



THE CITY OF SAN DIEGO

## REPORT TO THE PLANNING COMMISSION

**DATE ISSUED:** June 6, 2013 **REPORT NO. PC-13-047**

**ATTENTION:** Planning Commission, Agenda of June 13, 2013

**SUBJECT:** METROPOLITAN AIRPARK - PROJECT NO. 208889. PROCESS 5.

**OWNER/  
APPLICANT:** City of San Diego, Real Estate Assets Department, Owner/  
Brown Field International Business Park, LLC, dba DPC Brown Field,  
Applicant

### SUMMARY

Issue(s) - Should the Planning Commission recommend the City Council approve the Metropolitan Airpark project, a master planned, four-phase development of aviation facilities and supportive non-aviation facilities on approximately 331 acres of the 880 acres of Brown Field Municipal Airport within the Otay Mesa Community Planning area?

#### Staff Recommendations:

1. **Recommend** the City Council **Certify** Environmental Impact Report No. 208889, **Adopt** Findings and Statement of Overriding Considerations and **Adopt** the Mitigation Monitoring and Reporting Program; **Adopt** the No Museum Alternative; and
2. **Recommend** the City Council **Approve** Easement Vacation No. 1099992, Map Waiver No. 1099991 and Site Development Permit No. 768683, with project changes described in Environmental Impact Report No. 208889 to implement the No Museum Alternative.

Community Planning Group Recommendation – The Otay Mesa Planning Group voted, on February 20, 2013, 12:0 to support the proposed project, with concerns. See the Discussion section of this report.

Environmental Review – An Environmental Impact Report No. 208889 has been prepared for the project in accordance with State of California Environmental Quality Act (CEQA) Guidelines. A Mitigation, Monitoring and Reporting Program has been prepared and will be implemented to reduce, to a level below significance, most potential impacts identified in the environmental review process. The applicant has also provided CEQA Findings and Statement of Overriding Considerations for significant and unmitigated impacts.

Fiscal Impact Statement - No fiscal impact. All costs associated with the processing of the application are recovered through a deposit account funded by the applicant.

Code Enforcement Impact - None with this action.

Housing Impact Statement - This industrial/commercial project would have no impact on the supply of housing in the City of San Diego.

## **BACKGROUND**

The Metropolitan Airpark project is located on airport property within Brown Field Municipal Airport (Brown Field). Brown Field is located within the Otay Mesa Community Plan area (Attachment 1). Brown Field is classified as a General Aviation reliever airport owned and operated by the City of San Diego. Brown Field is located approximately twenty-one miles southeast of downtown San Diego and 1.5 miles north of the US/Mexican international border and the Otay Mesa Point of Entry within the Otay Mesa community (Attachment 2). Brown Field is bound by La Media Road on the east, Otay Mesa Road on the south, and Heritage Road on the west (Attachment 3). The recently completed South Bay Expressway (SR 125), located less than one mile east of Brown Field, connects to the roadway system that provides access to the International Border and the urban areas of north San Diego County. The completion of the extension of State Route 905, located just south of the airport, will enhance the site's accessibility. Brown Field is less than two miles north of General A.L. Rodríguez – Tijuana International Airport. The San Ysidro Mountains lie to the east.

Brown Field is located approximately eight miles inland from the Pacific Ocean and is not subject to the Coastal Zone regulations. The airport property encompasses approximately 880 acres. Brown Field is located within the Otay Mesa Community Planning area and the site is unzoned property. Northerly portions of Brown Field are located in the Multi-Habitat Planning Area.

On July 28, 2009 the City Council authorized the Mayor to enter into an Exclusive Negotiating Agreement (ENA) with Brown Field International Business Park, LLC, dba DPC Brown Field, to further negotiations regarding a proposed development at Brown Field, filed with the City Clerk as Document No. RR-305157. The proposed project is a result of that agreement. In addition to the Metropolitan Airpark project, the Real Estate Assets Department will bring to the City Council a Leasehold Development Agreement (LDA) for their approval and adoption. The LDA would outline the terms of the contract between DPC Brown Field and the City of San Diego for the development and revenues generated by the project and assignment of project costs and mitigation.

## DISCUSSION

### Project Description

A Master Plan and Design Guidelines (MPDG) (Attachment 4) and detailed development drawings have been prepared and submitted as part of the application. The Master Site Plan in the MPDG shows the location of the planned aviation, support aviation and supportive non-aviation land uses and layout of the project components (Attachment 4, Figure 3-1, Master Site Plan). The central focus of the plan would be the Jet Aviation fixed base operator (FBO) located along Otay Mesa Road in the south-central part of the site. Supportive aviation facilities and supportive non-aviation facilities include such elements as large and small aircraft hangars, a Helicopter FBO, an industrial park, a commercial center, and a relocated San Diego Air and Space Museum in whole or part. In addition, a six to eight megawatt solar photovoltaic energy generation facility would be constructed.

The Metropolitan Airpark project (Project) proposes the development and lease of supportive aviation facilities and supportive non-aviation facilities located on the Brown Field Municipal Airport. The Project consists of approximately 331 acres located north and south of the airport runway (Attachment 5). Approximately 810,000 square feet of aviation uses are proposed that would include: a jet aviation FBO and related support facilities; hangars, tie-downs, fuel station, and maintenance area for general and corporate aviation; a helicopter FBO with hangars, a heliport, and a San Diego Fire Department or other public agency aviation hub. The aviation facilities would be equipped with solar roof panels. Supportive aviation facilities and supportive non-aviation facilities would include: an eight to ten megawatt solar photovoltaic energy generation facility; an industrial park with a maximum allowable development of approximately 1.4 million building square feet; the San Diego Air & Space Museum relocated from Balboa Park with up to 480,000 square feet; and a commercial center that would include: a 120-room hotel and a 150-room hotel; an alternative fuels station; a bus transit station; and approximately 201,700 square feet of commercial uses. The Project would be divided into four phases of development over a 20-year period. Each phase is anticipated to take five years to develop. More specifically,

The first phase of development would include:

- A 116,875 square foot Jet Aviation Fixed Base Operator (FBO), including an 11,000 square foot restaurant;
- 10 large aircraft hangars that would total 178,776 square feet;
- 45 small aircraft hangars that would total 63,040 square feet;
- An 12,632 square foot Helicopter FBO that would include facilities for a San Diego Fire Department or other agency aviation hub;
- A 64.61 acre solar field that includes approximately 30 acres of outdoor storage;
- 8.54 acres of aircraft apron.

The second phase of development would include:

- 61 small aircraft hangars totaling, 88,680 square feet;
- 29.51 acres of aircraft apron;
- A new 180,000 square foot San Diego Air and Space Museum;

- A 150 room business hotel;
- A 3,225 square foot alternative fuels station;
- A 0.74 acre transit transfer station (not part of the lease area);
- 647,600 square feet of light industrial development.

The third phase of development would include:

- 51 small aircraft hangars totaling 74,304 square feet;
- 157,800 square feet of commercial uses;
- A 120 room business hotel;
- 381,000 square feet of light industrial development;
- A 200,000 square foot expansion of the San Diego Air and Space Museum.

The fourth phase of development would include:

- 13 large aircraft hangars totaling 208,280 square feet;
- A 2.31 acre parking lot;
- 31,460 square feet of offices;
- 4.33 acres of aircraft apron;
- 326,400 square feet of light industrial development;
- A 100,000 square foot expansion of the San Diego Air and Space Museum;
- 43,900 square feet of commercial development.

The Project would be constructed in four five-year phases and is divided into sixteen "Development Areas." Attachment Z, Figure 3-2 shows the location of the Development Areas followed by a description of each area.

Development Area A would be the primary Jet Aviation Business Center for locally based and transient aircraft. The Jet Aviation Business Center would be a full-service, fixed base operator (FBO) featuring tie-downs, long- and short-term hangar storage, maintenance and refueling facilities, office space, a restaurant, and additional support services such as conference areas. Solar panels would be installed on the roofs of the buildings.

Development Area B would include long and short-term aircraft storage facilities, maintenance, and refueling services primarily for smaller aircraft and some larger aircraft with office space. Solar panels would be installed on the roofs of the hangars.

Development Area C would include parking for large hangar storage and aviation related office space. Development Area C1 is not part of the proposed development; however plans include preserving this area as public space and installing an informational marker commemorating the Alta School District's contribution to the settlement history of the Otay Mesa community. Development Area D would accommodate corporate jets with large individual hangars and associated office space.

Development Area E would include large aircraft hangars, offices, and a Helicopter FBO. The Helicopter FBO would include aviation hub facilities such as sleeping quarters, office space, classroom space and a helicopter hangar. The space could be used by the San Diego Fire Department or another public operator. Development Area F would be an aircraft parking apron/taxiway that serves Area E.

Development Areas G1 and H2 would include a solar photovoltaic energy generation facility that would generate approximately six to eight megawatts of electricity. This facility, combined with solar panels on the roofs of the FBO buildings and hangars, would result in the Project being a net generator of electricity at build-out. Located among the solar field in the northeast corner of the Project site is an area designated for approximately 30 acres of truck parking and materials storage. This area may contain a limited number of shade structures with solar panels in association with outdoor storage or may be used entirely for solar energy generation purposes. The one on-airport public road constructed by the Project would be a four-lane collector north of the airport runway connecting Heritage Road with La Media Road. Area G1 is designated as a future aircraft apron/taxiway in the Airport Layout Plan. A portion of Area G1 could be converted to an aircraft apron at the end of the life cycle for the solar generation facility, and connect with a future taxiway planned by the City along the northern most runway.

Development Area G2 runs along the south side of Areas I and J and is reserved for a future aircraft apron that would be constructed only if a future taxiway planned by the City would be built parallel to the northern most runway (Runway 8L/26R). Area I would be an industrial park with a focus on attracting uses compatible with the Otay Mesa Development District Industrial Subdistrict overlay, and an emphasis on both facilities and supportive non-aviation facilities and uses that are light industrial and/or research and development in nature. The San Diego Air and Space Museum is planned for Area J. The museum would relocate from its current site at Balboa Park. Facilities would center on the museum's mission of bringing entertainment and education to the public and may include exhibit space for aircraft, a library, a special events pavilion, and an observation tower. The main vehicular access to the museum would be from Heritage Road.

Development Area L would be a proposed commercial center that would include uses such as fast-food and casual dining restaurants. The intent is to allow uses that would be compatible with the Otay Mesa Development District Commercial Subdistrict zone and accommodate the needs of patrons and employees of Brown Field.

Development Area M would be a continuation of the commercial center in Area L. The development would include a 120-room business hotel, a public transit station for buses, and an alternative fuels station for automobiles that would include stations for standard fuels and a bio-fuel station.

Development Area N would include a 150-room business hotel and associated parking to serve the needs of Brown Field Municipal Airport.

#### Required Deviation

The Metropolitan Airpark project requires a deviation from LDC §143.0141(b)(5) which requires impacts to wetlands be avoided and a wetland buffer be maintained around all wetlands as appropriate to protect the functions and values of the wetlands. The Metropolitan Airpark project site is subject to the Environmentally Sensitive Lands regulations and by these regulations impacts to wetlands are to be avoided. If avoidance is impossible, minimization of impacts to wetlands is to be achieved.

The Metropolitan Airpark project would impact 0.275 acre of vernal pool habitat and associated San Diego fairy shrimp and San Diego button-celery on-site. Mitigation at a 5:1 ratio as determined by the RWQCB would be required. Impacts to these on-site wetlands, including vernal pools cannot be avoided due to the nature of the aviation use and the special circumstances presented by aviation facilities located adjacent to existing runways of the airport and Federal Aviation Administration (FAA) design requirements associated with such facilities. Mitigation would be accomplished through creation and management in perpetuity of 1.38 acres of vernal pool basins located in two areas north of the Metropolitan Airpark project area. The FAA would pursue take-authorization through the Federal Endangered Species Act Section 7 process with the United States Fish and Wildlife Service (USFWS) for the benefit of the project. Prior to the issuance of any construction permits, the Owner would provide evidence to the City of take-authorization from the USFWS.

Traffic improvements associated with the Metropolitan Airpark project include yet are not limited to: 1) widening of the north side of Otay Mesa Road, 2) parkway improvements along Otay Mesa Road and the east side of Heritage Road, and 3) roadway improvements along La Media Road and Airway Road. The roadway improvements must occur adjacent to existing pavement and within the fixed alignments of the roadways which would result in impacts to existing unvegetated channels. Impacts would also occur to existing on-site storm water system of ditches and culverts in the southern portion of the project site. The Metropolitan Airpark project would result in impacts to 2.91 acres of non-wetland waters (unvegetated channel) and 0.25 acre of freshwater marsh.

These unvegetated channels would be regulated by the Army Corps of Engineers, Regional Water Quality Control Board, California Department of Fish and Wildlife and the City. All required Federal and State permits would be obtained prior to the issuance of the construction permits. Mitigation would include construction at a 1:1 ratio of an ephemeral channel paralleling La Media Road to convey storm water and bio-swales, as part of the on-site drainage improvements. Freshwater marsh impacts would be mitigated at a 2:1 ratio through creation and enhancement of freshwater marsh within the airport's southwest parcel located on the corner of Otay Mesa Road and Heritage Road.

Professionally prepared technical reports in the fields of geology, hydrology, transportation, biology, cultural resources and archaeology have been submitted and evaluated by professional staff in these fields. The conclusion of these reports is the site is physically suitable for the design and location of the proposed development. Further study has concluded the development would result in minimum disturbance to environmentally sensitive lands. Furthermore, impacts created as a result of implementation of the project would be mitigated by the requirements of the conditions of approval to the greatest extent feasible.

#### Grading and Circulation Design

Access to the site would be from existing public roadways, Otay Mesa Road, Heritage Road and La Media Road, at signalized intersections. The Project would construct one new road for public circulation through the airport property, all other circulation within the Project would be from private streets built to City standards or internal circulation within specific site developments. The one public road would be constructed in Phase III/IV, a four lane collector north of the

airport runway shown as Street “A” on the Tentative Map Waiver. The road is proposed to be named Aviator Road. Street “A” or Aviator Road would be a circulation element roadway in the

Otay Mesa Community Plan Update and would be an east/west link in the community. Access to airport operations would be secured and controlled by the owner.

### Master Plan Design Guidelines

The Master Plan Design Guidelines, together with 132 sheets of development drawings, serve as the controlling plans for the design of the Project. It is noted in the Master Plan Design Guidelines that should conflicts arise between the application of these documents and Federal Aviation Administration (FAA) policies, rules, and regulations, the FAA requirements would prevail. Highlights of the design guidelines are described below.

### Architectural Guidelines

All applicable buildings constructed as part of the Project would be designed to qualify for a Leadership in Energy and Environmental Design (LEED) rating of “Silver” or better, in conformance with the adopted City Council policy. The development would also incorporate, to the extent feasible, building measures outlined in that policy. In addition, selected Development Area guidelines address architectural form and mass, facade treatment, materials and color, and ancillary structures such as fences and walls.

### Landscape Guidelines

The landscape guidelines for the Project closely model the landscape regulations in the Land Development Code, Chapter 15, Article 17, Division 4, Section 1517.0402 (Otay Mesa Development District – Landscaping); and Chapter 14, Article 2, Division 4 (Landscape Regulations); while being sensitive to the unique location on an existing airport, and FAA rules and regulations that may affect the development. An example of this is the FAA’s Advisory Circular 150/5200-33B “Hazardous Wildlife Attractants On or Near Airports.” This circular encourages careful planning of potential wildlife attractants such as canopy trees, to reduce the risk of aircraft collisions with birds. To comply with this FAA directive and meet the necessary shade requirements for parking lots, the landscape requirements for the Project allow the use of both shade structures and trees to meet shade coverage requirements.

The landscape guidelines also address the design and selection of hardscape features such as paving materials and site furnishings that help to define the pedestrian space and pedestrian circulation system of the development. In addition, there is an emphasis on a water-wise approach to landscaping. Landscape plans would be required to meet the landscape guidelines in the MPDG. A landscape plan for Phase 1 has been prepared by the applicant and reviewed by staff as part of the review process for the Project. Additional landscape requirements are located in the revegetation/restoration plans associated with mitigation measures for impacts to burrowing owls, vernal pools, maritime succulent scrub, diegan coastal sage scrub, and nonnative grassland habitats.

### Lighting and Signage Guidelines

The MPDG establishes outdoor lighting and signage guidelines specific to the Project. The lighting guidelines address illumination specifications, fixture types, and placement. The signage guidelines outline a comprehensive sign plan for the Project. It represents a strategic approach to potential and varied signing needed to serve a diverse mix of businesses that would eventually occupy the Project site. The plan identifies eight different sign types and their specific design characteristics and content. Figure 3-6 shows the master sign location plan for the Project followed by conceptual graphics for sign types that fall within Phase I of the development.

### Required Approvals

The project requires four actions for approval; actions related to CEQA include certification of the Environmental Impact Report, adoption of Findings and Statement of Overriding Considerations and adoption of the Mitigation Monitoring and Reporting Program. Other required approvals include an Easement Vacation, Tentative Map Waiver and Site Development Permit. The project is required to vacate three public service easements, a sewer, water and drainage easement, a sewer easement and a water easement. A Tentative Map Waiver is required to subdivide the six existing parcels into eighteen parcels. The proposed easement vacations are shown on the Tentative Map Waiver drawings. A Site Development Permit is required to develop the site where environmentally sensitive lands are present. Federal Aviation Administration approval of the Project is required as are several resource agency permits.

### General Plan/Community Plan Analysis

The proposed project, the development of Brown Field with both aviation facilities and supportive non-aviation facilities, is located in the Otay Mesa community planning area. The 1981 adopted Otay Mesa Community Plan designates the project site as Institutional/Airport Facility. A portion of the site in the northern area is designated Open Space. The proposed uses are aviation and supportive non-aviation facilities for Brown Field. As such, the development would not require a General or Community Plan amendment, as the uses are consistent with the current land use designation for Institution/Airport Facility. Surrounding land uses include industrial and commercial uses to the east, south and west, and open space to the north.

The General Plan includes policies to ensure development projects are consistent with the appropriate Airport Land Use Compatibility Plan, development regulations and zoning ordinances and to implement the height standards used by the FAA. Further, all proposed development projects (ministerial and discretionary actions) are required to notify the FAA in areas where the proposed development meets the notification criteria as defined by Code of Federal Regulations Title 14, Part 77. Phase I of the project is entirely aviation related uses and a consistency determination from the San Diego County Regional Airport Authority is not required. Phases II through IV would require a consistency determination from the San Diego County Regional Airport Authority prior to the issuance of any construction permit. A FAA determination of no hazard has been issued for the proposed buildings in Phase I of the four phase project. FAA determination of no hazard would be required for each subsequent phase.



The existing community plan includes a goal of coordinating efforts of the City, County, State, federal governments and Mexico in providing for the orderly development of Otay Mesa; ensuring standard public facilities and services commensurate with the development of the planning area; providing necessary public health and safety facilities and services within the border area; establishing a reference for the future use of Customs and Immigration authorities; and facilitating international commerce. The project is consistent with the goals as the applicant and the City's Airports Division have conducted numerous outreach efforts to agencies, groups, organizations, and individuals to explain the Project and solicit feedback and support. The Project would be installing the necessary infrastructure, water, sewer and storm drains and transportation improvements, to meet the needs of the Project and pay its fair share toward the improvement of off-site infrastructure and services that would serve the Project. The planned improvements would provide aviation facilities that could be used by Customs and Border Patrol in carrying out their mission along the U.S./Mexico border and security functions. The Project would provide aviation services facilities and services such as fueling, hangar storage, and office space that could be used by Customs and Immigration officials. In addition, the Project may provide an area for bonded storage that could accommodate commodities in transit between Mexico and the U.S.

The Industrial Objectives of the community plan include alleviating high unemployment in the border area through the development of large labor-intensive industrial parks, and developing proper design relationships to minimize conflicts between commercial, industrial, and surrounding residential areas. The Project would be consistent with the objectives as it would include industrial uses that would employ industrial workers in the border area. The Project would group commercial uses on Otay Mesa Road and industrial uses at the northern end of the Project site to provide a continuation of both the surrounding existing commercial uses and planned future industrial uses. Commercial uses would transition into aviation uses, which would then transition into industrial and institutional uses. Proposed design elements would provide for a smooth transition between uses.

The Community Environmental and Design Element Objectives of the community plan include ensuring a healthful, safe environment that balances development with preservation of environmental elements and natural resources and assures high design standards for each development zone, and recognizing the importance of cultural resources. The objectives are to be achieved by the preservation of unique natural environments, employment of aesthetic and appropriately functional urban design features, incorporation of passive and active solar technology to achieve energy efficient developments, and landscaping choices of indigenous species and low water demand flora to reduce the irrigation demands of the community while minimizing water run-off and erosion. The Project would be consistent with the objectives as it includes mitigation measures to minimize the impact on the Project area's natural resources. Clear delineation between built space and natural environments would reduce any spatial interaction. The Project would incorporate solar technology and would incorporate drought-resistant landscaping. The Project would reduce any potential adverse impacts to cultural resources to below a level of significance per the mitigation measures within the EIR.

The Transportation Element Objective includes transportation facilities acting as catalysts in promoting and stimulating industrial development, and expanded use of Brown Field for General

Aviation. The Project would be consistent with the objectives as it would include expanded use of Brown Field for General Aviation and would also include industrial development.

The Master Plan and Design Guidelines contain the site plan, phasing plan, and design guidelines for the Project. The site plan and design guidelines would help achieve a well-planned, quality development that would be complementary to surrounding uses and would be a positive influence for the Otay Mesa community. While the commercial component is anticipated in Phases 2 and 3, a condition for the Project is an updated Market Analysis and Feasibility study at the time whether commercial uses would be developed to determine that any commercial use on Brown Field would have a negative impact on the viability of commercially designated lands in Otay Mesa.

Brown Field has long been considered an integral part of the Otay Mesa community planning area. The Otay Mesa Community Plan (OMCP) is in the process of being updated by the City. A public review draft of the OMCP was released in April 2011. In this version, the land use designation for Brown Field is Institutional with a note added that the Airport is a "Proposed Airport Master Plan Study Area" (Figure 2-8, Otay Mesa Community Plan Update Land Use Map) (Attachment 7).

#### Environmental Analysis

The City staff has directed the preparation of an Environmental Impact Report (EIR) to analyze the potential environmental effects which may result if the Project is implemented. The environmental effects discussed in the EIR include Land Use; Transportation and Circulation; Visual Effects and Neighborhood Character; Air Quality and Odor; Greenhouse Gas Emissions; Biological Resources; Historical Resources; Human Health and Public Safety, Hydrology; Water Quality and Flooding; Geology, Soils and Seismicity; Energy Conservation; Noise; Paleontological Resources; Public Services; Utilities; Water Supply; and Population and Housing.

The analysis in the EIR concludes that potentially significant, direct impacts would occur with respect to Land Use, Transportation/Circulation, Visual Effects and Neighborhood Character, Air Quality, Biological Resources, Historical Resources, Human Health and Public Safety, and Paleontological Resources. With the exception of impacts related to Land Use, Transportation and Circulation, Visual Effects and Neighborhood Character and Air Quality, mitigation measures are proposed that would reduce Project impacts to below a level of significance. A Mitigation Monitoring and Reporting Program is proposed to address these potential Project impacts.

The EIR evaluated the proposed Project and four alternatives. Of the four alternatives, the applicant is proposing the decision maker certify the EIR and adopt the No Museum Alternative. The No Museum Alternative would remove the Air and Space Museum proposed for Area J from the Project. The balance of Area J located south of Aviator Road, approximately six acres, would remain in its current, undeveloped state. The proposed Project would have direct impacts to wetlands, vernal pools, fairy shrimp, burrowing owls and non-native grassland. The No Museum Alternative would have the same direct impacts, yet would preserve in perpetuity 16.24 acres north of Aviator Road for burrowing owl habitat.

Approval of either the Project or No Museum Alternative would require the decision maker to certify the EIR, adopt Findings and Statement of Overriding Considerations and adopt a Mitigation Monitoring and Reporting Program.

#### Community Planning Group Recommendation

On February 20, 2013 the Otay Mesa Planning Group voted 12:0 to support the redevelopment of Brown Field Airport, formally called the Metropolitan Airpark Project, with the following conditions (Attachment 7). Staff is responding to each suggested condition separately as numbered below.

1. The redevelopment needs to occur under the same rules and ordinances as a private development project.

Staff response: Although the site is not zoned the proposed development would be compatible with the Otay Mesa Development District standards. The development would comply with all relevant regulations of the Land Development Code.

2. The project should pay its fair-share of fees. For example, the project needs to pay proportionate FBA fees (or an equivalent DIF).

Staff response: Brown Field was deeded to the City, subject to restrictions. The City accepted the Deed and as such is an airport sponsor. In addition, the City has accepted and continues to accept federal assistance through receipt of federal grant funds. FAA grant assurance requirements only allow the use of airport enterprise funds for on-site and off-site improvements related to the transportation of passengers or cargo. The requirement that the Project participate in funding its fair share toward infrastructure improvements is addressed by ordinance which requires the payment of impact fees.

3. The project should provide adequate mitigation for its traffic impacts by building and contributing to affected roadways.

Staff response: The proposed project would be required to mitigate traffic impacts as outlined in the Mitigation Monitoring and Reporting Program, except those impacts identified in the final Environmental Impact Report, pages 5.2-63 and -64.

4. The project should mitigate for its biological impacts in accordance with the same standards imposed on private developers.

Staff response: The proposed project would be required to mitigate all biological impacts as outlined in the final Environmental Impact Report to a level below significance.

5. The project should contribute towards the pending Sewer CFD to fund required improvements to the sewer system.

Staff response: The proposed project would be required to participate in and not object to the formation of a Community Facilities District (CFD) or other mechanism, to fund or reimburse

the construction of the improvement phases as identified in the Otay Mesa Master Plan Revisions, dated December 2008. Refer to the draft Site Development Permit, condition number 80.

Conclusion

Staff has reviewed the proposed project and all issues identified through that review process have been resolved in conformance with adopted City Council policies and regulations of the Land Development Code. Staff has also provided draft findings to support approval of the No Museum Alternative as described in the EIR (Attachments 8, 9 and 10) and draft conditions of approval (Attachments 11 and 12). Staff recommends the Planning Commission recommend the City Council approve the project to implement the No Museum Alternative.

ALTERNATIVES

1. **Recommend** the City Council **Approve** Easement Vacation No. 1099992, Map Waiver No. 1099991 and Site Development Permit No. 768683, with project changes described in Environmental Impact Report No. 208889 to implement the No Museum Alternative, **with modifications.**
2. **Recommend** the City Council **Deny** Easement Vacation No. 1099992, Map Waiver No. 1099991 and Site Development Permit No. 768683, **if the findings required to approve the project cannot be affirmed.**

Respectfully submitted,



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Mike Westlake  
Assistant Deputy Director  
Development Services Department



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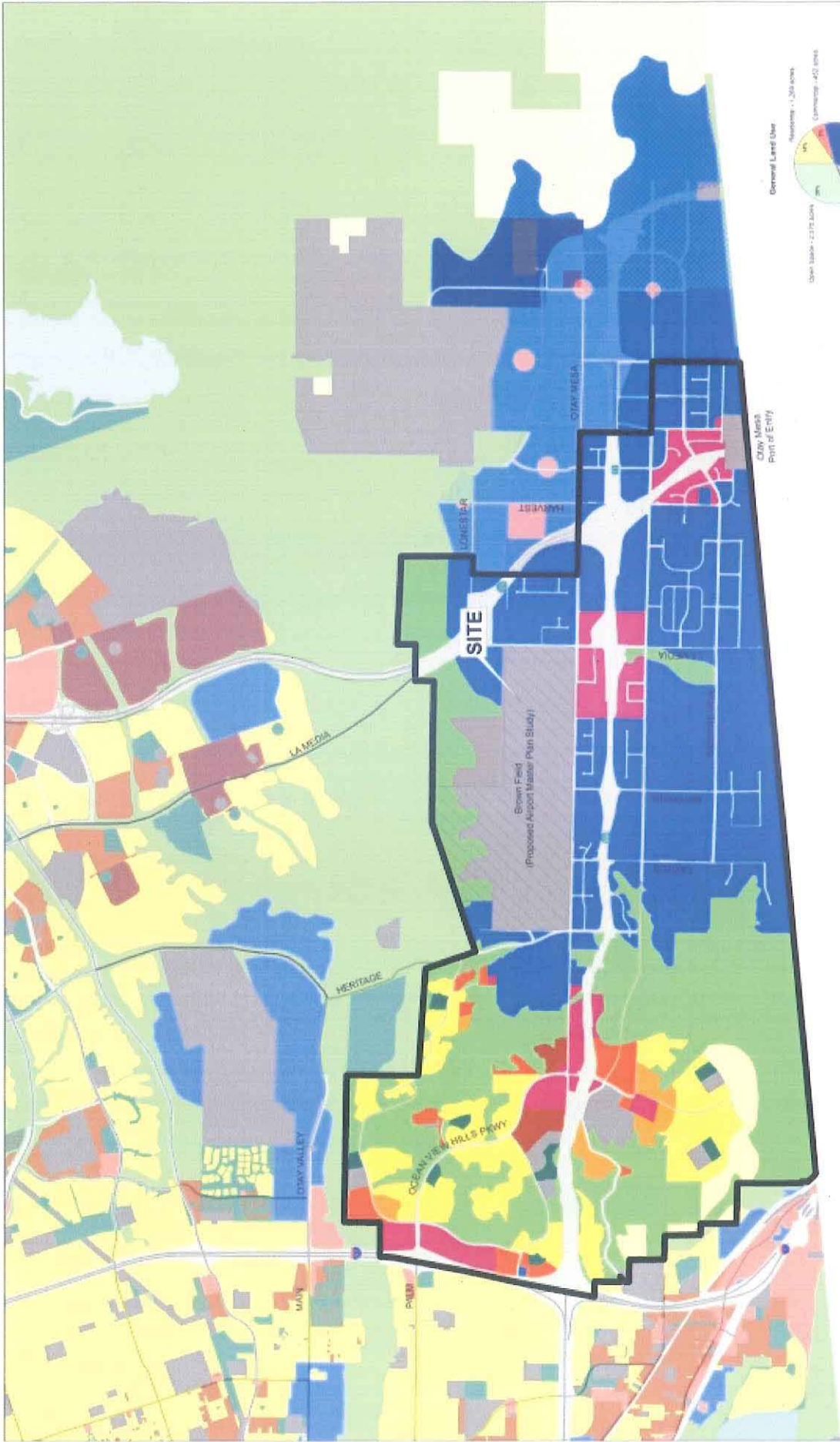
John S. Fisher  
Development Project Manager  
Development Services Department

BROUGHTON/JSF

Attachments:

1. Otay Mesa Community Plan Land Use Map
2. Aerial Photograph
3. Project Location Map
4. Master Plan Design Guidelines (under separate cover)
5. Project Plans (under separate cover)
6. Figure 2-8, Otay Mesa Community Plan Update Land Use Map
7. Community Planning Group Recommendation
8. Draft Environmental Resolution with MMRP
9. Draft Tentative Map Waiver and Easement Vacation Resolution with Findings
10. Draft Permit Resolution with Findings

11. Draft Permit with Conditions
12. Draft Tentative Map Waiver Conditions
13. Project Chronology



The City of San Diego  
**DEVELOPMENT SERVICES DEPARTMENT**  
 12/20/2012

This land use plan is subject to local, state, and federal laws, regulations, and public health. It is intended to guide future development and public health.

Map created by: [Name]  
 Date: [Date]  
 Scale: 1" = 1/4" ASL

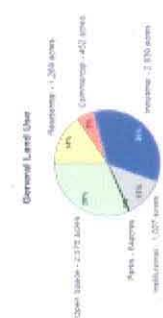
**Otay Mesa Community Plan**

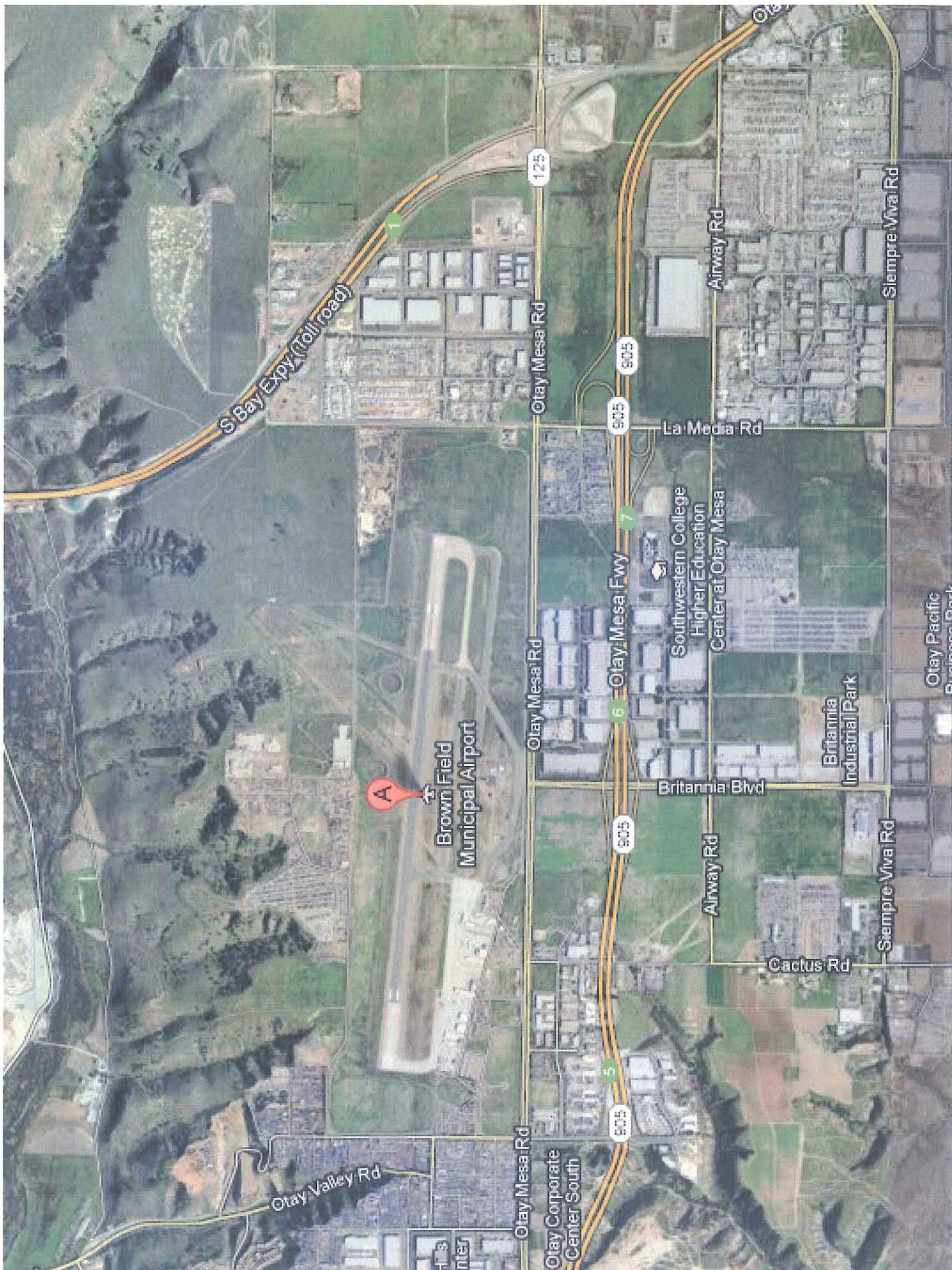
- General Land Use Categories**
- Parks, Open Space, and Institutional
    - Open Space
    - Parks
    - Institutional
  - Village Centers
    - Neighborhood Village
    - Community Village
  - Residential - Very Low
  - Residential - Low
  - Residential - Low Medium
  - Residential - Medium
  - Residential - Medium High

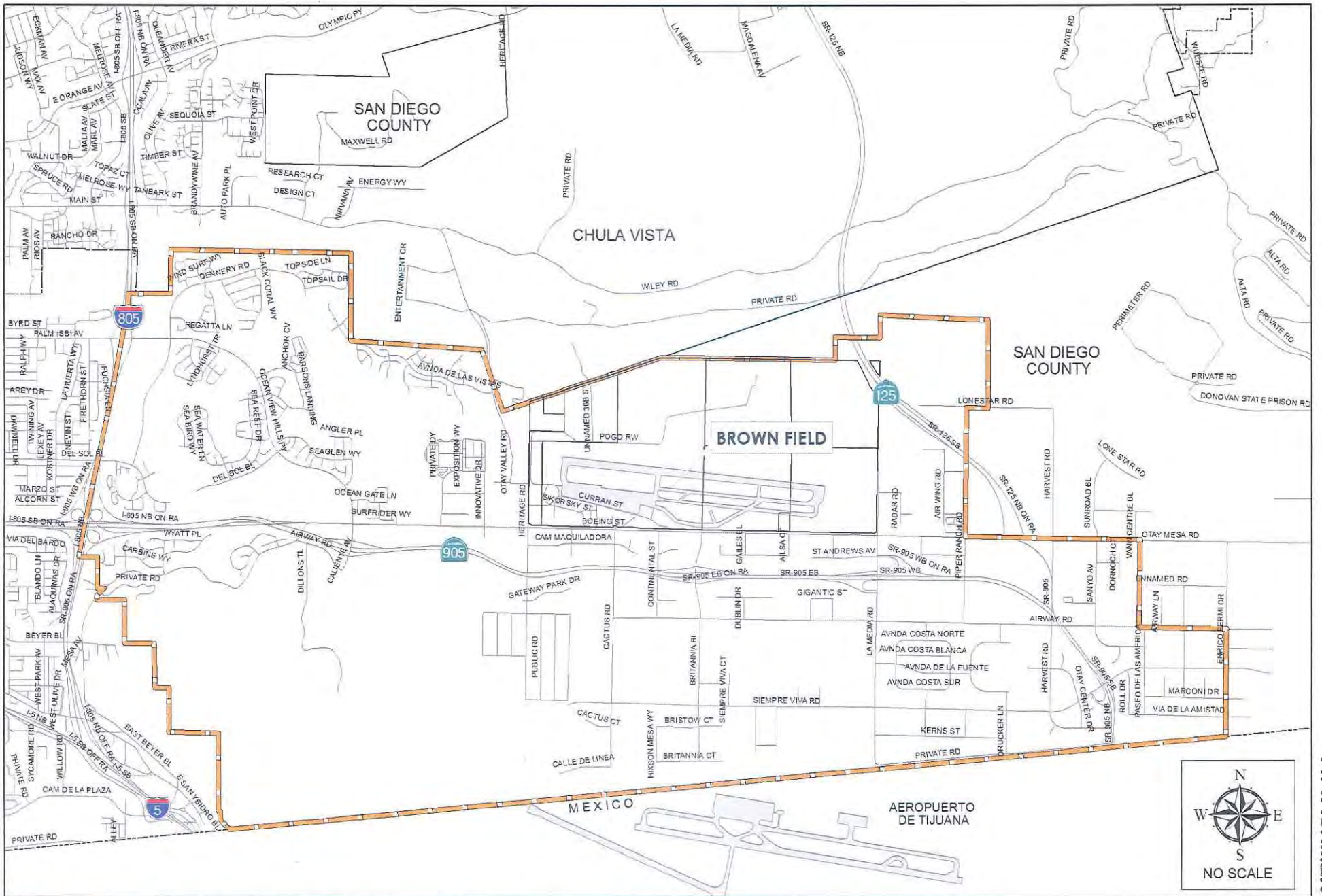
- Commercial - Residential Prohibited**
- Neighborhood Commercial
  - Community Commercial
  - Regional Commercial
  - Heavy Commercial
  - Village Commercial
  - Office Commercial - Residential Permitted

- Industrial - Residential Prohibited**
- Business Park - Office Permitted
  - Technology Park
  - Light Industrial
  - International Business and Trade
  - Heavy Industrial
  - Business Park - Residential Permitted

- Overlays**
- U.S. Government Facility
  - Brown Field Boundary
  - Community Plan Boundary







# Otay Mesa Community Plan-Brown Field

CITY OF SAN DIEGO • DEVELOPMENT SERVICES DEPARTMENT

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**SaGIS**

THIS MAP IS PROVIDED AS A SERVICE TO THE CITY OF SAN DIEGO AND IS NOT A CONTRACT. THE CITY OF SAN DIEGO DOES NOT WARRANT THE ACCURACY OF THE INFORMATION SHOWN ON THIS MAP. THE CITY OF SAN DIEGO IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS MAP. THE CITY OF SAN DIEGO IS NOT RESPONSIBLE FOR ANY DAMAGES, INCLUDING CONSEQUENTIAL DAMAGES, ARISING FROM THE USE OF THIS MAP.



# **Metropolitan Airpark**

## **PTS# 208889**

Master Plan Design Guidelines

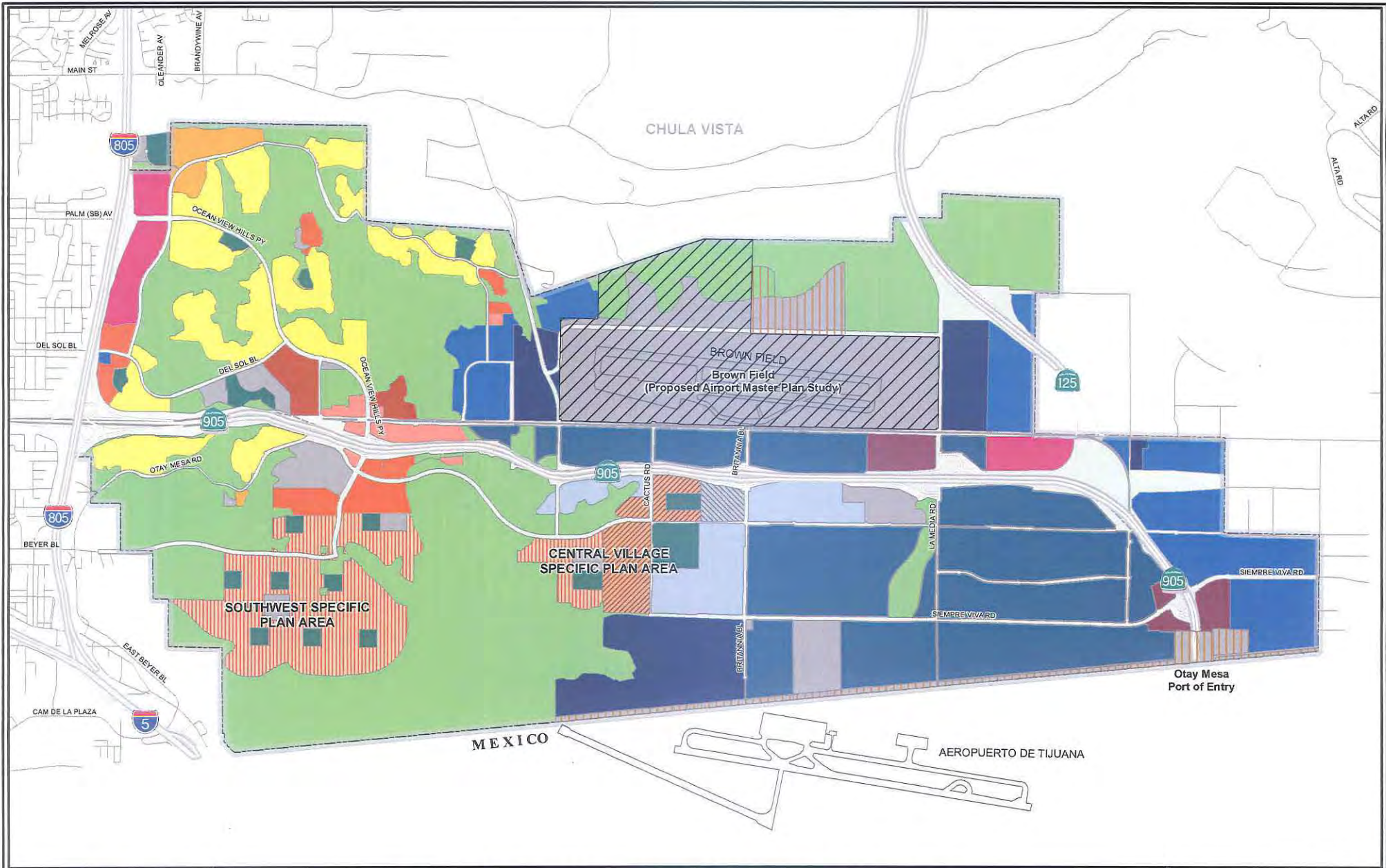
(under separate cover)

# **Metropolitan Airpark**

## **PTS# 208889**

Project Plans

(under separate cover)



**OTAY MESA COMMUNITY PLAN UPDATE - Figure 2-1**



THE CITY OF SAN DIEGO  
DEVELOPMENT SERVICES DEPARTMENT  
5/16/2013  
**DRAFT**

| Legend                 |                                     | Residential          |   | Commercial - Residential Prohibited |  | Industrial       |                          | Overlays             |              | Other         |  |
|------------------------|-------------------------------------|----------------------|---|-------------------------------------|--|------------------|--------------------------|----------------------|--------------|---------------|--|
| Open Space             | Residential - Low<br>5-9 du/ac      | Community Commercial | Residential - Low Medium<br>10-14 du/ac | Regional Commercial                 | Business Park - Office Permitted                       | Light Industrial | U.S. Government Facility | Brown Field Boundary | Right-Of-Way | Planning Area |  |
| Parks                  | Residential - Medium<br>15-29 du/ac | Heavy Commercial     | Residential Medium High<br>30-44 du/ac  |                                     | Business Park - Residential Permitted<br>15 - 44 du/ac | Heavy Industrial |                          |                      |              |               |  |
| Institutional          |                                     |                      |   |                                     |  |                  |                          |                      |              |               |  |
| <b>Village Centers</b> |                                     |                      |   |                                     |  |                  |                          |                      |              |               |  |
| Community Village      |                                     |                      |   |                                     |  |                  |                          |                      |              |               |  |
| Neighborhood Village   |                                     |                      |   |                                     |  |                  |                          |                      |              |               |  |



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SanGIS  
5/16/2013

# OTAY MESA PLANNING GROUP

Established by the  
City of San Diego  
February 21, 1990  
**Resolution #90-  
018**

February 28, 2013

Mr. John Fisher  
Development Services  
1222 First Avenue  
San Diego, CA 92101-4154

**RE: Metropolitan Airpark Project: Brown Field Airport Redevelopment  
Project No. 208889**

Dear John:

The Otay Mesa Planning Group voted February 20, 2013, 12 to support and 0 opposed, to support the redevelopment of Brown Field Airport, formally called the Metropolitan Airpark Project ("Project"), with the following conditions. The redevelopment needs to occur under the same rules and ordinances as a private development project, and pay its fair-share of fees. For example, the project needs to pay proportionate FBA fees (or an equivalent DIF), provide adequate mitigation for its traffic impacts by building and contributing to affected roadways, mitigate for its biological impacts in accordance with the same standards imposed on private developers and contribute towards the pending Sewer CFD to fund required improvements to the sewer system.

The aforementioned represent some of the conditions that private developments are forced to commit to fulfilling prior to project approval and Brown Field Airport should be no exception. If this Project is allowed to move forward with the mitigation proposed within their EIR, which does not commit to adequate compliance with the above-referenced items, then the Project's impacts to Otay Mesa will be under-mitigated and other developments will be forced to pick up the slack. That is not fair and equitable. Alternatively, if the EIR is modified, and the Project does fulfill these suggested conditions, we champion this endeavor and look forward to the many jobs it will bring to Otay Mesa.

Planning Group  
meetings are held on  
the 3<sup>rd</sup> Wednesday  
of every month at  
OTAY MESA-NESTOR  
BRANCH LIBRARY  
3003 Coronado Ave.  
San Diego, CA 92154  
(619) 424.0474

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Brown Field's redevelopment is attractive to all of us, as it has the potential to create many jobs and improve a large tract of land in the heart of Otay Mesa; but we need to ensure that it is not completed at the expense of other developers and businesses on the Mesa who share the same roads, sewer system and other infrastructure.

Sincerely,  
*OTAY MESA PLANNING GROUP*



Rob Hixson

cc: Councilmember David Alvarez  
DSD Director Kelly Broughton

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San Diego, CA 92154  
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RESOLUTION NUMBER R- \_\_\_\_\_

ADOPTED ON \_\_\_\_\_

WHEREAS, on July 8, 2010, the City of San Diego, Owner, submitted an application to Development Services Department for a Easement Vacation No. 1099992, Map Waiver No. 1099991 and Site Development Permit No. 768683, with project changes described in Environmental Impact Report No. 208889 to implement the No Museum Alternative for the Metropolitan Air Park (Project); and

WHEREAS, the matter was set for a public hearing to be conducted by the City Council of the City of San Diego; and

WHEREAS, the issue was heard by the City Council on [DATE] and

WHEREAS, under Charter section 280(a)(2) this resolution is not subject to veto by the Mayor because this matter requires the City Council to act as a quasi-judicial body, a public hearing is required by law implicating due process rights of individuals affected by the decision, and the Council is required by law to consider evidence at the hearing and to make legal findings based on the evidence presented; and

WHEREAS, the City Council considered the issues discussed in Environmental Impact Report No. 208889/SCH No. 2010071054 (Report) prepared for this Project; NOW THEREFORE,

BE IT RESOLVED, by the City Council that it is certified that the Report has been completed in compliance with the California Environmental Quality Act of 1970 (CEQA) (Public Resources Code Section 21000 et seq.), as amended, and the State CEQA Guidelines thereto (California Code of Regulations, Title 14, Chapter 3, Section 15000 et seq.), that the Report reflects the independent judgment of the City of San Diego as Lead Agency and that the information

contained in said Report, together with any comments received during the public review process, has been reviewed and considered by the City Council in connection with the approval of the Project.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081 and State CEQA Guidelines Section 15091, the City Council hereby adopts the Findings made with respect to the Project, which are attached hereto as Exhibit A.

BE IT FURTHER RESOLVED, that pursuant to State CEQA Guidelines Section 15093, the City Council hereby adopts the Statement of Overriding Considerations with respect to the Project, which is attached hereto as Exhibit B.

BE IT FURTHER RESOLVED, that pursuant to CEQA Section 21081.6, the City Council hereby adopts the Mitigation Monitoring and Reporting Program, or alterations to implement the changes to the Project as required by this City Council in order to mitigate or avoid significant effects on the environment, which is attached hereto as Exhibit C.

BE IT FURTHER RESOLVED, that the Report and other documents constituting the record of proceedings upon which the approval is based are available to the public at the office of the Development Services Department, 1222 First Avenue, San Diego, CA 92101 or office of the City Clerk at 202 C Street, San Diego, CA 92101.

BE IT FURTHER RESOLVED, that CITY CLERK is directed to file a Notice of Determination with the Clerk of the Board of Supervisors for the County of San Diego regarding the Project.

APPROVED: JAN GOLDSMITH, CITY ATTORNEY

By:

\_\_\_\_\_  
Corrine Neuffer  
Deputy City Attorney

ATTACHMENT(S): Exhibit A, Findings  
Exhibit B, Statement of Overriding Considerations  
Exhibit C, Mitigation Monitoring and Reporting Program

DRAFT



**EXHIBIT A****CANDIDATE FINDINGS  
REGARDING THE FINAL ENVIRONMENTAL IMPACT  
REPORT FOR METROPOLITAN AIRPARK PROJECT  
PROJECT NO. 208889/SCH NO. 2010071054****I. INTRODUCTION**

The following Candidate Findings and Statement of Overriding Considerations are made for the Metropolitan Airpark Project (hereinafter referred to as the "Project"). The environmental effects of the Project are addressed in the Final Environmental Impact Report ("EIR") dated March 2013 (State Clearinghouse No. 2010071054), which is incorporated by reference herein.

The California Environmental Quality Act ("CEQA") (§21081(a)) and the State CEQA Guidelines (§15091(a)) require that no public agency shall approve or carry out a project for which an environmental impact report has been completed which identifies one or more significant effects thereof, unless such public agency makes one or more of the following written findings for each of those significant effects:

- (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effect on the environment as identified in the final EIR;
- (2) Those Such changes or alterations are within the responsibility and jurisdiction of another public agency and have been or can and should be adopted by that other agency; or
- (3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

CEQA also requires that the findings made pursuant to §15091(b) be supported by substantial evidence in the record (§15091(b) of the State CEQA Guidelines). Under CEQA, substantial evidence means enough relevant information and reasonable inferences from this information that a fair argument can be made to support a conclusion, even though other conclusions might also be reached. Substantial evidence must include facts, reasonable assumptions predicted upon facts, and expert opinion supported by facts (Guidelines §15384).

CEQA further requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental effects when determining whether to approve the project. If the specific economic,

legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered “acceptable” (Guidelines §15093(a)). When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its actions based on the EIR and/or other information in the record. This Statement of Overriding Considerations shall be supported by substantial evidence in the record, and does not substitute for, and shall be in addition to, findings required pursuant to §15091 (Guidelines §15093(b) and (c)).

The following Candidate Findings and Statement of Overriding Considerations have been submitted by the applicant, Brown Field International Business Park dba DPC-Brown Field (“DPC-Brown Field”) as Candidate Findings and Statement of Overriding Considerations to be made by the decision-making body. The City Development Services Department does not recommend that the discretionary body adopt or reject these findings. They are attached to allow readers of this report an opportunity to review potential reasons for approving the Project. It is the exclusive discretion of the decision-maker certifying the EIR to determine the adequacy of the draft Candidate Findings and Statement of Overriding Considerations. It is the role of staff to independently evaluate the draft Candidate Findings and Statement of Overriding Considerations, and to make a recommendation to the decision-maker regarding their legal adequacy.

## II. PROJECT DESCRIPTION AND PURPOSE

The Project is proposed by DPC-Brown Field to develop Brown Field Municipal Airport. The stated objectives of the Project are to:

- Create an aviation-based business community that would offer a viable alternative for private aircraft to Lindbergh Field and Montgomery Field.
- Redevelop airport property into a real estate asset that would provide a dependable and reasonable revenue stream for the City of San Diego.
- Create job growth for the local economy.
- Provide for industry that compliments aviation related development and/or promotes environmental stewardship with a focus on “green” products and services.
- Provide for a retail commercial center that serves the needs of airport users and the surrounding community.
- Create a development that is a showcase example in applying sustainable development techniques.
- Create an aesthetically pleasing, high-quality design that reflects the property’s location as an aviation gateway to southern California.

- Enable DPC-Brown Field to fulfill its contractual obligations to the City of San Diego which include negotiating exclusively and in good faith to develop aviation, commercial, and industrial uses on City owned land of the Brown Field Municipal Airport.
- Plan and implement a project that is consistent with the goals and policies of the Otay Mesa Community Plan.
- Earn a reasonable return on investment through efficient operation of services and long-term leasing arrangements with prospective tenants.
- Utilize airport property owned by the City to the extent feasible, to minimize capital costs and maximize operational flexibility for planned aviation uses.

The Project includes the development of multiple land uses on approximately 331 acres of land within the limits of Brown Field Municipal Airport. The Project would consist of general aviation facilities and supportive non-aviation facilities such as office uses, hotels, restaurants, an air and space museum, industrial uses, commercial uses, a fueling station, and a solar energy generation facility.

The Project would be constructed in four phases over a 20-year period. Each phase is estimated to take five years to develop. Initial construction is anticipated to begin within twelve months of Project approval by the City. Each phase of the Project would involve site clearing, grading and excavation, site contouring, installation of improvements and structural development, and site clean-up. A total of approximately 350,000 cubic yards of balanced cut and fill would be required to facilitate site development.

### III. ISSUES ADDRESSED IN EIR

The EIR contains an environmental analysis of the potential impacts associated with implementing the Project. The City of San Diego Development Services Department, located at 1222 First Avenue, San Diego, CA 92101, is the custodian of the EIR and other materials.

The Final EIR contains an environmental analysis of the potential impacts associated with implementing the Project. The Final EIR provides a project-level analysis of environmental effects that are reasonably foreseeable if the Project is implemented. Although the Project will be developed in phases, the environmental analysis assumes impacts will occur with the onset of construction grading. Environmental issues addressed in the EIR include: Land Use; Transportation and Circulation; Visual Effects and Neighborhood Character; Air Quality and Odor; Greenhouse Gas Emissions; Biological Resources; Historical Resources; Human Health and Public Safety, Hydrology; Water Quality and Flooding; Geology, Soils and Seismicity; Energy Conservation; Noise; Paleontological Resources; Public Services; Utilities; Water Supply; and Population and Housing.

The analysis in the EIR concluded that significant, direct and/or indirect environmental impacts would result in the following issue areas:

- Land Use (direct and cumulative)
- Transportation and Circulation (direct and cumulative)
- Visual Effects and Neighborhood Character (direct and cumulative)

- Air Quality (direct and cumulative)
- Biological Resources (direct and cumulative)
- Historical Resources-Archaeology (direct)
- Hydrology/Water Quality (cumulative)
- Human Health/Public Safety/Hazardous Materials (direct)
- Paleontological Resources (direct)

#### IV. CANDIDATE FINDINGS

##### IV.A FINDINGS REGARDING IMPACTS THAT CAN BE MITIGATED TO BELOW A LEVEL OF SIGNIFICANCE

The City, having reviewed and considered the information contained in the EIR, finds pursuant to CEQA §21081(a)(1) and CEQA Guidelines §15091(a)(1) that changes or alterations have been required in, or incorporated into, the Project which would mitigate or avoid the significant effects on the environmental related to: historical resources, human health/ public safety/hazardous materials and paleontological resources,.

##### 1. HISTORICAL RESOURCES (ARCHAEOLOGY)

**Potential Impact:** A total of 19 historical resources were identified within or adjacent to the Project area that may be impacted by Project activities. Additionally, the Project has the potential to impact previously unknown historical resources including previously unknown human remains.

**Facts in support of Finding:** A records search was performed by the staffs at the South Coastal Information Center and the San Diego Museum of Man of survey records, historic maps, known historical resources and archaeological sites. A Sacred Lands record search was also conducted with the Native American Heritage Commission. An archaeological field survey was conducted in three phases in the Project area in 2010 and 2011, and a survey of the proposed off-site roadway improvement areas was conducted in 2012. These efforts revealed that the Project area and immediate surrounding areas contain 19 archaeological resources. Potential impacts to historical resources will be mitigated through implementation of Mitigation Measures MM-HIST-1 through MM-HIST-4 further detailed in Subchapter 5.7, Historical Resources, of the EIR. These mitigation measures are feasible and made binding via the Site Development Permit conditions and MMRP. Implementation of these measures will reduce potential impacts to historical resources to below a level of significance.

Mitigation Measure MM-HIST-1 requires the Project to retain a qualified archaeologist to carry out all mitigation measures related to archaeological resources.

Mitigation Measure MM-HIST-2 requires a qualified archaeologist to carry out a Phase 1 cultural resources survey in those portions of the Project area not already surveyed, to identify any cultural resources and evaluate their significance. The Phase 1 survey shall be documented in an addendum to the current Phase 1 Cultural Resources Survey report.

Mitigation Measure MM-HIST-3 requires that, prior to the issuance of any construction permits, the owner shall demonstrate avoidance of all impacts to sites CA-SDI-10623,

CA-SDI-14559 and the significant portion of CA-SDI-10628/H, which shall also be designated as Environmentally Sensitive Areas to ensure avoidance. All ground-disturbing activities adjacent to the designated Areas shall be monitored by a qualified archaeologist and Native American monitor.

Mitigation Measure MM-HIST-4 requires that, prior to issuance of any construction permits, an archaeological monitor shall be retained to monitor ground-disturbing activities, along with at least one Native American monitor.

## 2. HUMAN HEALTH/PUBLIC SAFETY/HAZARDOUS MATERIALS

**Potential Impact:** New development under the Project has the potential to expose people or structures to a significant risk of loss, injury or death involving wildland fires if not constructed appropriately, or adequately served by fire rescue services. Given the history of industrial and military uses that have occurred at the Project site, the potential exists for release or exposure of hazardous materials during construction activities. The proposed uses of the Project create a potential risk for explosion, release or exposure of hazardous materials due to the transport, use, and disposal of aviation fuel and other chemicals required for airplane maintenance.

Impacts to human health/public safety/hazardous materials would result if volatile contaminants are present that might adversely affect indoor air quality.

**Facts in support of Finding:** The Project will comply with the City of San Diego and Fire-Rescue Department requirements, as well as Municipal Code regulations specific to wildfire resistant construction and development of areas near natural vegetation. These requirements include adequate fire flow, ongoing maintenance of defensible space, use of fire/wildfire resistant construction, and preparation and implementation of a Brush Management Plan. The Project will also comply with local, state and federal regulations regarding the handling and disposal of any hazardous substances encountered during construction on the site, and will develop a Hazardous Materials Business Plan with the Fire Department specifying the types, quantities, applications, emergency response procedures and contingency plan measures for hazardous materials during operation of the Project. Any hazardous wastes generated by Project operations would be managed in accordance with state and local requirements. Potential impacts to human health and public safety will be mitigated with implementation of Mitigation Measures MM-HAZ-1 through MM-HAZ-3 found in Subchapter 5.8, Human Health and Public Safety, of the EIR. These mitigation measures are feasible and made binding via the Site Development Permit conditions and MMRP. Implementation of these measures will reduce human health and public safety impacts to below a level of significance.

Mitigation Measure MM-HAZ-1 requires a detailed asbestos and lead base paint survey on all existing structures prior to the issuance of any demolition permits. Any identified asbestos containing materials and lead based paints shall be removed, handled, and properly disposed of by licensed and qualified individuals in accordance with all applicable local, state and federal regulations.

Mitigation Measure MM-HAZ-2 requires preparation of a health and safety plan by a licensed industrial hygienist for sites where contamination is suspected or identified through the Phase I assessment. The plan shall identify potential contaminants,

appropriate personal protective equipment and worker safety procedures. Any contaminated soils shall be properly disposed of.

Mitigation Measure MM-HAZ-3 requires an assessment of soil vapor quality prior to the issuance of any building permits within Area L or other area where volatile contaminants have been identified. If soil vapors are present, a soil vapor barrier shall be installed unless a risk assessment demonstrates that no adverse effects would be encountered.

### 3. PALEONTOLOGICAL RESOURCES

**Potential Impact:** The Project anticipates excavation of well over 2,000 cubic yards as a result of site preparation and grading, installation of foundations and building pads, and potentially the use of on-site borrow areas, into a geologic unit with moderate sensitivity. Excavation of undisturbed terrace deposits is likely to occur as a result.

**Facts in support of Finding:** Soil borings were completed across the Project site, as well as a geotechnical report. Potential impacts to paleontological resources will be mitigated with implementation of Mitigation Measure MM-PAL-1, found in Subchapter 5.14, Paleontological Resources, of the EIR. This mitigation measure is feasible and made binding via the Site Development Permit conditions and MMRP. Implementation of this measure will reduce impacts to paleontological resources to below a level of significance.

Mitigation Measure MM-PAL-1 requires that a qualified paleontologist attend preconstruction meetings and be on-site at all times during excavation to monitor construction activities, and to be on call through the life of the Project. If any fossils are unearthed, construction shall halt immediately in the area of the find so that fossils may be salvaged. If large specimens are unearthed, the paleontologist shall have the authority to halt or divert grading and construction equipment to allow for removal. In the event any discovery is made, the paleontologist shall conduct or supervise the salvage, recovery, laboratory, cataloging and identification, transferral and preparation of a final report as required by the City of San Diego Paleontological Guidelines. At the completion of each phase of development, the paleontologist shall submit a monitoring report to the Mitigation Monitoring Coordination (MMC) staff.

#### IV.B FINDINGS REGARDING MITIGATION MEASURES WHICH ARE THE RESPONSIBILITY OF ANOTHER AGENCY (CEQA §21081(a)(2))

The decision maker, having independently reviewed and considered the information contained in the Final EIR for the Project and the public record, finds, pursuant to CEQA §21081(a)(2) and CEQA Guidelines §15091(a)(2) that there are no changes or alterations to the Project that avoid or substantially lessen the significant environmental impacts that are within the responsibility and jurisdiction of another public agency.

#### IV.C FINDINGS REGARDING INFEASIBLE MITIGATION MEASURES AND ALTERNATIVES (CEQA §21081(a)(3))

#### IV.C.1 Infeasible Mitigation Measures (Public Resources Code §21081(a)(3))

The City, having reviewed and considered the information contained in the Final EIR and the Record of Proceedings, finds pursuant to CEQA §21081(a)(3) and CEQA Guidelines §15091(a)(3) that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the FEIR, and that potentially significant and unavoidable project- and cumulative-level environmental effects identified in the FEIR will remain significant and unavoidable, for environmental issues evaluated in:

Land Use (Conflict with Environmentally Sensitive Lands regulation), Biological Resources (Conflict with Environmentally Sensitive Lands Regulation), Transportation/Circulation (Impacts to freeway segment and ramp locations), Visual Effect and Neighborhood Character (Blockage of scenic view), Air Quality (Emissions of Criteria Pollutants), and Hydrology/Water Quality and Flooding (Increased pollutant discharge):

##### 1. LAND USE (CONFLICT WITH ENVIRONMENTALLY SENSITIVE LANDS REGULATION) (DIRECT AND CUMULATIVE IMPACT)

**Potential Impacts:** The Environmentally Sensitive Lands (“ESL”) Regulation requires projects to incorporate an adequate buffer to protect the functions and values of wetlands. While the best information available at this time suggests that this requirement can be achieved through a coordinated design effort in consultation with the Project Biologist and Project Engineers, there is insufficient data available at this time to conclude with certainty that an adequate wetland buffer would be included in the widening of La Media Road and Airway Road. Therefore, the Project would have a significant direct and cumulative impact with respect to land use.

**Facts in support of Finding:** Although implementation of MM-BIO-12 (mitigation of impacts to wetlands outside the Project boundary at a 2:1 ratio and creation and enhancement of wetlands on Airport property; enhancement and creation of freshwater marsh mitigation) would reduce the significance of this impact, and although it is likely that an adequate wetland buffer will be included in the widening of La Media Road and Airway Road, sufficient data to make such a determination would not be available until the detailed design phase of the roadway alignments. Because it is infeasible at this time to determine with certainty that adequate wetlands buffers will be available, construction of these roadways is considered a potentially significant impact. Implementation of mitigation measures identified in MM-BIO-12, as well as all mitigation measures identified in the Final EIR, is feasible and made binding via the Site Development Permit conditions and Mitigation Monitoring Reporting Program (“MMRP”), and would reduce land use impacts, but not to below a level of significance. Furthermore, only the “no project” alternative to the Project, discussed below would avoid the impact to biological resources.

2. **BIOLOGICAL RESOURCES (CONFLICT WITH ENVIRONMENTALLY SENSITIVE LANDS REGULATION) (DIRECT AND CUMULATIVE IMPACT)**

**Potential Impact:** The Project could have significant direct and cumulative impacts on the following biological resources over the four phases of the development of the Project: 235.72 acres of suitable burrowing owl habitat and nine burrowing owl pairs and two individuals; 0.275 acre of vernal pools containing the federally endangered San Diego fairy shrimp and San Diego button-celery; 0.25 acre of freshwater marsh considered wetland waters of the US/State/City and 2.91 acres of non-vegetated channel considered non-wetland waters of the US/State/City; 0.42 acre of Diegan coastal sage scrub; and 0.20 acre of Maritime succulent scrub.

**Facts in support of Finding:** Potential impacts to biological resources will be mitigated through implementation of Mitigation Measures MM-BIO-1 through MM-BIO-12 found in Subchapter 5.6, Biological Resources, of the EIR. These mitigation measures are feasible and made binding via the Site Development Permit conditions and MMRP. Implementation of these measures will reduce biological resources impacts to below a level of significance with the exception of wetland impacts associated with offsite roadway improvements along Airway Road and La Media Road which cannot be avoided. It is assumed that an adequate wetland buffer will be included in the design for widening of La Media and Airway Road. However, sufficient data to make such a determination would not be available until the detailed design phase of the roadway alignments. Therefore, because it is infeasible at this time to determine with certainty that adequate wetlands buffers will be available, construction of these roadways is considered a potentially significant impact under this category and as noted above under Land Use Section IV.C.1. Implementation of MM-BIO-12 (mitigation of impacts to wetlands outside the Project boundary at a 2:1 ratio and creation and enhancement of wetlands on Airport property; enhancement and creation of freshwater marsh mitigation) would reduce this impact, but not to below a level of significance, and therefore, this impact would remain significant and unavoidable.

Mitigation Measure MM-BIO-1 requires that, prior to the issuance of any construction permits for each phase (or portion thereof) the Owner shall provide suitable burrowing owl habitat mitigation at a ratio of 0.5:1 for a total of 61.76 acres for Phase 1, consisting of both on-site and off-site mitigation lands. The 30.08 acres on site shall be created through conversion of 16.40 of disturbed and developed land to functional grassland, and construction of artificial burrowing owl burrows as part of the Project's vernal pool mitigation to be located on a 3.5 acre area and a 10.18 acre area (known, respectively, as the "tongue" and the "thumb"). The 31.68 acres to be acquired off site shall be occupied by burrowing owls or considered suitable burrowing owl habitat: if sufficient acreage cannot be acquired, lands shall be considered if they may be deemed appropriate through restoration, enhancement and management efforts. Such lands shall contain sufficient populations of fossorial mammals to support nesting and predatory requirements for burrowing owls. The offsite lands shall be within or contiguous to the Multi-Habitat Planning Area ("MHPA") lands, or other preserve lands, or be large enough to be biologically defensible to support a disjunct population of burrowing owls. For Phases 2-4 of the Project, offsite burrowing owl habitat shall be obtained and preserved at the 0.5:1 ratio as well.



Mitigation Measure MM-BIO-2 requires that no less than 14 days prior to any ground disturbing activities, the area shall be surveyed by a qualified biologist for burrowing owls and occupied burrows. The area to be surveyed shall include any area involving construction activity. If burrowing owls are found, construction shall not occur within the setback buffers established based on the level of disturbance. Should construction be necessary within the setback area, surveillance and monitoring shall be conducted by a qualified biologist and construction shall be limited to the period of the day when burrowing owls are less active. Burrowing owls within the Project site would be relocated to suitable breeding habitat, and construction may occur once a qualified biologist has deemed the burrows unoccupied. Any occupied or potentially occupied burrows located in the existing earthen berm that is to remain shall be avoided. Within 12 months after completion of Phases 1 and 2, post-construction surveys shall be conducted for this area, and if the burrows have been abandoned, the Project proponent shall coordinate with the California Department of Fish and Game (now the California Department of Fish and Wildlife, but referred to herein as "CDFG") for additional compensation for abandonment.

Mitigation Measure MM-BIO-3 requires preparation of a Burrowing Owl Mitigation Plan which will identify suitable off-site mitigation areas, identify enhancement methods if mitigation lands are unoccupied, describe the method to convert 16.40 acres within the MHPA to suitable breeding habitat, describe the proposed squirrel release, include a method of preservation and management to ensure the in-perpetuity preservation of suitable mitigation lands and owl burrows, and be consistent with the Long-Term Management Plan for all mitigation lands (MM-BIO-9) and the Vernal Pool Restoration Plan (MM-BIO-7).

Mitigation Measure MM-BIO-4 requires preparation of a Passive Burrowing Owl Translocation Plan to establish burrowing owl occupation in the mitigation lands adjacent to the Project site. The Plan shall describe the methods used for passive translocation, include specific criteria for the timing of relocation activities, include daily surveys for a minimum of two weeks, include measureable success criteria and a contingency plan, and be consistent with the Burrowing Owl Mitigation Plan (MM-BIO-3). The Plan shall be approved by CDFG and U.S. Fish and Wildlife Service ("USFWS") in consultation with the City and FAA.

Mitigation Measure MM-BIO-5 requires evidence of a take authorization (and accompanying Biological Opinion) for impacts on the San Diego fairy shrimp and San Diego button-celery through Section 7 consultation between FAA and USFWS prior to the issuance of any construction permits. Any mitigation and conservation measures must be consistent with those identified in the City's Multiple Species Conservation Program ("MSCP") Subarea Plan

Mitigation Measure MM-BIO-6 requires mitigation for impacts to 0.275 acre of vernal pools and the associated San Diego fairy shrimp and San Diego button-celery to be mitigated at a ratio of 5:1 on proposed mitigation lands to the north of the Project site.

Mitigation Measure MM-BIO-7 requires mitigation for impacts to vernal pools to be mitigated through the creation and restoration of 1.38 acres of vernal pool habitat at the

“Tongue” and “Thumb” areas (Figure 5.6-6 of the EIR) prior to the issuance of any Project construction permits. The Owner shall prepare a Vernal Pool Restoration Plan (“VPRP”) which will include measures for creating habitat appropriate for supporting San Diego fairy shrimp and San Diego button-celery. The VPRP shall be approved by the FAA and USFWS and shall: identify locations and prove feasibility of proposed vernal pool creation and restoration; establish enhancement goals and measurable objectives; identify reference site(s) for use in comparing enhancement efforts; achieve successful and sustainable restoration within five years; conduct additional feasibility studies to develop grading plans for proposed enhancement areas; collect, store and distribute salvaged soil, cyst and seed material from impacted pools; conduct regular monitoring; establish an enhancement area protection instrument such as a conservation easement and a Long Term Management Plan, as well as a funding mechanism for long term maintenance.

Mitigation Measure MM-BIO-8 requires that, prior to the issuance of any construction permits for Phase 1 of the Project, the Owner shall mitigate for impacts to non-native grassland at a ratio of 0.5:1, to Diegan coastal sage scrub at a ratio of 1:1, and to Maritime succulent scrub at a ratio of 2:1 by preserving in perpetuity 74.44 acres of Type I-III habitats on airport-owned property within the MHPA, converting 16.40 acres of disturbed lands located on airport-owned property within the MHPA, preserving 0.42 acre of Diegan coastal sage scrub and 0.40 acre of Maritime succulent scrub within the MHPA. The mitigation areas shall have long-term viability and biological values equal to or greater than the impacted site.

Mitigation Measure MM-BIO-9 requires the Owner to manage the mitigation and conservation areas in accordance with the City’s MSCP Subarea Plan and to prepare a Long Term Management Plan prior to the issuance of any construction permits.

Mitigation Measure MM-BIO-10 requires that, to offset impacts from construction of the four proposed off-site storm drains and outfall structures, a Drainage Revegetation Plan be prepared by the Owner for impacts to non-native grassland, Maritime succulent scrub and Diegan coastal sage scrub habitats. The Plan shall be submitted and approved by the City prior to any construction permits for the storm drains and outfalls and shall: restrict activities to outside the breeding season of coastal California gnatcatcher and coastal cactus wren and conduct pre-activity surveys if heavy equipment is to be used; salvage and transplant all succulent plants and suitable shrub material; salvage and stockpile all excavated topsoil up to the first six inches; include success criteria for transplanted and restored areas and require specific BMPs and maintenance.

Mitigation Measure MM-BIO 11 requires the Owner to obtain a Section 404 Clean Water Act permit from the U.S. Army Corps of Engineers (ACOE), a Section 401 Water Quality Certification from the Regional Water Quality Control Board (RWQCB), and a Section 1602 Streambed Alternation Agreement from CDFG to address impacts to non-wetland waters of the U.S. and State, freshwater marsh wetlands and waters of the State. A formal delineation of potential wetlands and other waters of the U.S. within the Project area shall be performed.

Mitigation Measure MM-BIO-12 requires impacts to wetlands outside the Project boundary to be mitigated at a 2:1 ratio. Prior to the issuance of any construction permits for Phase 1, the Owner shall initiate mitigation for off-site wetland impacts through creation and enhancement of wetlands on Airport property through a Habitat Mitigation and Management Plan (HMMP).

All mitigation measures identified in the Final EIR are feasible and made binding via the Site Development Permit conditions and MMRP. Adoption of any of the four project alternatives discussed below would lessen, to varying degrees, the impacts to biological resources by reducing the footprint of the proposed development or eliminating certain elements therein.

### 3. TRANSPORTATION/CIRCULATION (IMPACTS TO FREEWAY SEGMENT AND RAMP LOCATIONS) (CUMULATIVE IMPACT)

**Potential Impact:** All intersection impacts can be mitigated to less than significant levels. All roadway segments, except for the freeway segment on SR-905 between SR-125 and I-5, can either be mitigated to less than significant levels or, where it is infeasible to expand SR-905 to ten lanes, full mitigation is unavailable. SR-905 between SR-125 and I-5 have no further improvements planned. Furthermore, two ramp locations, Caliente Road to westbound SR-905 and Heritage Road to westbound SR-905, would have significant and partially mitigated impacts. Based on Caltrans' plans, both ramps are expected to have two lanes (one lane and one HOV lane); widening these ramps to three lanes would increase storage capacity and partially mitigate the Project's cumulative impacts under Horizon Year conditions; however, even with the improvements, these impacts cannot be fully mitigated. Similarly, the westbound on ramp at Heritage Road/SR 905 interchange is expected to increase storage capacity and partially, but not fully, mitigate the Project's cumulative impacts under Horizon Year conditions.

**Facts in support of Finding:** Although implementation of MM-TRA-1 through MM-TRA-117 would reduce the significance of these impacts to below a level of significance for numerous roadways, intersections and ramps, all impacts on transportation/circulation cannot be mitigated fully. Section 5.2 of the Final EIR and the MMRP contain all the relevant traffic and circulation mitigation measures which require the Owner to bond for and construct numerous roadway and intersection improvements as each phase of the Project is implemented. All mitigation measures identified in the Final EIR are feasible and made binding via the Site Development Permit conditions and MMRP. However, even with implementation of the mitigation measures, the impacts would remain cumulatively considerable. Only the "no project" alternative discussed below would avoid the impacts associated with transportation/circulation.

### 4. VISUAL EFFECTS AND NEIGHBORHOOD CHARACTER (BLOCKAGE OF SCENIC VIEW) (DIRECT AND CUMULATIVE IMPACT)

**Potential Impact:** The proposed development, particularly development associated with the central airside FBO terminal and large hangars, would block middleground and background views of Brown Field and distant mountain ranges, and would partially block views of the sky along a substantial length of Otay Mesa Road. While the impact would not be immediately felt, each phase of the Project would increasingly cause view blockage, ultimately resulting in an unavoidable significant impact on existing public views along adjacent roads.

**Facts in support of Finding:** Several measures are built into Project plans that minimize the Project's degree of view blockage, such as "visibility triangles" that limit the height and mass of trees, landscaping and other structures, and the layout of landscaping and parking areas assure that tall building such as hangars and other airside facilities are substantially set back from the public roadways. However, because the hangars and other airside facilities are by their intended use required to be substantial in size, this visual impact cannot be avoided. Because each of the alternatives addressed in the EIR would include aviation-related facilities including the fixed based operator ("FBO") terminal and large hangars, selection of any of the Project alternatives would not reduce the visual resource impact to below a level of significance. Therefore, the Project's significant direct impact with respect to visual effects and neighborhood character is considered unavoidable. Similarly, due to the large geographic extent of the Project relative to other projects in the cumulative scenario, the Project's incremental contribution to visual resource impacts would be cumulatively considerable. There are no feasible mitigation measures that would reduce the impacts to below a level of significance. Only the "no project" alternative discussed below would avoid the impacts associated with visual effects and neighborhood character.

#### 5. AIR QUALITY AND ODOR (EMISSIONS OF CRITERIA POLLUTANTS) (DIRECT AND CUMULATIVE IMPACT)

**Potential Impact:** The San Diego Air Basin is considered to be a basic-non-attainment area for the 8-hour National Ambient Air Quality Standards ("NAAQS") for ozone and a non-attainment area for the California Ambient Air Quality Standards ("CAAQS") for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>. If a project proposes development that is greater than that anticipated in the San Diego Association of Government ("SANDAG") growth projections, the project would be in conflict with the Regional Air Quality Strategy ("RAQS") and State Implementation Plan ("SIP"), and may have a potentially significant impact on air quality. Because the Project would intensify development on unzoned land and generate a net increase of 52,861 average daily trips at build-out, this development intensity would not have been considered in the RAQS or SIP and would therefore have the potential to result in a significant impact due to inconsistency with the RAQS and SIP. Furthermore, because the Project would affect local pollutant concentrations through an increase in emissions due to increased aircraft operations and motor vehicle trips associated with the Project from delivery trucks and commuting employees, the Project would exceed SDAPCD significance thresholds for VOC, NO<sub>x</sub>, CO and PM<sub>10</sub>. Finally, because the Project is inconsistent with the RAQS and SIP and could obstruct the ability of the San Diego Air Basin to attain and maintain the ambient air quality standards for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, the Project's contribution to a permanent increase of these criteria pollutants, in combination with other cumulative projects in the region, would be cumulatively considerable.

**Facts in support of Finding:** Together, motor vehicle and aircraft operations represent 82 percent of VOC emissions, 91 percent of NO<sub>x</sub> emissions, 98 percent of CO emissions and 99 percent of PM<sub>10</sub> emissions. The Traffic Impact Analysis for the Project considered transit and bicycle accessibility as well as Transportation Demand Management strategies. Mitigation measures to reduce vehicle trip generation and its associated emissions of ozone precursors are not available. The majority of emissions would be the result of vehicles accessing the various uses proposed on site, and aircraft operations. Therefore, this impact would be considered cumulatively significant and unavoidable. Only the "no project" alternative discussed below would avoid the impacts associated with air quality and odor.

## 6. WATER QUALITY AND FLOODING (INCREASED POLLUTANT DISCHARGE) (CUMULATIVE IMPACT)

**Potential Impact:** Water quality impacts within the Tijuana River and the Tijuana River Estuary are caused primarily from various point and non-point source effluents derived from Mexico. The Tijuana River is about 120 miles long and crosses the U.S./Mexico international border approximately 7 miles upstream of its mouth, which is located just north of the international border. Thus, most of the water quality burdens carried by the river result from pollution sources located in Mexico. However, several categories of potential water quality constituents that could be released from the Project resulting in additional impacts to this 303(d) impaired water body. As indicated in Section 5.10 of the EIR, Project features would minimize water quality discharges during Project construction and operation. However, some residual amount of nitrogen/phosphorous, sedimentation, oxygen demand and pesticides could still be released. Therefore, the Project's contribution to water quality impacts, in combination with other cumulative projects in the region, discharging to the Tijuana River would be cumulatively considerable.

**Facts in support of Finding:** Because the existing water quality in the Tijuana River does not meet applicable standards for the pollutants identified in Section 5.10 of the EIR, implementation of the Project is expected to result in a small but cumulatively considerable increase in water quality pollutant emissions. Implementation of the Project would result in several potential direct impacts to water quality, flooding, or hydrology, as further discussed in Section 5.10 of the Final EIR. These potential impacts would be minimized as a result of implementing measures via the design or permitting criteria that would support the Project such as the proposed LID design criteria, BMPs, and adherence to permit requirements which would minimize water quality discharges during Project construction and operation.. However, minimization of a direct impact does not necessarily guarantee that no additional cumulative impacts would occur. Further mitigation measures to reduce cumulatively potential pollutant discharges are not available. Impacts to water quality within the Tijuana River Basin would remain cumulatively considerable. Only the "no project" alternative discussed below would avoid impacts associated with water quality and flooding.

### IV.C.2 Infeasibility of Project Alternatives to Reduce or Avoid Significant Impacts

Because the Project will cause one or more unavoidable significant environmental effects, the City must make findings with respect to the alternatives to the proposed project considered in the EIR, evaluating whether these alternatives could feasibly avoid or substantially lessen the Project's unavoidable significant environmental effects while achieving most of its objectives.

The City, having reviewed and considered the information contained in the FEIR, finds pursuant to Public Resources Code §21081(a)(3) and Guidelines §15091(a)(3) makes the following findings with respect to the alternatives identified in the FEIR (Project No. 208889, SCH No. 2010071054) which i) considers a reasonable range of project alternatives which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and (ii) specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the project alternatives identified in the FEIR (Project

No. 208889, SCH No. 2010071054) as described below. The FEIR for the PROJECT considered the following alternatives:

“Feasible” is defined in Section 15364 of the CEQA Guidelines to mean “capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” The CEQA statute (Section 21081) and Guidelines (Section 15019(a)(3)) also provide that “other” considerations may form the basis for a finding of infeasibility. Case law makes clear that a mitigation measure or alternative can be deemed infeasible on the basis of its failure to meet project objectives or on related public policy grounds.

Pursuant to §15126.6(a) of the State CEQA Guidelines, the EIR examines project alternatives in terms of their ability to meet most of the basic objectives of the Project and reduce significant environmental impacts. Based on these two parameters, the EIR analyzes four alternatives which would reduce significant environmental impacts stemming from the Project to varying degrees. These alternatives include:

- No Project Alternative
- No Museum Alternative
- Aviation-Only Alternative
- Reduced Development Alternative

A brief description of each of the alternatives and the basis for concluding their infeasibility follows.

a. **No Project Alternative**

This alternative is required under CEQA Guidelines §15126.6(e)(2). Under this alternative, the Project would not be approved by the City and the aviation-related uses proposed would not be developed.

**Description:** Under this alternative, the existing conditions of the Project site at the time the Notice of Preparation was published would be retained, and the Project would not be approved.

**Finding:** Because the Project would not be approved under the No Project Alternative, any future development of the Project site would be precluded. Although none of the impacts associated with the Project would be likely to occur under the No Project Alternative, the No Project Alternative would not fulfill any of the basic Project objectives identified in Chapter 8 of the EIR. Therefore, the No Project Alternative is considered infeasible.

b. **No Museum Alternative**

**Description:** Under this alternative, the Air and Space Museum proposed for Area J (Figure 3-2 of the EIR) would be removed from the Project. A total of 16.24 acres north of Aviator Road would be preserved in perpetuity for burrowing owl habitat. The balance of Area J south of Aviator Road (approximately 6 acres) would remain in its current, undeveloped state.

**Finding:** This alternative would avoid impacts to 12.32 acres of non-native grassland and preserve an additional 16.24 acres of suitable burrowing owl habitat, thereby reducing required off-site mitigation, and would also avoid impacts to 0.02 acre of Maritime succulent scrub and 0.22 acre of Diegan coastal sage scrub by eliminating two storm water pipe outfalls in the City's MHPA. All other impacts would remain roughly the same, although there may be some reduction in transportation and circulation impacts. The No Museum Alternative would therefore result in fewer environmental impacts than the Project, and would meet all basic objectives of the Project. Therefore, the No Museum Alternative is considered both a viable alternative to the Project and the environmentally preferred alternative.

c. **Aviation-Only Alternative**

**Description:** This alternative considers a reduced project associated only with aviation, including proposed office space if necessary for airport support and administration. All business hotels would be eliminated, as well as all commercial and light industrial development. The Air and Space Museum and solar energy generation facility would remain.

**Finding:** Although the Aviation-Only Alternative would result in fewer environmental impacts than the Project, it fails to meet several of the basic objectives of the Project, namely: providing industry that compliments aviation-related development; providing for a retail commercial center that serves the needs of airport users and the surrounding community; redeveloping the airport into a real estate asset that would provide a dependable and reasonable revenue stream for the City; and earning a reasonable return on investment through efficient operation of services and long-term leasing arrangements with prospective tenants. Furthermore, the elimination of the commercial and industrial uses would not allow DPC-Brown Field to fulfill its obligations and privileges to the City, as set forth in the Exclusive Negotiating Agreement, to negotiate in good faith to develop aviation, commercial and industrial facilities. Because DPC-Brown Field would be in breach of its contractual obligations, and because the Aviation-Only Alternative would make the Project financially unsustainable, this alternative is considered infeasible.

d. **Reduced Development Alternative**

**Description:** This alternative would reduce the number of business hotel rooms, commercial uses, and industrial uses by half. This alternative would retain the aviation uses and the Air and Space Museum; however, the proposed museum expansion space would be reduced by half. The total building square footage would be reduced by approximately 33 percent. The solar energy generation facility would remain the same.

**Finding:** This alternative would potentially avoid direct impact to one vernal pool and direct impacts to an additional 2 to 3 pairs of burrowing owls, reduce impacts to non-native grassland by approximately 25 acres and reduce the traffic generated by the Project at build-out, resulting in less impacts from air quality pollutants and greenhouse gas emissions. This alternative would meet most of the Project objectives, but would fail to meet some key Project objectives to the extent feasible, namely: redeveloping the airport into a real estate asset that would provide a dependable and reasonable revenue stream for the City; earning a reasonable return on investment through efficient operations of services and long-term leasing arrangements with prospective tenants (by reducing the commercial, industrial and museum areas by 50%, the

project revenues are reduced below a level where the project remains financially viable); and utilizing airport property owned by the City to the extent feasible, to minimize capital costs and maximize operational flexibility for planned aviation uses. Therefore, the Reduced Development Alternative is considered an infeasible alternative to the Project.



## EXHIBIT B

STATEMENT OF OVERRIDING CONSIDERATIONS  
(PUBLIC RESOURCES CODE §21081(b))

Pursuant to Section 21081(b) of CEQA and CEQA Guidelines §15903 and 15043, CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project.

If the specific economic, legal, social, technological, or other benefits, including considerations for the provision of employment opportunities for highly trained workers outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered acceptable pursuant to Public Resources Code §21081. CEQA further requires that when the lead agency approves a project which will result in the occurrence of significant effects which are identified in the EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the final EIR and/or other information in the record.

Pursuant to the Public Resources Code §21081(b) and Guidelines § 15093, the decision-making body, having considered all of the foregoing, finds that the following specific overriding economic, legal, social, technological, or other benefits associated with the proposed Project outweigh unavoidable adverse direct impacts related to land use, traffic, biological resources, visual resources and air quality. Each of the separate benefits of the proposed project, as stated herein, is determined to be, unto itself and independent of the other project benefits, a basis for overriding all unavoidable adverse environmental impacts identified in these Findings. The decision-making body also has examined alternatives to the Project, one of which (the "No Museum" Alternative) is both environmentally preferable to the Project and meets the basic project objectives.

The California Supreme Court has stated that, "[t]he wisdom of approving...any development project, a delicate task which requires a balancing of interests, is necessarily left to the sound discretion of the local officials and their constituents who are responsible for such decisions. The law as we interpret and apply it simply requires that those decisions be informed, and therefore balanced." *Citizens of Goleta Valley v. Bd. of Supers.* (1990) 52 Cal.3d 553, 576.

Courts have upheld overriding considerations that were based on policy considerations including, but not limited to, new jobs, stronger tax base, implementation of an agency's economic development goals, growth management policies, redevelopment plans, the need for housing and employment, conformity to community plans and general plans, and provision of construction jobs. See *Towards Responsibility in Planning v. City Council* (1988) 200 Cal. App.3d 671; *Dusek v. Redevelopment Agency* (1985) 173 Cal. App.3d 1029; *City of Poway v. City of San Diego* (1984) 155 Cal.App.3d 1037; *Markley v. City Council* (1982) 131 Cal.App.3d 656.

Therefore, the decision-making body expressly finds that in accordance with Public Resources Code §21081, based on the following specific considerations, the benefits of the Project would outweigh the Project's significant effects on the environment:

- The Project would help to Create an aviation-based asset to the community, which will offer a viable alternative for private aircraft, reducing the demands on Lindbergh Field and Montgomery Field airports, thereby extending the practical service lives of each. In addition, it will allow Brown Field to fulfill its important role as General Aviation Reliever Airport as recognized in both the Regional Aviation Strategic Plan and National Plan of Integrated Airport Systems (NPIAS). According to the NPIAS, due to different operating requirements between small general aviation aircraft and large commercial aircraft, general aviation pilots often find it difficult to operate at congested commercial services airports. In acknowledgement of this issue, the FAA has encouraged the development of high-capacity general aviation airports in large, metropolitan areas (USDOT, 2011). The NPIAS identifies Brown Field Municipal Airport (SDM) as a General reliever airport. While SDM is one of twelve public-use airports in San Diego County, including two air carrier airports (San Diego International Airport and Palomar Airport) and ten general aviation airports, it is only one of two general aviation airports located within and operated by the City of San Diego (Montgomery Field is the other). The importance of SDM is also recognized at the local level by both the City of San Diego General Plan and the San Diego County Regional Airport Authority's (SDCRAA) Regional Aviation Strategic Plan (RASP). SDM is identified in the General Plan as a potential catalyst for providing economic growth through offering business, corporate, training, and charter aviation services that support commercial and industrial activities within the region; while also acting as a port of entry for private aircraft arriving from Mexico (City of San Diego, 2008). Furthermore, the RASP includes SDM in their strategy for improving the capacity of the regional airport system (SDCRAA, 2011).
- The Project would help accommodate forecasted general aviation activity and to enhance Brown Field's services as a reliever airport (as defined by the FAA in the NPIAS). At the regional level, the RASP has identified the need to optimize the Airport System in San Diego County in order to meet projected demands for air travel over the next twenty years. SDM was identified in the RASP as a facility that could potentially relieve San Diego International Airport of some of its general aviation traffic.
- The Project would redevelop an underutilized City asset into a real estate asset and revenue stream for Otay Mesa, the City of San Diego and the region at large by being a source of jobs, commercial and industrial activity and aviation growth. The Project would allow Brown Field Airport to meet its full potential.
- The Project would meet stated goals and policies of the City of San Diego General Plan, including but not limited to: protection of health, safety and welfare of persons within an Airport Influence Area by minimizing exposure to high levels of noise and risk of aircraft accidents; protection of public use airports and military air installations from the encroachment of incompatible land uses; implementation of the height standards used by the FAA; and ensuring consistency with the Airport Land Use Compatibility Plan, General Plan, community plans and specific plans

- The Project would contribute to the infrastructure available in the Otay Mesa community, thereby fostering additional economic development in the area. Roadway improvements, sewer and water capacity upgrades and a solar power development are all incorporated into the Project and inure to the benefit of the Otay Mesa community, allowing for other future development in the area that can then rely upon the upgraded infrastructure.
- The Project would plan and implement a project consistent with the Otay Mesa Community Plan
- The Project would help to create high wage, highly skilled employment opportunities for the community and the region, both during construction and operation of the Project
- The Project would encourage development of the industries that complement aviation-related development. Over the 20-year development of the Project, in addition to the aviation facilities there will be on site commercial and institutional buildings, manufacturing and industrial buildings, warehousing and storage, retailers and office services, hotels and food service sites. In addition to the on-site construction, however, the Project will serve as a magnet to outside businesses who wish to take advantage of this new aviation, commercial and industrial center.
- The Project would provide a retail commercial center that serves the need of airport users and the community of Otay Mesa, including but not limited to hotel space, office space, alternative fueling stations, and general retail
- The Project would serve as a model of large-scale “green” development, with LEED-certified Silver design for all facilities, a solar facility enabling the Project to be a net generator of electricity at build-out, and promotion of environmental stewardship with green products and services incorporated throughout the Project design and operation
- The Project would serve as a catalyst for further cross-border cooperation and capabilities; given the close proximity of the Project to the cross-border terminal that has been approved (less than two miles apart), the two facilities will be able to take advantage of synergies in the region's development, and act as a magnet to businesses that either currently require cross-border access or that are looking to expand such capabilities

### **Conclusion**

For the foregoing reasons, the City finds that the project's adverse, unavoidable environmental impacts are outweighed by the above-referenced public benefits, any one of which individually would be sufficient to outweigh the adverse environmental effects of the project. Therefore, the City has adopted the Candidate Findings and Statement of Overriding Considerations.

## EXHIBIT C

### MITIGATION MONITORING AND REPORTING PROGRAM (MMRP)

EASEMENT VACATION No. 1099992, MAP WAIVER No. 1099991 and SITE DEVELOPMENT PERMIT No. 768683 With PROJECT CHANGES DESCRIBED in ENVIRONMENTAL IMPACT REPORT No. 208889/SCH No. 2010071054 TO IMPLEMENT THE NO MUSEUM ALTERNATIVE For the METROPOLITAN AIR PARK PROJECT

This Mitigation Monitoring and Reporting Program is designed to ensure compliance with Public Resources Code Section 21081.6 during implementation of mitigation measures. This program identifies at a minimum: the department responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, the monitoring and reporting schedule, and completion requirements. A record of the Mitigation Monitoring and Reporting Program will be maintained at the offices of the Advanced Planning and Engineering Division, 1222 First Avenue, Fifth Floor, San Diego, CA, 92101. All mitigation measures contained in the Environmental Impact Report No. 208889/SCH No. 2010071054 shall be made conditions of SITE DEVELOPMENT PERMIT No. 768683 as may be further described below.

## A. General Requirements – Part I

### Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the Mitigation Monitoring and Reporting Program (MMRP) requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "ENVIRONMENTAL/MITIGATION REQUIREMENTS."
3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website: <http://www.sandiego.gov/development-services/industry/index.shtml>
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

## B. General Requirements – Part II

### Post Plan Check (After permit issuance/Prior to start of construction)

1. **PRE CONSTRUCTION MEETING IS REQUIRED TEN (10) WORKING DAYS PRIOR TO BEGINNING ANY WORK ON THIS PROJECT.** The PERMIT HOLDER/OWNER is responsible to arrange and perform this meeting by contacting the CITY RESIDENT ENGINEER (RE) of the Field Engineering Division and City staff from MITIGATION MONITORING COORDINATION (MMC). Attendees must also include the Permit Holder's Representative(s), Job Site Superintendent and the following consultants:

**Archaeological Consultants and Native American Monitor  
Biological Consultants/Monitor  
Restoration Biologist  
Vernal Pool Restoration Specialist  
Paleontological Monitor**

**Note: Failure of all responsible Permit Holder's representatives and consultants to attend shall require an additional meeting with all parties present.**

#### CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the RE at the **Field Engineering Division – 858-627-3200**
  - b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at 858-627-3360**
2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) #208889, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.).

**Note: Permit Holder's Representatives must alert RE and MMC if there are any discrepancies in the plans or notes, or any changes due to field conditions. All conflicts must be approved by RE and MMC BEFORE the work is performed.**

3. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency. Federal and State discretionary approvals required to implement the Project include, but are not limited to, the following:

| <b>Permit or Approval</b>   | <b>Approving Agency</b>                  |
|---|--|
| 404 Individual Permit   | U.S. Corps of Engineers                  |
| 401 Water Quality Certification; NPDES General Construction Activity Permit | Regional Water Quality Control Board     |
| Biological Opinion  | U.S. Fish and Wildlife Service           |
| 1602 Streambed Alteration Agreement   | California Department of Fish and Game   |
| Forms 7460-1 and 7480-1   | Federal Aviation Administration          |
| Airport Layout Plan   | Federal Aviation Administration          |
| Environmental Assessment  | Federal Aviation Administration          |
| Section 106 concurrence   | State Historic Preservation Office       |
| Authority to Construct and Permit to Operate                                | San Diego Air Pollution Control District |
| Advice Letter or Permit to Construct  | California Public Utilities Commission   |

4. **MONITORING EXHIBITS:** All consultants are required to submit, to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline's work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

**NOTE: Surety and Cost Recovery – When deemed necessary by the Development Services Director or City Manager, additional surety instruments or bonds from the private Permit Holder may be required to ensure the long term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.**

5. **OTHER SUBMITTALS AND INSPECTIONS:** The Permit Holder/Owner's representative shall submit all required documentation, verification letters, and requests for all associated inspections to the RE and MMC for approval per the following schedule:

| <b>Issue Area</b>  | <b>Document Submittal</b>            | <b>Associated Inspection/Approvals/Notes</b>             |
|--------------------|--------------------------------------|--|
| General            | Consultant Qualification Letters     | Prior to or at the Pre-Construction meeting              |
| General Consultant | Construction Monitoring Exhibits     | Prior to Pre-Construction Meeting                        |
| Biology            | Biologist Limit of Work Verification | Limit of Work inspection                                 |
|                    | Biology Reports                      | Biology/Habitat Restoration inspection                   |
| Paleontology       | Paleontology Reports                 | Paleontology site observation                            |
| Archaeology        | Archaeology Reports                  | Archaeology/Historic site observation                    |
|                    |                                      | Limits of delineation of environmentally sensitive areas |
| Traffic            | Traffic Reports                      | Traffic features site observation                        |
| Land Use           | Land Use Adjacency issues CSVRS      | Land Use Adjacency issue site observations               |
| Health and Safety  | Hazardous Materials Report           | Prior to construction                                    |
| Bond Release       | Request for Bond Release letter      | Final MMRP inspections prior to Bond Release Letter      |
| Final MMRP         | Final monitoring report              | Final MMRP inspection                                    |

## C. Specific MMRP Issue Area Conditions/Requirements

### Land Use

**Mitigation Measure MM-LU-1A:** Prior to the issuance of any construction permits for Phases 2 through 4 of the Project, the Owner shall obtain a consistency determination from the ALUC for each of these phases.

#### Lighting

**Mitigation Measure MM-LU-1:** Lighting shall be directed away from the MHPA, and shielded if necessary and a note to this effect shall be included on the plans to the satisfaction of the Environmental Designee (ED).

#### Drainage

**Mitigation Measure MM-LU-2:** Drainage shall be directed away from the MHPA, or if not possible, must not drain directly into the MHPA. Instead, runoff should flow into sedimentation basins, grassy swales or mechanical trapping devices prior to draining into the MHPA. Drainage shall be shown on the grading plan and reviewed satisfactory to the City Engineer. The drainage plans shall be in conformance with the approved site plan, BMPs identified in the final Water Quality Technical Report, and applicable restoration plans for the Project.

#### Landscaping

**Mitigation Measure MM-LU-3:** The landscape plan shall be reviewed and approved by the ED to ensure that no invasive non-native plant species shall be planted in or adjacent to the MHPA.

### **Grading**

**Mitigation Measure MM-LU-4:** All manufactured slopes must be shown on the grading plans and shall be included within the development footprint and outside the MHPA. No manufactured slopes shall occur within the MHPA.

### **Brush Management**

**Mitigation Measure MM-LU-5:** All brush management areas shall be shown on a Brush Management Plan to be reviewed and approved by the ED prior to the issuance of any grading and/or building permit for that portion of the Project that abuts native or naturalized vegetation. Zone 1 and Zone 2 brush management areas shall be located within the development footprint and completely outside the MHPA and any approved areas for mitigation as identified in this EIR. All structures proposed as part of the Project shall be setback a minimum of 100 feet from the MHPA, where the Project is adjacent to native or naturalized vegetation. The Applicant shall prepare a Brush Management Plan for that portion of the Project that abuts native or naturalized vegetation along the northern boundary of the Project site. The Plan shall comply with Section 142.0412 of the San Diego Municipal Code.

### **Access**

**Mitigation Measure MM-LU-6:** Access to the MHPA shall be directed to minimize impacts and shall be shown on the grading and building permit plans and reviewed and approved by the ED. Construction access to the MHPA, for the purpose of installing off-site storm drains, shall be confined to the limits of the construction easements shown on the grading and building permit plans.

### **Noise and Sensitive Species**

**Mitigation Measure MM-LU-7:** Prior to the issuance of any authorization to proceed, the ED (or appointed designee) shall verify that the MHPA boundaries and the following Project requirements regarding the federally threatened *Coastal California gnatcatcher* and the non-listed sensitive *Coastal cactus wren* are shown on the grading and building permit plans:

1. If construction is proposed during the breeding season of the *Coastal California gnatcatcher* (March 1 – August 15) and the *Coastal cactus wren* (February 15 – August 15), a qualified biologist (possessing a valid Endangered Species Act Section 10(a)(1)(A) Recovery Permit for *Coastal California gnatcatcher*) shall survey habitat areas (only within the MHPA) that would be subject to the construction noise levels exceeding 60 decibels [dB (A)] hourly average, or the ambient noise level if noise levels already exceed 60 dBA hourly LEQ, for the presence of the *Coastal California gnatcatcher* and *Coastal cactus wren*. Surveys for this species shall be conducted pursuant to the protocol survey guidelines established by the U.S. Fish and Wildlife Service within the breeding season prior to the commencement of construction. If evidence concludes that the *Coastal California gnatcatcher* or *Coastal cactus wren* is present, then the following conditions shall be met:
  - a. Between March 1 and August 15 for occupied *Coastal California gnatcatcher* habitat or between February 15 and August 15 for occupied *Coastal cactus wren* habitat, no clearing,



- grubbing, or grading of occupied habitat shall be permitted. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and,
- b. Between March 1 and August 15 for occupied *Coastal California gnatcatcher* habitat, or between February 15 and August 15 for occupied *Coastal cactus wren* habitat, no construction activities shall occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB (A) hourly average at the edge of the occupied habitat, or the ambient noise level if noise levels already exceed 60 dBA hourly LEQ. An analysis showing that noise generated by construction activities would not exceed 60 dB (A) hourly average at the edge of occupied habitat, or the ambient noise level if noise levels already exceed 60 dBA hourly LEQ, must be completed by a qualified acoustician (possessing a current noise engineer license or registration with monitoring noise level experience with listed animal species) and approved by the ED at least two weeks prior to the commencement of construction activities; or,
  - c. At least two weeks prior to the commencement of clearing, grubbing, grading and/or any construction activities, under the direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) shall be implemented to ensure that noise levels resulting from construction activities will not exceed 60 dB(A) hourly average at the edge of habitat occupied by *Coastal California gnatcatcher* or *Coastal cactus wren*, or the ambient noise level if noise levels already exceed 60 dBA hourly LEQ. Concurrent with the commencement of construction activities and the construction of necessary noise attenuation facilities, noise monitoring shall be conducted at the edge of the occupied habitat area to ensure that noise levels do not exceed 60 dB(A) hourly average at the edge of habitat, or the ambient noise level if noise levels already exceed 60 dBA hourly LEQ. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities shall cease until such time that adequate noise attenuation is achieved or until the end of the appropriate breeding season.
  - d. Construction noise monitoring shall continue to be monitored during the breeding season at least twice weekly on varying days, or more frequently depending on the construction activity, to verify that noise levels at the edge of occupied habitat are maintained below 60 dB (A) hourly average, or to the ambient noise level if it already exceeds 60 dB (A) hourly average. If not, other measures shall be implemented in consultation with the biologist and the ED, as necessary, to reduce noise levels to below 60 dB(A) hourly average or to the ambient noise level if it already exceeds 60 dB(A) hourly average. Such measures may include, but are not limited to, limitations on the placement of construction equipment and the simultaneous use of equipment.
  - e. If *Coastal California gnatcatcher* or *Coastal cactus wren* are not detected during the protocol survey, the qualified biologist shall submit substantial evidence to the ED and applicable resource agencies which demonstrate whether or not mitigation measures such as noise walls are necessary during the applicable breeding seasons between March 1 and August 15 for *Coastal California gnatcatcher* and February 15 and August 15 for *Coastal cactus wren*, as follows:

- If this evidence indicates the potential is high for the aforementioned avian species to be present based on historical records or site conditions, then Condition 1 b or 1 c shall be adhered to, as specified above.
- If this evidence concludes that no impacts to the species are anticipated, no new mitigation measures are necessary.
- If construction of the Project begins prior to the completion of the protocol avian surveys, then the Development Services Department shall assume that the appropriate avian species are present and all necessary protection and mitigation measures shall be required as described above in Conditions 1 a, b, and c.

**Mitigation Measure MM-LU-8:** If Project-related ground-disturbing activities (including, but not limited to: grading, vegetation clearing and grubbing, earth moving, the use of heavy equipment, manual removal of vegetation) are proposed during the breeding season for migratory birds (January 15 -September 15), the Project biologist shall conduct a-pre-activity survey for active nests of migratory species within 100 feet for non-raptor species, and 300 feet for raptor species, of the Project-related activity site no more than three days prior to commencement of ground-disturbing activities. In addition, the Project biologist shall submit a letter report to the Mitigation Monitoring Coordinator prior to the preconstruction meeting. If active nests are detected, the letter report shall include mitigation in conformance with the City's Biology Guidelines (i.e. appropriate buffers, monitoring schedules, etc.) to the satisfaction of the City's ED. Mitigation requirements determined by the Project biologist and the ERM shall be incorporated into the Project's Biological Construction Monitoring Exhibit (BCME) and monitoring results incorporated in to the final biological construction monitoring report. If no nesting migratory birds are detected during the pre-grading survey, no mitigation is required. Mitigation measures for nesting birds include, but are not limited to:

- If a nesting bird is found, Project activities within 100 feet of on- and off-site suitable nesting habitat (300 feet for raptors) shall be delayed until August 31 or until the nest has fledged or failed as determined by the Project biologist in consultation with appropriate wildlife Agencies and the City.
- Flagging, stakes, and/or construction fencing shall be used to demarcate the inside boundary of the buffer of a minimum of 100 feet (300 feet for raptors) between the Project activities and the nest. Project personnel, including all contractors working on-site, shall be instructed on the sensitivity of the area.

### **Fencing**

**Mitigation Measure MM-LU-9:** At the completion of the preliminary grading for Development Area J and/or Phase 3 of Development Area I, the Owner shall install fencing along the perimeter of the respective Development Area where grading has been completed. The fencing shall be located where the respective Development Area abuts the MHPA to direct animals within the MHPA away from the Project, and to reduce domestic predation. The Owner shall consult with the City and the FAA on the fencing material and design prior to installation.

## Transportation and Circulation

### *Opening Year 2013 Intersection Mitigation Measures*

**Mitigation Measure MM-TRA-1:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Continental Road/Project Access 4. Also, prior to the issuance of any Certificate of Occupancy (CO) for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Install a traffic signal
- Widen the northbound Continental Road approach to provide one left turn lane and a shared through-right turn lane
- Widen to provide a separate left turn lane and a shared through-right turn lane for the southbound Project access approach
- Widen to provide an exclusive left turn lane on the eastbound Otay Mesa Road approach for a total of one left turn lane, two through lanes and a shared through-right turn lane
- Widen to provide an exclusive left turn lane and right turn lane on the westbound Otay Mesa Road approach for a total of one left turn lane, three through lanes, and a right turn lane

**Mitigation Measure MM-TRA-2:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Project Access 5. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Install a stop sign and restrict the Project access to right turn in/right turn out only
- Widen to provide a separate right turn lane from the westbound Otay Mesa Road approach into the Project access

**Mitigation Measure MM-TRA-3:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Britannia Boulevard/Project Access 6. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Widen to provide a separate left turn lane and a shared through-right lane for the southbound Project access approach
- Widen to provide a separate left turn lane from the eastbound Otay Mesa Road approach
- Widen to provide a separate right turn lane from the westbound Otay Mesa Road approach into the Project access
- Widen to provide a through lane from the northbound Britannia Boulevard approach into the Project access

**Mitigation Measure MM-TRA-4:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Otay Mesa Center Road/Project Access 8. Also,

prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Widen to provide a separate left turn lane and a shared through-right lane for the southbound Project access approach
- Widen to provide a separate left turn lane from the eastbound Otay Mesa Road approach
- Widen to provide a separate right turn lane from the westbound Otay Mesa Road approach into the Project access
- Restripe to provide a total of one left turn lane and a shared through-right turn lane for the northbound Otay Mesa Center Road approach

**Mitigation Measure MM-TRA-5:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of La Media Road/Project Access 9. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Install a stop sign for the eastbound emergency access approach
- Provide a shared left turn-right turn lane from the eastbound emergency access approach onto La Media Road

**Mitigation Measure MM-TRA-6:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of La Media Road/Project Access 10. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Install a stop sign for the eastbound emergency access approach
- Provide a shared left turn-right turn lane from the eastbound emergency access approach onto La Media Road

**Mitigation Measure MM-TRA-7:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of La Media Road/Aviator Road. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Install a stop sign for the eastbound Aviator Road approach
- Provide a shared left turn-right turn lane from the eastbound Aviator Road approach onto La Media Road

**Mitigation Measure MM-TRA-8:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 11. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

- Install a stop sign for the northbound Project access approach
- Provide a shared left turn-right turn lane from the northbound Project access approach onto Aviator Road
- Widen to provide a separate left turn lane from the westbound Aviator approach into the Project access

*Opening Year 2013 Roadway Mitigation Measures*

**Mitigation Measure MM-TRA-9:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the eastern portion of Aviator Road between Project Access 11 and La Media Road as a two-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-10:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the widening of La Media Road between SR-905 and Airway Road to provide a four-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-11:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the widening of La Media Road between Airway Road and Siempre Viva Road to provide a four-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for Phase 1 of the Project, the improvements must be constructed and accepted by the City.

*Year 2017 with Phase 1 + 2 Intersection Mitigation Measures*

**Mitigation Measure MM-TRA-12:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Ocean View Hills Parkway. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

- Restripe the northbound Caliente Avenue approach to provide a separate left turn lane, two separate through lanes, and a separate right turn lane with right turn overlap phasing

**Mitigation Measure MM-TRA-13:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 13. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

- Install a traffic signal
- Provide a separate left turn lane and a separate right turn lane from the northbound Project access approach onto Aviator Road
- Provide a separate left turn lane from the westbound Aviator Road approach into the Project access

**Mitigation Measure MM-TRA-14:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 14. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

- Install a stop sign for the northbound and southbound Project access approaches
- Provide a shared left turn-through-right turn lane from the northbound and southbound Project access approaches on Aviator Road

- Provide a separate left turn lane from the westbound and eastbound Aviator Road approaches into the Project access

**Mitigation Measure MM-TRA-15:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Heritage Road. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

- Install a traffic signal
- Provide a shared left turn-right turn lane from the westbound Aviator Road approach onto Heritage Road

**Mitigation Measure MM-TRA-16:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Heritage Road/Sikorsky Road. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

- Install a stop sign for the westbound approach
- Restrict to right in/right out only access by installing a raised median along Heritage Road
- Widen to provide a separate right turn lane from the northbound Heritage Road approach onto eastbound Sikorsky Road

**Mitigation Measure MM-TRA-17:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of La Media Road/Airway Road. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

- Install a traffic signal
- Widen northbound and southbound La Media Road approaches to provide a separate left turn lane, two through lanes, and a separate right turn lane
- Widen the eastbound Airway Road approach to provide two left turn lanes, a through lane, and a separate right turn lane
- Widen the westbound Airway Road approach to provide a separate left turn lane, a through lane, and a separate right turn lane

*Year 2017 with Phase 1 + 2 Roadway Mitigation Measures:*

**Mitigation Measure MM-TRA-18:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the western portion of Aviator Road between Heritage Road and Project Access 16 as a two-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-19:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the restriping and construction of a raised center median on Caliente Avenue between Otay Mesa Road and SR-905 to provide a six-lane major arterial. Also, prior to the

issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-20:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the restriping and construction of a raised center median on Caliente Avenue between SR-905 ramps to provide a six-lane major arterial. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-21:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the widening of Heritage Road between Datsun Street and Sikorsky Road to provide a four-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City. This mitigation can also be implemented as part of the City's Otay Valley Road/Heritage Road realignment project.

**Mitigation Measure MM-TRA-22:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the widening of Heritage Road between Sikorsky Street and Otay Mesa Road to provide a four-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-23:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the restriping of Britannia Boulevard between SR-905 and Airway Road to provide a four-lane major arterial. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-24:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the widening and construction of a raised center median on La Media Road between SR-905 and Airway Road to provide a four-lane major arterial. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-25:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the widening of Siempre Viva Road between Cactus Road and Britannia Boulevard to provide a four-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for development in excess of 4,574 ADT, the improvements must be constructed and accepted by the City.

*Year 2022 with Phase 1 + 2 + 3 Intersection Mitigation Measures*

**Mitigation Measure MM-TRA-26:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 72.1 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Heritage Road:

- Modify traffic signal
- Remove southbound right-turn overlap phase
- Widen the southbound Heritage Road approach to provide two separate left turn lanes, a separate through lane, a shared through-right turn lane, and a separate right turn lane

- Widen the northbound Heritage Road approach to provide a separate left turn lane, a separate through lane, and a shared through-right turn lane

**Mitigation Measure MM-TRA-27:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Pacific Rim Court/Project Access 1. Also, prior to the issuance of any CO for development in excess of 15,476 ADT, the improvements must be constructed and accepted by the City.

- Install a traffic signal and appropriate signal interconnect
- Provide a separate left turn lane, a shared through-right turn lane, and a separate right turn lane for the southbound Project access approach
- Widen to provide two separate left turn lanes from the eastbound Otay Mesa Road approach
- Widen to provide a separate left turn and a separate right turn lane for the westbound Otay Mesa Road approach
- Restripe the northbound approach to provide a shared left turn/through/right turn lane

**Mitigation Measure MM-TRA-28:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Project Access 2. Also, prior to the issuance of any CO for development in excess of 15,476 ADT, the improvements must be constructed and accepted by the City.

- Install a stop sign for the southbound approach
- Restrict the Project access to right turn in/right turn out only by constructing a raised median on Otay Mesa Road
- Widen to provide a separate right turn lane from the westbound Otay Mesa Road approach into the Project access

**Mitigation Measure MM-TRA-29:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 39.8 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/La Media Road:

- Widen the southbound La Media Road approach to provide two separate left turn lanes, a separate through lane, and a shared through-right turn lane
- Widen the northbound La Media Road approach to provide a separate left turn lane, a separate through lane, a shared through-right turn lane, and a separate right turn lane
- Widen the westbound Otay Mesa Road approach to provide two separate left turn lanes, two separate through lanes, and a shared through-right turn lane

**Mitigation Measure MM-TRA-30:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 13. Also, prior to the issuance of any CO for development in excess of 15,476 ADT, the improvements must be constructed and accepted by the City.

- Provide a separate left turn lane and a shared through-right turn lane for all approaches



- Perform traffic signal modification as necessary

**Mitigation Measure MM-TRA-31:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 24.5 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Heritage Road/Datsun Street:

- Install a traffic signal
- Widen the northbound Heritage Road approach to provide two separate left turn lanes and a separate through lane
- Widen the southbound Heritage Road approach to provide a separate through lane and a shared through-right turn lane

**Mitigation Measure MM-TRA-32:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 16.3 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Avenida De Las Vistas/Heritage Road/Otay Valley Road:

- Install a traffic signal

**Mitigation Measure MM-TRA-33:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 10.7 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Main Street/Heritage Road/Otay Valley Road:

- Install a traffic signal
- Widen the northbound Heritage Road approach to provide two separate left turn lanes and a shared through-right turn lane
- Widen the southbound Heritage Road approach to provide a separate left turn lane and a shared through-right turn lane
- Widen the eastbound Main Street approach to provide a separate left turn lane, a separate through lane, and two separate right turn lanes
- Widen the westbound Main Street approach to provide a separate left turn lane and a shared through-right turn lane

**Mitigation Measure MM-TRA-34:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 13.4 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Cactus Road/Siempre Viva Road:

- Install a traffic signal
- Widen the northbound Cactus Road approach to provide a separate through lane and a separate right turn lane
- Widen the southbound Cactus Road approach to provide a separate left turn lane and a shared left turn-through lane
- Widen the westbound Siempre Viva Road approach to provide a shared left turn-right turn lane and a separate right turn lane

**Mitigation Measure MM-TRA-35:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 6.4 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Britannia Boulevard/Airway Road:

- Widen the northbound and southbound Britannia Boulevard approaches to provide two separate left turn lanes, three separate through lanes, and a separate right turn lane
- Widen the eastbound Airway Road approach to provide two separate left turn lanes, two separate through lanes, and a separate right turn lane
- Widen the westbound Airway Road approach to provide a separate left turn lane, two separate through lanes, and a separate right turn lane

*Year 2022 with Phase 1 + 2 + 3 Roadway Mitigation Measures:*

**Mitigation Measure MM-TRA-36:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 43.1 percent of the cost of widening the roadway to an eight-lane primary arterial for the roadway segment on Otay Mesa Road between Corporate Center Drive and Ocean View Hills Parkway.

**Mitigation Measure MM-TRA-37:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 10.5 percent of the cost of widening the roadway to a four-lane major arterial and constructing a raised center median for the roadway segment on Britannia Boulevard between Airway Road and Siempre Viva Road.

**Mitigation Measure MM-TRA-38:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 30.9 percent of the cost of widening the roadway to a six-lane major arterial and constructing a raised center median for the roadway segment on La Media Road between Otay Mesa Road and SR-905.

**Mitigation Measure MM-TRA-39:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 44.6 percent of the cost of restriping the roadway to a six-lane primary arterial and constructing a raised center median for the roadway segment on Caliente Avenue between Otay Mesa Road and SR-905.

**Mitigation Measure MM-TRA-40:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 3.6 percent of the cost of widening the roadway to a six-lane major arterial and constructing a raised center median for the roadway segment on Caliente Avenue between SR-905 EB Ramps and Airway Road.

**Mitigation Measure MM-TRA-41:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 18.8 percent of the cost of widening the roadway to a four-lane collector with two-way left turn lane for the roadway segment on Otay Valley Road between Avenida De Las Vistas and Main Street.

**Mitigation Measure MM-TRA-42:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 24.2 percent of the cost of widening the roadway to a four-lane collector with two-way left turn lane for the roadway segment on Otay Valley Road between Avenida De Las Vistas and Datsun Street.

**Mitigation Measure MM-TRA-43:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 9.8 percent of the cost of widening the roadway

to a six-lane major arterial for the roadway segment on Britannia Boulevard between SR-905 and Airway Road.

**Mitigation Measure MM-TRA-44:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 7.7 percent of the cost of widening the roadway to a six-lane major arterial and construct a raised center median for the roadway segment on La Media Road between SR-905 and Airway Road.

**Mitigation Measure MM-TRA-45:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 26.3 percent of the cost of widening the roadway segment to a four-lane collector with two-way left turn lane for the roadway segment on Airway Road between Britannia Boulevard and La Media Road.

*Year 2022 with Phase 1 + 2 + 3 Freeway Segment Mitigation Measures*

**Mitigation Measure MM-TRA-46:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 18.8 percent of the cost of adding two managed lanes in each direction for the freeway segment on I-805 between Palomar Street and Main Street. Based on 2050 SANDAG Regional Transportation Plan, I-805 is planned to have eight freeway lanes and four managed lanes (currently eight freeway lanes) along the significantly impacted roadway segments of I-805 between Palm Avenue and Palomar Street by Year 2030 with the implementation of Hybrid Highway Network.

**Mitigation Measure MM-TRA-47:** Prior to the issuance of the first building permit for development in excess of 15,476 ADT, the Owner shall contribute 17.9 percent of the cost of adding two managed lanes in each direction for the freeway segment on I-805 between Main Street and Palm Avenue. Based on 2050 SANDAG Regional Transportation Plan, I-805 is planned to have eight freeway lanes and four managed lanes (currently eight freeway lanes) along the significantly impacted roadway segments of I-805 between Palm Avenue and Palomar Street by Year 2030 with the implementation of Hybrid Highway Network.

*Year 2027 Conditions with Full Project (Phase 1 + 2 + 3 + 4) Intersection Mitigation Measures*

**Mitigation Measure MM-TRA-48:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Cactus Road/Project Access 3. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

- Widen the eastbound Otay Mesa Road approach to provide a separate left turn lane, three separate through lanes and one separate right turn lane
- Restripe the westbound Otay Mesa Road approach to provide two left turn lanes, three through lanes and a separate right turn lane

**Mitigation Measure MM-TRA-49:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 37.6 percent of the cost of the following improvements, which will be constructed to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Britannia Boulevard/Project Access 6:

- Restripe the westbound Otay Mesa Road approach to provide a second left turn lane

**Mitigation Measure MM-TRA-50:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Otay Mesa Road/Ailsa Court/Project Access 7. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

- Install a traffic signal
- Provide the southbound Project access approach with a shared left turn-through-right turn lane
- Widen the eastbound Otay Mesa Road approach to provide a separate left turn lane
- Widen the westbound Otay Mesa Road approach to provide a separate left turn lane and a separate right turn lane
- Restripe the northbound approach to provide a shared left turn/through/right turn lane.

**Mitigation Measure MM-TRA-51:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 77.9 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of La Media Road/Aviator Road:

- Install a traffic signal
- Widen the northbound La Media Road approach to provide a left turn lane and two through lanes
- Widen the southbound La Media Road approach to provide two through lanes and a right turn lane
- Widen the eastbound Aviator Road approach to provide a left turn lane, a shared left turn/right turn lane and a right turn lane.

**Mitigation Measure MM-TRA-52:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 11. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

- Widen Aviator Road to provide an additional through lane for the westbound and eastbound approaches.

**Mitigation Measure MM-TRA-53:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 12. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

- Install stop signs for all approaches
- Provide the southbound Project access approach with a shared left turn-right turn lane
- Widen the eastbound Aviator Road approach to provide a separate left turn lane and two through lanes
- Widen the westbound Aviator Road approach to provide a separate through lane and a shared through-right turn lane

**Mitigation Measure MM-TRA-54:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 13. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

- Modify traffic signal
- Widen Aviator Road to provide an additional through lane for the westbound and eastbound approaches.

**Mitigation Measure MM-TRA-55:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Project Access 14. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

- Widen Aviator Road to provide an additional through lane for the westbound and eastbound approaches.

**Mitigation Measure MM-TRA-56:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the construction of the following improvements to the satisfaction of the City Engineer at the intersection of Aviator Road/Heritage Road. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

- Modify traffic signal
- Widen the westbound Aviator Road approach to provide a separate left turn lane and a shared left turn-right turn lane
- Widen the northbound Heritage Road approach to provide a shared through-right turn lane and a separate right turn lane

**Mitigation Measure MM-TRA-57:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 22.3 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Heritage Road/Datsun Street:

- Modify traffic signal
- Widen the eastbound Datsun Street approach to provide a separate left turn lane and a separate right turn lane

**Mitigation Measure MM-TRA-58:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 46.1 percent of the cost of the following improvements to the satisfaction of the City Engineer, at the intersection of Caliente Avenue/SR-905 WB Ramps:

- Widen the southbound Caliente Avenue approach to provide two separate through lanes, a shared through-right turn lane, and a separate right turn lane

**Mitigation Measure MM-TRA-59:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 37.7 percent of the cost of the following

improvements to the satisfaction of the City Engineer at the intersection of Caliente Avenue/SR-905 EB Ramps:

- Widen the eastbound off-ramp approach to provide a separate left turn lane, a shared left turn-through lane, and a separate right turn lane

**Mitigation Measure MM-TRA-60:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 7.7 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Caliente Avenue/Airway Road:

- Install a traffic signal
- Widen the northbound Caliente Avenue approach to provide a separate left turn lane and a through lane
- Widen the southbound Caliente Avenue approach to provide a through lane and a separate right turn lane
- Restripe the eastbound Airway Road approach to provide a separate left turn lane and a separate right turn lane

**Mitigation Measure MM-TRA-61:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 6.9 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Caliente Avenue/Beyer Boulevard:

- Install a traffic signal
- Widen the northbound Caliente Avenue approach to provide a separate left turn lane and a through lane
- Widen the southbound Caliente Avenue approach to provide a through lane and a separate right turn lane

**Mitigation Measure MM-TRA-62:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 19.6 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Cactus Road/Airway Road:

- Install a traffic signal
- Widen the northbound Cactus Road approach to provide a through lane and a separate right turn lane
- Widen the southbound Cactus Road approach to provide a separate left turn lane and a through lane

**Mitigation Measure MM-TRA-63:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 9.5 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of Britannia Boulevard/Siempre Viva Road:

- Restripe the eastbound Siempre Viva Road approach to provide two separate left turn lanes, a through lane, and a shared through-right turn lane

- Restripe the westbound Siempre Viva Road approach to provide a separate left turn lane, a through lane, and two separate right turn lanes

**Mitigation Measure MM-TRA-64:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 5 percent of the cost of the following improvements to the satisfaction of the City Engineer at the intersection of La Media Road/Airway Road:

- Modify traffic signal
- Restripe the southbound La Media Road approach to provide a second left turn lane
- Widen to provide a third through lane for the northbound La Media Road approach

*Year 2027 Conditions with Full Project (Phase 1 + 2 + 3 + 4) Roadway Mitigation Measures*

**Mitigation Measure MM-TRA-65:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 34.2 percent of the cost for constructing the SR-905/Heritage Road interchange for the roadway segment on Caliente Avenue between Otay Mesa Road and SR-905.

**Mitigation Measure MM-TRA-66:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 21.7 percent of the cost of widening the roadway to a six-lane primary arterial for the roadway segment on Caliente Avenue between SR-905 Ramps.

**Mitigation Measure MM-TRA-67:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 37.2 percent of the cost of widening the bridge over I-805 to a 6-lane major arterial for the roadway segment on Palm Avenue between the I-805 Ramps.

**Mitigation Measure MM-TRA-68:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 71.6 percent of the cost of widening the roadway segment to a 4-lane collector with two-way left turn lane for the roadway segment on Heritage Road between Aviator Road and Future Otay Valley Road.

**Mitigation Measure MM-TRA-69:** Prior to the issuance of the first building permit, the Owner shall assure by permit and bond the widening of Aviator Road between Heritage Road and La Media Road to provide a four-lane collector with two-way left turn lane. Also, prior to the issuance of any CO for development in excess of 41,369 ADT, the improvements must be constructed and accepted by the City.

**Mitigation Measure MM-TRA-70:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 5.3 percent of the cost of widening the roadway segment to a 4-lane collector with two-way left turn lane for the roadway segment on Heritage Road between Otay Mesa Road and SR-905.

**Mitigation Measure MM-TRA-71:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 15.9 percent of the cost of restriping the roadway to a six-lane major arterial and constructing a raised center median for the roadway segment on La Media Road between SR-905 Ramps.

**Mitigation Measure MM-TRA-72:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 70.7 percent of the cost of widening the roadway segment to a 4-lane collector with two-way left turn lane for the roadway segment on La Media Road between Otay Mesa Road and Windsock Road.

*Year 2027 Conditions with Full Project (Phase 1 + 2 + 3 + 4) Freeway Segment Mitigation Measures*

**Mitigation Measure MM-TRA-73:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, for the Owner shall contribute 17.5 percent of the cost of adding two managed lanes in each direction the freeway segment on I-805 between Palm Avenue and SR-905. Based on 2050 SANDAG Regional Transportation Plan, I-805 is planned to have eight freeway lanes and four managed lanes (currently eight freeway lanes) along the significantly impacted roadway segments of I-805 between Palm Avenue and Palomar Street by Year 2030 with the implementation of Hybrid Highway Network.

**Mitigation Measure MM-TRA-74:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 6.1 percent of the cost of adding two mainline lanes in each direction for the freeway segment on SR-125 between Otay Mesa Road and Lone Star Road. Based on 2050 SANDAG Regional Transportation Plan, SR-125 is planned to have eight freeway lanes (currently four toll lanes) along the impacted roadway segments of SR-125 between Otay Mesa Road and Lone Star Road, and Lone Star Road and Otay Valley Road by Year 2050.

**Mitigation Measure MM-TRA-75:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 6.1 percent of the cost of adding two mainline lanes in each direction for the freeway segment on SR-125 between Lone Star Road and Otay Valley Road. Based on 2050 SANDAG Regional Transportation Plan, SR-125 is planned to have eight freeway lanes (currently four toll lanes) along the impacted roadway segments of SR-125 between Otay Mesa Road and Lone Star Road, and Lone Star Road and Otay Valley Road by Year 2050.

*Year 2027 Conditions with Full Project (Phase 1 + 2 + 3 + 4) Metered Freeway On-Ramp Mitigation Measures*

**Mitigation Measure MM-TRA-76:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 60.84 percent of the cost of widening this on-ramp to three lanes at the intersection of I-805 southbound on ramp at Palm Avenue. The future City CIP project to improve this interchange anticipates constructing a total of three lanes on the I-805 southbound on-ramp at Palm Avenue.

**Mitigation Measure MM-TRA-77:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 66.08 percent of the cost of widening this on-ramp to three lanes at the intersection of SR-905 westbound on ramp at Caliente Avenue.

**Mitigation Measure MM-TRA-78:** Prior to the issuance of the first building permit for development in excess of 41,369 ADT, the Owner shall contribute 6 percent of the cost of widening this on ramp to three lanes at the intersection of SR-905 westbound on ramp at Britannia Boulevard.

*Horizon Year Intersection Mitigation Measures*

**Mitigation Measure MM-TRA-79:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 12.72 percent of the cost of the following



improvements at the intersection of Otay Mesa Road/Innovative Drive to the satisfaction of the City Engineer:

- Install a traffic signal. The signal warrant based on estimated ADT, Table 4C-102 Traffic Signal Warrant Worksheet in California MUTCD 2010, is met under this scenario.
- NB Innovative Drive approach: Widen to provide an exclusive left turn lane to provide a total of one left turn lane and a shared through-right turn lane
- SB Innovative Drive approach: Widen to provide an exclusive left turn lane and an exclusive through lane to provide a total of one left turn lane, a shared left turn-through-right turn lane, and a right turn lane
- WB Otay Mesa Road: Widen to provide an exclusive left turn lane to provide a total of one left turn lane, three through lanes, and a right turn lane
- EB Otay Mesa Road: Widen to provide an exclusive left turn lane and an exclusive right turn lane to provide a total of one left turn lane, three through lanes, and a right turn lane

**Mitigation Measure MM-TRA-80:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 35.78 percent of the cost of the following improvements at the intersection of Otay Mesa Road/Heritage Road to the satisfaction of the City Engineer:

- NB Heritage Road approach: Widen to provide two additional through lanes and an exclusive right turn lane to provide a total of one left turn lane, three through lanes, and a right turn lane
- SB Heritage Road approach: Widen to provide an exclusive left turn lane and a through lane to provide a total of two left turn lanes, two through lanes, a shared through-right turn lane, and a right turn lane
- WB Otay Mesa Road approach: Restripe to provide two left turn lanes, two through lanes, a shared through-right turn lane, and a right turn lane

**Mitigation Measure MM-TRA-81** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 44.35 percent of the cost of the following improvements at the intersection of Otay Mesa Road/Cactus Road/Project Access 3 to the satisfaction of the City Engineer:

- NB Cactus Road approach: Widen to provide an additional left turn lane to provide a total of two left turn lanes, a through lane, and a right turn lane
- EB Otay Mesa Road approach: Widen to provide two exclusive right turn lanes to provide a total of one left turn lane, three through lanes, and two right turn lanes
- WB Otay Mesa Road approach: Same as Phase 4

**Mitigation Measure MM-TRA-82:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 11.00 percent of the cost of the following improvements at the intersection of Otay Mesa Road/La Media Road to the satisfaction of the City Engineer:

- NB La Media Road approach: Widen to provide an exclusive left turn lane, a through lane, and an exclusive right turn lane to provide a total of two left turn lanes, two through lanes, and a right turn lane

- SB La Media Road approach: Widen to provide an additional through lane and an exclusive right turn lane to provide a total of two left turn lanes, a through lane, a shared through-right turn lane, and a right turn lane
- WB Otay Mesa Road approach: Widen to provide an additional exclusive left turn lane and an exclusive right turn lane to provide a total of two left turn lanes, three through lanes, and a right turn lane
- EB Otay Mesa Road approach: Widen to provide an additional left turn lane to provide a total of two left turn lanes, three through lanes, and a right turn lane

**Mitigation Measure MM-TRA-83:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 2.78 percent of the cost of the following improvements at the intersection of Otay Mesa Road/Harvest Road to the satisfaction of the City Engineer:

- Install a traffic signal. The signal warrant based on estimated ADT, Table 4C-102 Traffic Signal Warrant Worksheet in California MUTCD 2010, is met under this scenario.
- NB Harvest Road approach: Widen to provide two exclusive left turn lanes to provide a total of two left turn lanes and a shared through-right turn lane
- SB Harvest Road approach: Widen to provide an exclusive left turn lane to provide a total of one left turn lane and a shared through-right turn lane
- WB Otay Mesa Road approach: Widen to provide an exclusive left turn lane, two additional through lanes, and an exclusive right turn lane to provide a total of one left turn lane, three through lanes, and a right turn lane
- EB Otay Mesa Road approach: Widen to provide an exclusive left turn lane, two additional through lanes, and an exclusive right turn lane to provide a total of one left turn lane, three through lanes, and a right turn lane

**Mitigation Measure MM-TRA-84:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 17.85 percent of the cost of the following improvements at the intersection of La Media Road/Project Access 9 to the satisfaction of the City Engineer:

- NB La Media Road approach: Widen La Media Road to provide a total of one left turn lane and two through lanes
- SB La Media Road approach: Widen La Media Road to provide a total of one through lane and a shared through-right turn lane
- EB Project Access approach: Same as Phase 1

**Mitigation Measure MM-TRA-85:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 17.79 percent of the cost of the following improvements at the intersection of La Media Road/Project Access 10 to the satisfaction of the City Engineer::

- NB La Media Road approach: Widen La Media Road to provide a total of one left turn lane and two through lanes
- SB La Media Road approach: Widen La Media Road to provide a total of one through lane and a shared through-right turn lane
- EB Project Access approach: Same as Phase 1

**Mitigation Measure MM-TRA-86:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 15.08 percent of the cost of the following improvements at the intersection of La Media Road/Winsock Road to the satisfaction of the City Engineer:

- Install a traffic signal. The signal warrant based on estimated ADT, Table 4C-102 Traffic Signal Warrant Worksheet in California MUTCD 2010, is met under this scenario.
- NB La Media Road approach: Widen to provide a total of two through lanes and a right turn lane
- SB La Media Road approach: Widen to provide a total of one left turn lane and two through lanes

**Mitigation Measure MM-TRA-87:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 20.14 percent of the cost of the following improvements at the intersection of La Media Road/Aviator Road to the satisfaction of the City Engineer:

- Install a traffic signal. The signal warrant based on estimated ADT, Table 4C-102 Traffic Signal Warrant Worksheet in California MUTCD 2010, is met under this scenario.
- NB La Media Road approach: Widen La Media Road to provide a total of one left turn lane and two through lanes
- SB La Media Road approach: Widen La Media Road to provide a total of two through lanes and a right turn lane
- EB Aviator Road approach: Widen Aviator Road to provide a total of one left turn lane, a shared left turn-right turn lane, and a right turn lane

**Mitigation Measure MM-TRA-88:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 19.94 percent of the cost of the following improvements at the intersection of Heritage Road/Datsun Street/Otay Valley Road to the satisfaction of the City Engineer:

- Install a traffic signal. The signal warrant based on estimated ADT, Table 4C-102 Traffic Signal Warrant Worksheet in California MUTCD 2010, is met under this scenario.
- NB Heritage Road approach: Widen to provide an additional left turn lane, two through lanes and two right turn lanes to provide a total of two left turn lanes, three through lanes, and two right turn lanes
- SB Heritage Road approach: Widen to provide two additional left turn lanes, two through lanes and two right turn lanes to provide a total of two left turn lanes, three through lanes, and two right turn lanes
- WB Heritage Road approach: Widen to provide a total of two left turn lanes, a shared through-right turn lane, and a right turn lane
- EB Datsun Street approach: Widen to provide two exclusive left turn lanes and an exclusive right turn lane to provide a total of two left turn lanes, a shared through-right turn lane, and a right turn lane

**Mitigation Measure MM-TRA-89** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 34.67 percent of the cost of the following improvements at the intersection of Heritage Road/Sikorsky to the satisfaction of the City Engineer:

- NB Heritage Road approach: Widen to provide two additional through lanes and an exclusive right turn lane to provide a total of three through lanes and a right turn lane
- SB Heritage Road approach: Widen to provide two additional through lanes to provide a total of three through lanes
- WB Project Access approach: Same as Phase 2

**Mitigation Measure MM-TRA-90:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 9.57 percent of the cost of the following improvements at the intersection of Avenida De Las Vistas/Heritage Road/Otay Valley Road to the satisfaction of the City Engineer:

- Install a traffic signal.
- NB Otay Valley Road approach: Widen to provide one additional through lanes and an exclusive right turn lane to provide a total of one left turn lane, three through lanes, and a right turn lane
- SB Otay Valley Road approach: Widen to provide an exclusive left turn lane and two additional through lanes to provide a total of one left turn lane, three through lanes, and a right turn lane
- WB Avenida De Las Vistas approach: Widen to provide a left turn lane and a shared through-right turn lane
- EB Avenida De Las Vistas approach: Restripe to provide a left turn lane and a shared through-right turn lane

**Mitigation Measure MM-TRA-91:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 5.73 percent of the cost of the following improvements at the intersection of Main Street/Heritage Road/Otay Valley Road to the satisfaction of the City Engineer:

- Install a traffic signal.
- NB Otay Valley Road approach: Widen to provide three exclusive left turn lanes, a through lane and an exclusive right turn lane to provide a total of three left turn lanes, two through lanes, and a right turn lane. The City of Chula Vista is expected to allow triple left turns at a signalized intersection.
- SB Otay Valley Road approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane
- WB Main Street approach: Widen to provide a total of two left turn lanes, two through lanes, and a right turn lane
- EB Main Street approach: Widen to provide an exclusive left turn lane, a through lane, and two exclusive right turn lanes to provide a total of one left turn lane, two through lanes, and two right turn lanes

**Mitigation Measure MM-TRA-92:** Prior to the issuance of the building permit for the final building planned in Phase 4, the Owner shall contribute 4.64 percent of the cost of the following improvements at the intersection of Caliente Avenue/Airway Road to the satisfaction of the City Engineer:

- Install a traffic signal.

- NB Caliente Avenue approach: Widen to provide an exclusive left turn lane, a through lane, and two exclusive right turn lanes to provide a total of one left turn lane, two through lanes, and two right turn lanes
- SB Caliente Avenue approach: Widen to provide two exclusive left turn lanes, a through lane, and an exclusive right turn lane to provide a total of two left turn lanes, two through lanes, and a right turn lane
- WB Airway Road approach: Widen to provide a total of two left turn lanes, a through lane, and a right turn lane
- EB Airway Road approach: Widen to provide an exclusive left turn lane to provide a total of one left turn lane and a shared through-right turn lane

**Mitigation Measure MM-TRA-93:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 4.35 percent of the cost of the following improvements at the intersection of Caliente Avenue/Beyer Boulevard to the satisfaction of the City Engineer:

- Install a traffic signal.
- NB Caliente Avenue approach: Widen to provide two exclusive left turn lanes and a through lane to provide a total of two left turn lanes, a through lane, and a shared through-right turn lane
- SB Caliente Avenue approach: Widen to provide an exclusive left turn lane, a through lane, and an exclusive right turn lane to provide a total of one left turn lane, a through lane, a shared through-right turn lane, and a right turn lane
- WB Beyer Boulevard approach: Widen to provide a total of one left turn lane and a shared through-right turn lane
- EB Beyer Boulevard approach: Widen to provide two exclusive left turn lanes and an exclusive right turn lane to provide a total of two left turn lanes, a through lane, and a right turn lane

**Mitigation Measure MM-TRA-94:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 23.21 percent of the cost of the following improvements at the intersection of Heritage Road/SR-905 WB Ramps to the satisfaction of the City Engineer:

- NB Heritage Road approach: Widen to provide an exclusive right turn lane to provide a total of two through lanes, a shared through-right turn lane, and a right turn lane

**Mitigation Measure MM-TRA-95:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 5.13 percent of the cost of the following improvements at the intersection of Cactus Road/Airway Road to the satisfaction of the City Engineer:

- Install a traffic signal.
- NB Cactus Road approach: Widen to provide two exclusive left turn lanes and an exclusive right turn lane to provide a total of two left turn lanes, a through lane, and a right turn lane
- SB Cactus Road approach: Widen to provide two exclusive left turn lanes and an exclusive right turn lane to provide a total of two left turn lanes, a through lane, and a right turn lane
- WB Airway Road approach: Widen to provide two exclusive left turn lanes, a through lane, and an exclusive right turn lane to provide a total of two left turn lanes, two through lanes, and a right turn lane

- EB Airway Road approach: Widen to provide a total of two left turn lanes, two through lanes, and two right turn lanes

**Mitigation Measure MM-TRA-96:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 8.69 percent of the cost of the following improvements at the intersection of Cactus Road/Siempre Viva Road to the satisfaction of the City Engineer:

- Install a traffic signal.
- NB Cactus Road approach: Same as Phase 3
- SB Cactus Road approach: Widen to provide two exclusive left turn lanes to provide a total of two left turn lanes and a through lane
- WB Siempre Viva Road approach: Widen to provide an additional left turn lane and a right turn lane to provide a total of one left turn lane and two right turn lanes

**Mitigation Measure MM-TRA-97:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 2.20 percent of the cost of the following improvements at the intersection of La Media Road/Airway Road to the satisfaction of the City Engineer:

- Install a traffic signal.
- NB La Media Road approach: Widen to provide an exclusive left turn lane, two through lanes and an exclusive right turn lane to provide a total of one left turn lane, three through lanes, and a right turn lane
- SB La Media Road approach: Widen to provide an additional left turn lane, one through lane, a shared through-right turn lane, and an exclusive right turn lane to provide a total of two left turn lanes, two through lanes, a shared through-right turn lane, and a right turn lane
- WB Airway Road approach: Same as Phase 2
- EB Airway Road approach: Same as Phase 2

*Horizon Year Conditions Roadway Mitigation Measures*

**Mitigation Measure MM-TRA-98:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 19.42 percent of the cost of widening the roadway segment to a 6-lane primary arterial for the roadway segment on Otay Mesa Road between Piper Ranch Road and La Media Road to the satisfaction of the City Engineer.

**Mitigation Measure MM-TRA-99:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 41.40 percent of the cost of widening the roadway segment to an 8-lane primary arterial for the roadway segment on Otay Mesa Road between Cactus Road and Heritage Road to the satisfaction of the City Engineer.

**Mitigation Measure MM-TRA-100:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 13.03 percent of the cost of widening the roadway segment to an 8-lane primary arterial for the roadway segment on Otay Mesa Road between Corporate Center Drive and Ocean View Hills Parkway to the satisfaction of the City Engineer.

**Mitigation Measure MM-TRA-101:** Prior to the issuance of the first building permit for the final building planned in Phase 4, the Owner shall contribute 7.22 percent of the cost of widening the