California Highway Patrol CVEF was not included in the discussion.</p> <p>The bridge referenced in the comment is off-site in the right-of-way and would not be affected by the GSA project. The project will direct trucks onto the surface road as they are directed now, but the location will be further to the east than it is now.</p>
3	Seth Litchney	SANDAG	9-Oct-18	03_SANDAG Comment_Otay Mesa DEIS 10-9- 2018	3-3	GSA-14	General Services Administratio n	In order to encourage non-motorized travel and better accommodate people who do not own a motor vehicle, the active transportation infrastructure surrounding the LPOE should be improved to create a safer environment for people to cross the border in both directions, on foot and on bikes. Processing lanes for those not in a car should be easily accessible.	<p>GSA appreciates the information provided by Caltrans. This suggestion will be considered during the final design stages if an action alternative is selected in the Record of Decision.</p> <p>Improvements to transportation infrastructure located outside of the Otay Mesa LPOE property boundary is outside the scope of this EIS.</p>