

## **5.8 Geology/Soils**

The geology and soils conditions, analysis of impacts, and mitigation framework are based on the Update Geotechnical Report completed by Geocon, Inc. (2012). This report is included as Appendix H.

### **5.8.1 Existing Conditions**

#### **5.8.1.1 Soil and Geologic Conditions**

The CPU area is underlain by three surficial soil deposits and three geologic formations. The surficial soils include artificial fill (unmapped), topsoil/colluvium (unmapped), and alluvium. The geologic formations include Pleistocene Very Old Paralic Deposits (formerly the Lindavista Formation), Upper Pliocene San Diego Formation, and Pliocene Otay Formation. These soils and geologic formations are broken into compressible and expansive categories as shown on Figure 5.8-1 and described below.

##### **a. Undocumented Fill (Unmapped)**

During field reconnaissance, undocumented fill was observed in the central portion of the CPU area south of SR-905. Undocumented fill was interpreted as loose soil with concrete debris, trash, and miscellaneous materials. The fills appear to have been placed for a variety of purposes such as access barriers and material disposal areas for household trash and vegetation. Minor undocumented fills also were observed primarily as a result of agricultural operations and possibly for control of surface water along the proposed extension of Airway Road. Artificial fill marked by signage to contain hazardous materials was observed on the west side of Cactus Road, south of SR-905 (Geocon, Inc. 2012).

Compacted fill soils were identified within the CPU area and were likely placed to construct facilities such as water reservoirs, transmission towers, associated roads, or runways on Brown Field. However, no engineer's record of compaction for these fill soils was identified, and as a consequence, these fills are considered undocumented until the appropriate records are provided.

Undocumented fills are unsuitable for support of structural fill or settlement-sensitive structures. Where placed on slopes, these undocumented fills are subject to downslope movement (creep, sliding or shallow debris flows). Undocumented fill requires removal and replacement by compacted fill. The undocumented fill soil would be suitable for reuse as compacted fill provided deleterious material including construction debris, vegetation, and trash is removed.

### **b. Topsoil and Slopewash (Unmapped)**

Topsoil typically blankets the level portions of the CPU area and consists of brown sandy clay to sandy silt. Topsoil is estimated to be approximately 3 feet thick, but localized areas with greater thicknesses may exist. Slopewash is present on sloping areas of the CPU area and consists of light brown to gray sandy clay to sandy silt. It is typically a minimum of 3 feet thick, but can locally be significantly thicker. Topsoil and slopewash materials are soft, loose, and/or expansive in their present condition and require removal and recompaction in areas to receive additional fill and/or support for structures and improvements.

### **c. Alluvium (Qal)**

Alluvial soils are mapped at the floor of canyon drainages. The alluvial soils generally consist of soft sandy to silty clay and interfingers or grades with topsoil and slopewash along the outer edges of canyons. Depth of alluvial materials is anticipated to range from approximately 5 feet in smaller drainages to in excess of 20 feet in Spring Canyon and other major drainages. The alluvial soils are typically compressible, medium to highly expansive, and require removal and recompaction to provide suitable support for fill placement and/or structural support.

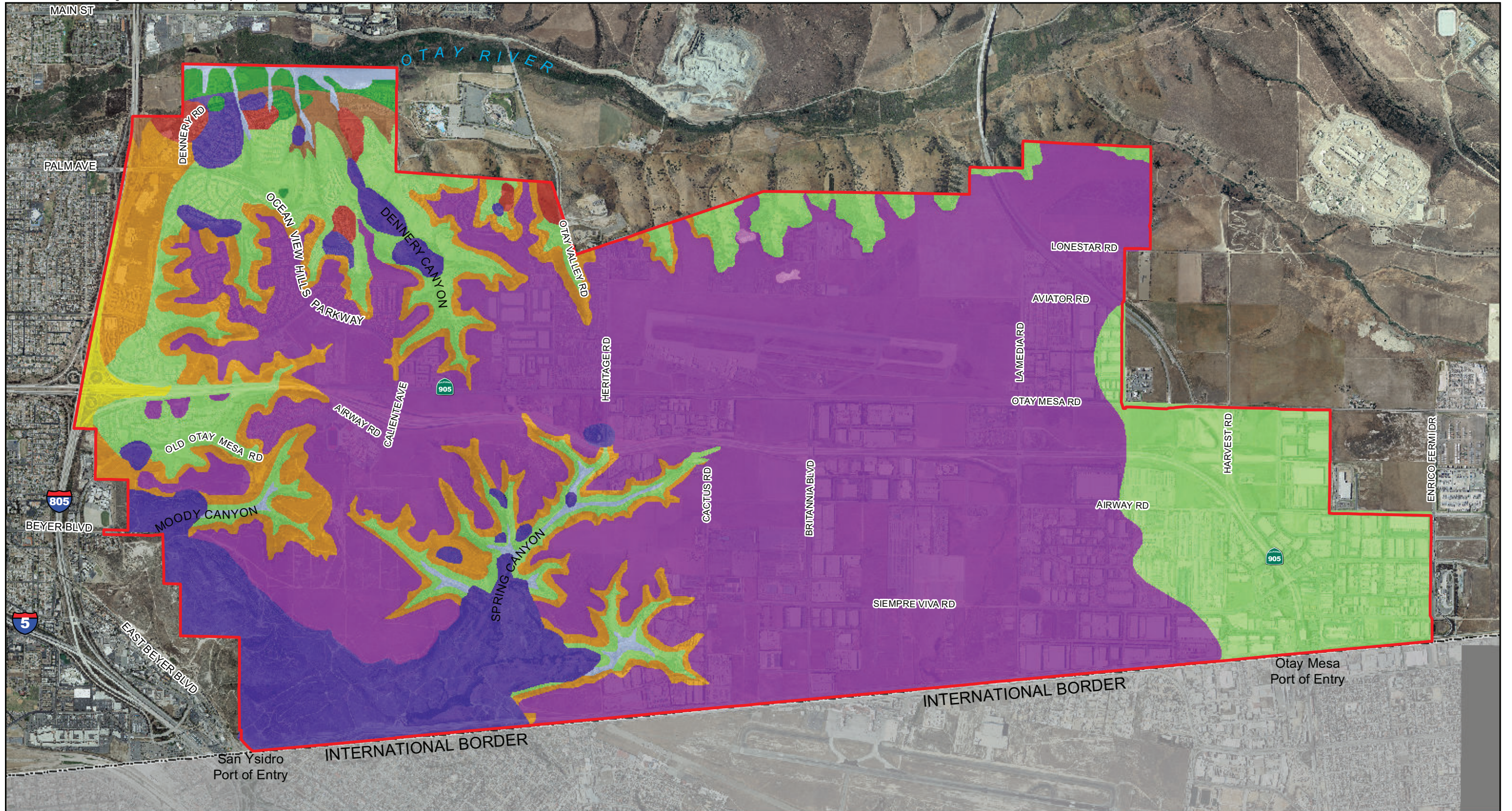
### **d. Very Old Paralic Deposits (Qvop)**

Pleistocene-age Very Old Paralic Deposits (formerly Lindavista Formation) are present across the CPU area. The Very Old Paralic Deposits in the CPU area consist of clay (mudstone) overlying sandstone which grades to a gravel and cobble conglomerate. Thickness of the mudstone unit ranges from approximately 4 feet to 20 feet. Thickness of the sandstone and conglomerate unit is generally less than 30 feet. Cobbles of the conglomerate are commonly exposed on slopes. Geotechnical tests previously performed in the CPU area indicate that the mudstone is highly expansive. The presence of these highly expansive materials, especially if near finished proposed grades, requires special foundations for buildings and mitigation to prevent excessive soil heave that can damage surface improvements such as sidewalks and pavements.

### **e. San Diego Formation (Tsd)**

The sandstone member of the Pliocene-age San Diego Formation is exposed on slopes of drainages primarily in the western and northwestern portion of the CPU area. The San Diego Formation consists of dense, yellow-brown, fine- to medium-grained, poorly indurated micaceous sandstone. It is readily eroded and forms uniform slopes along the sides of narrow canyons in the CPU area. The San Diego Formation is typically massive, and is considered to be flat lying, which is a favorable geologic structure for gross stability. Materials derived from this formation are low expansive and have relatively good shear strength characteristics and, as such, can provide good capping materials





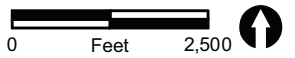
Otay Mesa Community Plan Boundary

**Geological Formation**

- Qal
- Qls
- Qls?

- Qpf
- Qt
- Qudf
- Qvop

- Tmv
- To
- Tsd



**FIGURE 5.8-1**  
Geologic Map



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for pads and higher strength soils for construction of fill slopes. Portions of the San Diego Formation are cohesionless and erode readily.

#### **f. Otay Formation (To)**

Pliocene-age Otay Formation underlies the San Diego Formation. It is older than the San Diego Formation and is generally distinguished from the San Diego Formation by an increase in clay content within the deposit and isolated bentonite claystone beds. The bentonite beds are waxy and composed almost entirely of montmorillinitic clay. The bentonitic materials are very highly expansive, have very low shear strength, and are considered to be the main cause of the large landslide complex (San Ysidro Landslide) along the western edge of the CPU area. The Otay Formation consists of a dense to very dense upper sandstone unit that has a light gray color. A coarser-grained grit stone member underlies the sandstone at depth. The Otay Formation is generally flat-lying or nearly horizontally bedded, which is favorable for overall stability.

#### **g. Groundwater**

No indications of natural springs or seeps were observed during the field reconnaissance or encountered in previous geotechnical subsurface studies conducted by Geocon within the CPU area. Near surface groundwater (less than 20 feet deep) also is unlikely to occur in geologic formations within the CPU area. Subsurface water may be present at depth in alluvial soils deposited in drainage channels. However, it is anticipated that the subsurface water is relatively shallow in drainages and has intermittent response to seasonal rainfalls. Pounded water was observed west of Heritage Road and south of Otay Mesa Road and is believed to be impounded surface runoff.

#### **h. Erosive Soils**

Soils within the CPU area have moderate to severe erosion susceptibility, with the majority of the soil types exhibiting severe erosion characteristics (United States Department of Agriculture 1973).

### **5.8.1.2 Geologic Hazards**

#### **a. Landslides (QIs)**

A complex of deep-seated landslides known as the San Ysidro Landslide is present in the western and southern edges of the CPU area (Figure 5.8-2). At this location there are a series of landslides that have increased in size and complexity with refined mapping. Apparent landslide debris was found to at least 100 feet below the ground surface, placing the bottom of the landslides below present sea level and indicating an ancient and complex history of movement.

Numerous smaller landslides are present on steep drainage slopes. These landslides likely vary in depth from less than 10 feet to more than 80 feet. The landslides are expected to have an incoherent broken internal structure and are susceptible to continued movement, particularly where destabilized by undercutting, placement of additional loads (fill), or introduction of soil moisture.

### **b. Faulting**

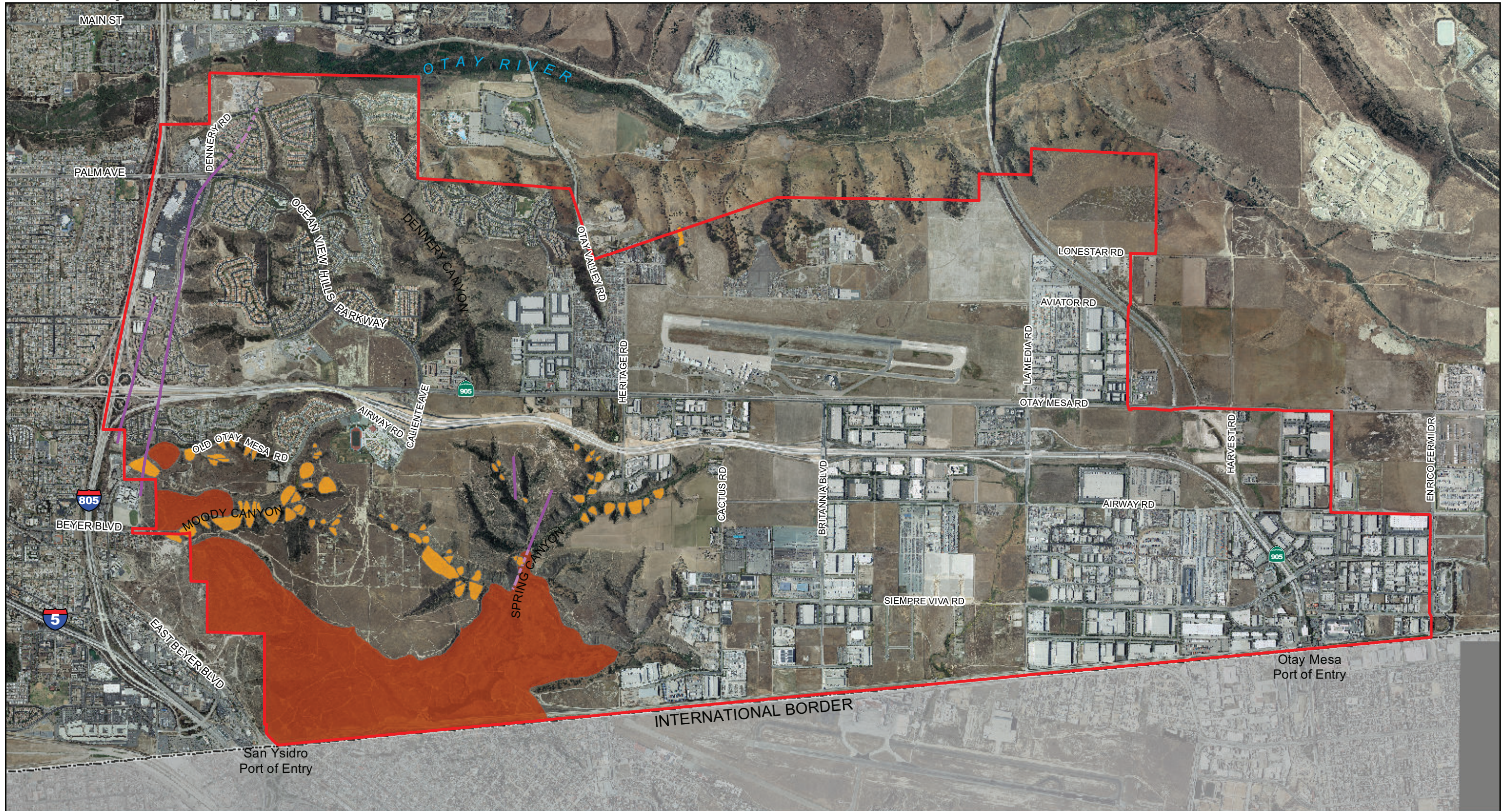
Review of published geologic literature indicates that the CPU area is located on the east margin of the La Nación Fault Zone (LNFZ). The LNFZ is characterized by north-trending faults. Figure 5.8-2 shows the geologic hazards in the CPU area. Figure 5.8-3 shows the CPU area from the City of San Diego Seismic Safety Study. Several faults traverse the CPU area including discontinuous faults that cross areas in the headwaters of Spring Canyon in the southwestern portion of the CPU area. The presence and existence of faults in the CPU area and an intersecting northwest-trending fault zone (not shown) named the San Ysidro Fault has been refined through published literature and specific geotechnical investigations. However, the presence of faults forming the San Ysidro Fault Zone is unclear. The bulk of the evidence points to landslide-scarps, rather than fault-scarps for this zone. Fault strands of the north-striking LNFZ are considered to be potentially active.

The nearest known active fault is the Rose Canyon Fault Zone, located approximately 9.4 miles to the west. The Rose Canyon Fault is the dominant source of potential ground motion at the site. The CPU area would be subjected to moderate to severe ground shaking in the event of a major earthquake on any Rose Canyon Fault or other faults in southern California. With respect to seismic shaking, the CPU area is considered comparable to the surrounding developed area.

### **c. Liquefaction Potential**

Liquefaction typically occurs in a zone with seismic activity, where soils are relatively cohesionless, groundwater is encountered within 50 feet of the surface, and soil relative densities are less than about 70 percent. If all four criteria are met, a seismic event could result in a rapid pore-water pressure increase from earthquake-generated ground accelerations thereby resulting in soil liquefaction. The potential for liquefaction and seismically induced settlement occurring for the mesa top areas is considered very low due to the very dense cemented condition of the geologic formations and lack of groundwater.





- Otay Mesa Community Plan Boundary
- Mapped Landslide Zone
- Suspected Landslide Zone
- Fault Line
- Buried Fault Line

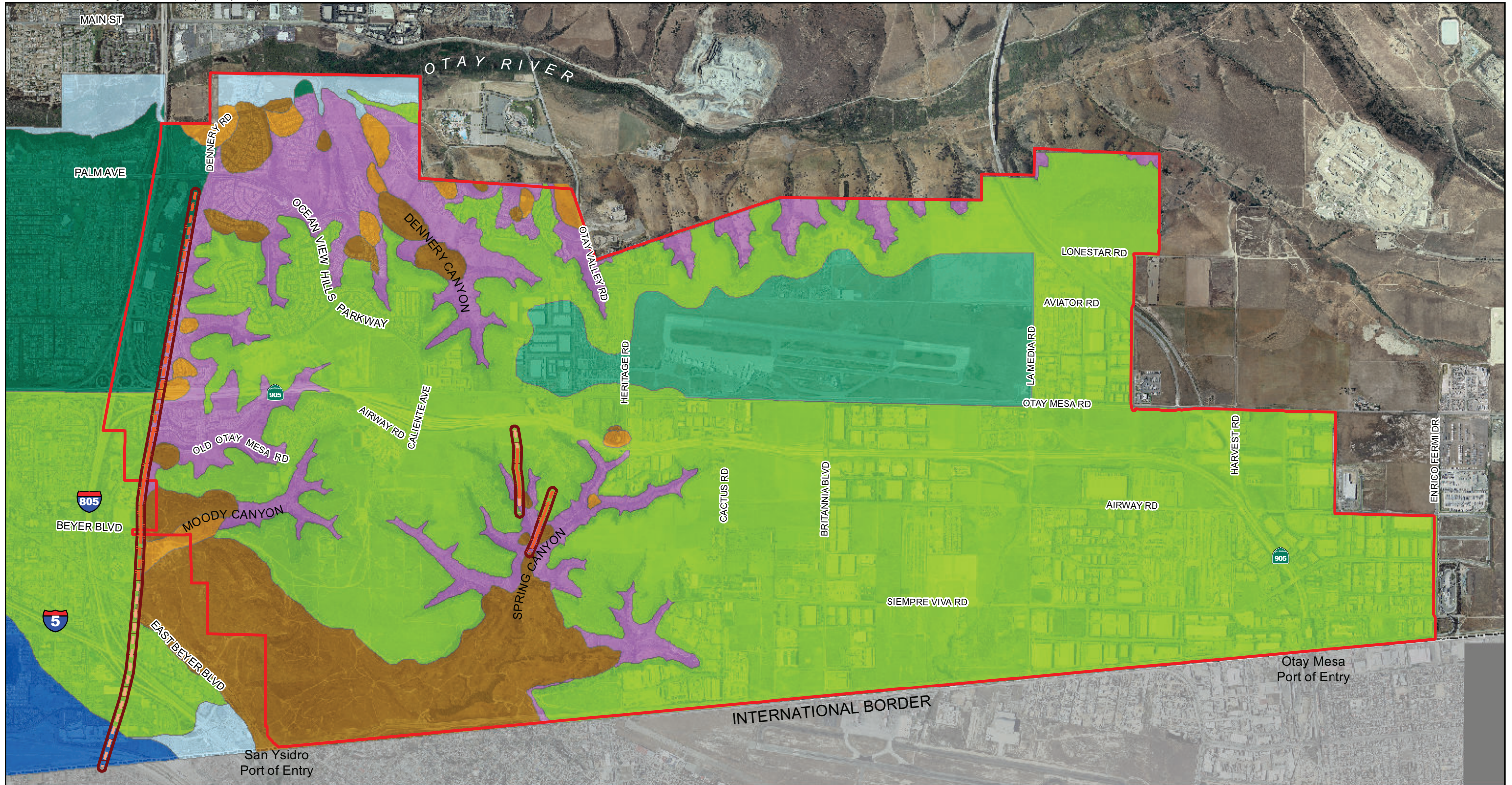


FIGURE 5.8-2  
Geologic Hazards



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**Seismic Safety Data**

**Land Slides**

- Confirmed, known, or highly suspected
- Possible or conjectured

**Liquefaction Zones**

- High Potential-shallow groundwater major drainages, hydraulic fills
- Low Potential-fluctuating groundwater minor drainages, hydraulic fills

**Other Conditions**

- Level mesas-underlain by terrace deposits and bedrock, nominal risk
- Level or sloping terrain, unfavorable geologic structure, low to moderate risk
- Other level areas; gently sloping to steep terrain, favorable geologic structure low risk

**Slide Prone Formations**

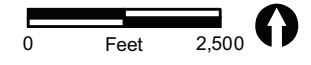
- Otay, Sweetwater and others

**Fault Zones**

- Potentially Active, Inactive, Presumed Inactive, or Activity Unknown

**Faults**

- Defined Fault
- Inferred Fault
- Concealed Zone



**FIGURE 5.8-3**  
City of San Diego Seismic Safety Hazards



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Potentially liquefiable deposits exist in deeper alluvium areas such as the Otay River Valley or the Tijuana River Valley, respectively, to the north and south (with the exception of a narrow area in the extreme northwestern quadrant) outside of the CPU area. Subsurface exploration and laboratory testing would be necessary at the future project-level to evaluate liquefaction potential of the alluvium if future development extends into those areas or any other areas where deep alluvial deposits are encountered.

#### **d. Tsunamis and Seiches**

The CPU area is not located near the ocean or downstream of any large bodies of water. Therefore, the risk associated with inundation by tsunamis or seiches is low.

#### **e. Subsidence**

Based on the subsurface soil conditions encountered during the field investigation and the lack of groundwater extraction, the risk associated with ground subsidence hazard is low throughout the CPU area.

### **5.8.1.3 Regulatory Setting**

#### **a. Earthquake Fault Zoning Act (Alquist-Priolo Act)**

The State of California Alquist-Priolo Earthquake Fault Zoning Act (1972) was established to mitigate the hazard of surface faulting to structures for human occupancy. Pursuant to the act, the state geologist has established regulatory zones (known as earthquake fault zones) around surface traces of active faults. These have been mapped for affected cities, including San Diego. A detailed geologic investigation must be prepared prior to receiving a permit in an area extending between 200 and 500 feet on both sides of known potentially and recently active earthquake fault zone traces.

#### **b. California Seismic Hazards Mapping Act**

The California Seismic Hazards Mapping Act was passed by the state in 1990 and contains seismic safety standards. The act includes non-surface fault rupture earthquake hazards, including liquefaction and seismically induced landslides. There are no seismic hazard maps that have been completed by the state for the County of San Diego.

#### **c. California Building Code/California Residential Code**

Slope instability or erosion problems in the City are primarily regulated through the California Building Code (CBC) and the City's Grading Regulations contained in the Land Development Code. The CBC requires special foundation engineering and investigation of soils on proposed development sites located in geologic hazard areas; the results of which would be disclosed in a report prepared in accordance with the

City's Geotechnical Report Guidelines in the Land Development Manual. The report must demonstrate either that the hazard presented by the project would be eliminated or that there is no danger for the intended use. The CBC also contains design and construction regulations pertaining to seismic safety for buildings. These regulations cover issues such as ground motions, soil classifications, redundancy, drift, and deformation compatibility.

The CBC is part of the CCR, Title 24 Part 2. The California Residential Code (CRC) will become part of the CCR, Title 24 Part 2.5. The CBC and CRC are based on the 2006 International Building Code and International Residential Code. The CBC and CRC are a compilation of three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes.
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions.
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns.

The CBC is updated periodically. On January 1, 2010, the 2010 CBC and CRC became effective. The CBC and CRC contain seismic safety standards outlining design and construction requirements. Development projects must show compliance with the CBC and/or CRC through the development review process. Building permits are submitted and reviewed for compliance prior to obtaining necessary construction and building permits.

#### **d. City of San Diego Seismic Safety Study**

The City of San Diego Seismic Safety Study (SDSSS) is a series of maps indicating likely geologic hazards throughout the City. The maps do not provide site-specific information; they are used as a guide to determine relative risk. The SDSSS identifies areas prone to liquefaction and earthquake-induced landslides as a Zones of Required Investigation, which require a report of the geotechnical condition prior to obtaining a permit (City of San Diego 2009). The level of geotechnical analysis required for project review is dependent on the following:

- The type of permit being sought (e.g., land planning, land development, and/or building);
- Geological Hazard Category;
- The building type/land use group; and
- Relative Risk.

### e. City of San Diego General Plan Policies

The City's General Plan presents goals and policies for geologic and soil safety in the Public Facilities, Services, and Safety Element. Relevant excerpts from this element are included in Table 5.8-1 below.

**TABLE 5.8-1  
PUBLIC FACILITIES, SERVICES, AND SAFETY ELEMENT POLICIES RELATING TO  
GEOLOGY AND SOILS**

Policy	Description
PF-Q.1	<p>Protect public health and safety through the application of effective seismic, geologic and structural considerations.</p> <ol style="list-style-type: none"> <li>a. Ensure that current and future community planning and other specific land use planning studies continue to include consideration of seismic and other geologic hazards. This information should be disclosed, when applicable, in the California Environmental Quality Act document accompanying a discretionary action.</li> <li>b. Maintain updated citywide maps showing faults, geologic hazards, and land use capabilities, and related studies used to determine suitable land uses.</li> <li>c. Require the submission of geologic and seismic reports, as well as soils engineering reports, in relation to applications for land development permits whenever seismic or geologic problems are suspected.</li> <li>d. Utilize the findings of a beach and bluff erosion survey to determine the appropriate rate and amount of coastline modification permissible in the City.</li> <li>e. Coordinate with other jurisdictions to establish and maintain a geologic "data bank" for the San Diego area.</li> <li>f. Regularly review local lifeline utility systems to ascertain their vulnerability to disruption caused by seismic or geologic hazards and implement measures to reduce any vulnerability.</li> <li>g. Adhere to state laws pertaining to seismic and geologic hazards.</li> </ol>
PF-Q.2	<p>Maintain or improve integrity of structures to protect residents and preserve communities.</p> <ol style="list-style-type: none"> <li>a. Abate structures that present seismic or structural hazards with consideration of the desirability of preserving historical and unique structures and their architectural appendages, special geologic and soils hazards, and the socio-economic consequences of the attendant relocation and housing programs.</li> <li>b. Continue to consult with qualified geologists and seismologists to review geologic and seismic studies submitted to the City as project requirements.</li> <li>c. Support legislation that would empower local governing bodies to require structural inspections for all existing pre-Riley Act (1933) buildings, and any necessary remedial work to be completed within a reasonable time.</li> </ol>

SOURCE: City of San Diego General Plan Public Facilities Services and Safety Element 2008.



## 5.8.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, impacts related to geology and soils would be significant if the CPU would:

1. Expose people or property to geologic hazards such as earthquakes, landslides, mudslides, liquefaction, ground failure, or similar hazards; or
2. Increase the potential for erosion of soils on- or off-site.

## 5.8.3 Issue 1: Geologic Hazards

Would the CPU expose people or property to geologic hazards such as earthquakes, landslides, mudslides, liquefaction, ground failure, or similar hazards?

### 5.8.3.1 Impacts

The western and southern edges of the CPU area are within a moderate to high geotechnical and relative risk area (General Plan Figure PF-9). This area includes a complex of deep-seated landslides and several discontinuous faults. Therefore, the CPU contains the following policy relative to geologic hazards:

Public Facilities, Services and Safety Element Policy 6.10-1 would allow clustering of development in the southwestern area to mitigate and avoid risks posed by seismic conditions and landslides.

Unstable geologic conditions found throughout the CPU area would expose people or property to hazards if they were not properly remediated. Soil and geologic conditions that would impact future development in the CPU area include:

- San Ysidro Landslide along the south and west side of Otay Mesa;
- Suspected landslides along canyon drainages;
- La Nación Fault Zone;
- Compressible surficial soils (undocumented fill, alluvium, colluvium and topsoil); and
- Highly expansive clays in the upper portion of the Lindavista Formation.

Potential impacts associated with each of these issues are described below. Groundwater, tsunamis, seiches and subsidence were found not to pose substantial geological constraints to future development within the CPU area.

### **a. San Ysidro Landslide**

Deep landslides (QIs) in the west and southwest portion of the CPU area have been confirmed during the geologic reconnaissance. The landslides are susceptible to continued movement, particularly where destabilized by undercutting, placement of additional loads (fill), or introduction of soil moisture from precipitation or irrigation. The San Ysidro landslide area contains landslide debris in excess of 100 feet deep and is a complex landslide with not only a deep basal failure plane but numerous secondary failures as evidenced by the “hummocky” (ridged) topography. The landslide is extremely large in area (approximately 740 acres), and the toe of the landslide extends westerly to I-5. Given the large area and estimated depth of the landslides, stabilization is essentially infeasible, due to the extensive amount of grading and impacts to environmentally sensitive habitat within the MHPA that would be necessary. Thus, structural/improvement setbacks are recommended where engineered stabilization would not be practical.

The San Ysidro landslide area is designated as Open Space under the CPU. However, Beyer Boulevard is proposed to be extended through the open space from the west end of the CPU area to the mesa top to create a westerly connection with San Ysidro and a direct link to Interstate 5. Infrastructure would likely include underground utilities, roadways, and bridges. The proposed alignment of Beyer Boulevard could, therefore, expose people or property to geologic hazards.

### **b. Steep Hillside Landslides**

Other landslides are likely to be present on steep hillsides of natural drainages. If present, their depths are generally considered to range from 5 feet to 15 feet; however, larger slides could extend to depths exceeding 50 feet. Additionally, although landslide areas are present within the CPU area, the geotechnical report found no evidence of potential rockfall hazards, and no rock stabilization or blasting would be required.

### **c. Faults**

Southern California is one of the most seismically active regions in the United States. The source of most earthquakes felt in the San Diego region is from Imperial Valley and offshore fault systems. The San Andreas Fault is 100 miles east of the CPU area but poses a potential hazard.

The CPU is within a moderate to high geologic risk area. Faults within the immediate CPU area are generally considered to comprise the La Nación Fault Zone. Faults in this zone are considered to be potentially active and would subject the CPU area to moderate to severe ground shaking.

#### **d. Compressible Soils**

Portions of the CPU area are underlain by undocumented fill, colluvium/topsoil, and alluvium. These soils are typically loose, dry, and contain rubble, and are unsuitable for support of settlement-sensitive structures. These types of compressible soils on slopes are subject to downslope movement (creep, sliding, or shallow debris flows). For future projects underlain by compressible soils, removal and replacement by compacted fill would be required.

#### **e. Expansive Soils**

The clay mudstone strata within the Very Old Paralic Deposits exhibits high to very high expansion potential. The mudstone unit occurs near existing grade over the majority of the CPU area. The presence of the highly expansive soil near grade would be addressed at the project-level for future development within the CPU area.

### **5.8.3.2 Significance of Impacts**

The CPU area contains geologic conditions which would pose significant risks for future development if not properly addressed at the project-level. Unstable conditions relating to compressible soils, landslides, seismicity (faults), and expansive soils represent a potentially significant impact for future development.

### **5.8.3.3 Mitigation Framework**

**GEO-1:** Impacts associated with geologic hazards shall be mitigated at the project-level through adherence to the City's Seismic Safety Study and recommendations of a site-specific geotechnical report prepared in accordance with the City's Geotechnical Report Guidelines. Impacts shall also be avoided or reduced through engineering design that meets or exceeds adherence to the City's Municipal Code and the California Building Code.

More specifically, compressible soils impacts shall be mitigated through the removal of undocumented fill, colluvium/topsoil, and alluvium to firm the ground. Future development shall also be required to clean up deleterious material and properly moisture, condition, and compact the soil in order to provide suitable foundation support.

Regarding impacts related to expansive soils, future development shall be required to implement typical remediation measures, which shall include placing a minimum 5-foot cap of low expansive (Expansion Index [EI] of 50 or less) over the clays; or design of foundations and surface improvements to account for expansive soil movement.

### **5.8.3.4 Significance After Mitigation**

Future development implemented in accordance with the CPU would be required to comply with the recommendations included in a geotechnical report prepared in accordance with City Geotechnical Report Guidelines, the CBC, and the LDC, and be designed satisfactory to the City Engineer. Implementation of the GP and CPU policies, compliance with established development and engineering standards, as well as strict adherence to the Mitigation Framework detailed in GEO-1, which requires regulatory compliance as noted above, would ensure that impacts related to geological hazards would be reduced to below a level of significance.

## **5.8.4 Issue 2: Erosion**

Would the land use and circulation modifications proposed in the CPU increase the potential for erosion of soils on- or off-site?

### **5.8.4.1 Impacts**

Implementation of the CPU would have the potential to result in substantial short-term soil erosion or loss of topsoil. The San Diego formation is exposed on slopes of drainages in the western and northwestern regions of the CPU area. This formation is composed of sandstone material and erodes readily due to its cohesionless nature. Erosion on drainage slopes in Tijuana River Valley and the Otay River Valley could also cause downstream sedimentation impacts. Other related impacts resulting from substantial short-term erosion or loss of topsoil include topography changes and the creation of impervious surfaces within the CPU area.

Additionally, grading activities associated with future development would disrupt soil profiles, thereby resulting in an increased exposure of soils to wind and rain, which are erosive forces. Landscape planting and maintenance implemented soon after construction of slopes would minimize potential erosion associated with future development.

### **5.8.4.2 Significance of Impacts**

Based on the steep nature of many of the hillsides and the generally poorly consolidated nature of the sedimentary materials and soils found throughout the CPU area, erosion would represent a potentially significant impact, particularly in conjunction with some portions of the San Diego Formation and in drainages and stream valleys.



### 5.8.4.3 Mitigation Framework

**GEO-2:** As part of the future development permitting process, the City shall require individual projects to adhere to the Grading Regulation and NPDES permit requirements. All subsequent projects developed in accordance with the CPU shall also adhere to the California Building Code to avoid or reduce geologic hazards to the satisfaction of the City Engineer.

Submittal, review and approval of site specific geotechnical investigations shall be completed in accordance with the City's Municipal Code requirements. Engineering design specifications based on future project-level grading and site plans shall be incorporated into all future projects implemented in accordance with the CPU to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer and shall include the following measures to control erosion during and after grading or construction:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;
- Short-term measures, such as sandbag placement and temporary detention basins;
- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and
- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

Conformance to mandated City grading requirements shall ensure that future grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, shall be subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development of this significant size within the City shall be required to prepare and comply with an approved SWPPP that shall consider the full range of erosion control BMPs such as, but not limited to, including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

Prior to obtaining grading permits for future actions a site-specific geotechnical investigation shall be completed as necessary in accordance with the City of San Diego Guidelines for Preparing Geotechnical Reports. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer. Measures designed to reduce erosion at the project-level shall include the following:

- Control erosion by minimizing the area of slope disturbance and coordinate the timing of grading, resurfacing, and landscaping where disturbance does occur.
- On sites for industrial activities require reclamation plans that control erosion, where feasible, in accordance with the LDC.
- Control erosion caused by storm runoff and other water sources.
- Preserve as open space those hillsides characterized by steep slopes or geological instability in order to control urban form, insure public safety, provide aesthetic enjoyment, and protect biological resources.
- Replant with native, drought-resistant plants to restore natural appearance and prevent erosion.
- Practice erosion control techniques when grading or preparing building sites.
- Utilize ground cover vegetation when landscaping a development in a drainage area to help control runoff.
- Incorporate sedimentation ponds as part of any flood control or runoff control facility.
- During construction, take measures to control runoff from construction sites. Filter fabric fences, heavy plastic earth covers, gravel berms, or lines of straw bales are a few of the techniques to consider.
- Phase grading so that prompt revegetation or construction can control erosion. Only disturb those areas that will later be resurfaced, landscaped, or built on. Resurface parking lots and roadways as soon as possible, without waiting until completion of construction.
- Promptly revegetate graded slopes with groundcover or a combination of groundcover, shrubs, and trees. Hydroseeding may substitute for container plantings. Groundcovers shall have moderate to high erosion control qualities.

- Where necessary, design drainage facilities to ensure adequate protection for the community while minimizing erosion and other adverse effects of storm runoff to the natural topography and open space areas.
- Ensure that the timing and method of slope preparation protects natural areas from disturbance due to erosion or trampling. The final surface shall be compacted and spillovers into natural areas shall be avoided.
- Plant and maintain natural groundcover on all created slopes.

When required, the geologic technical report shall consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the Building Official.

In addition, the Building Official shall require a geologic reconnaissance report or a geologic investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site.

Section 145.1803 of the San Diego Municipal Code discusses in more detail the requirements related to the geotechnical report outlined in the SDSSS (City of San Diego 2009).

#### **5.8.4.4 Significance After Mitigation**

Future development implemented in accordance with the CPU would be required to comply with the recommendations included in a geotechnical report prepared in accordance with City Geotechnical Report Guidelines, the CBC, the LDC and be designed satisfactory to the City Engineer. Implementation of the GP and CPU policies, compliance with established development and engineering standards, as well as strict adherence to the Mitigation Framework detailed in GEO-2, which requires regulatory compliance as noted above, would ensure that impacts related to an increase in the potential for erosion of soil, on or off-site, would be reduced to below a level of significance.

## **5.9 Energy Conservation**

Public Resources Code Section 21100(b)(3) and CEQA Guidelines Section 15126.4 require EIRs to analyze energy use and conservation as it is applicable to the proposed project, and in particular to describe any wasteful, inefficient, and unnecessary consumption of energy caused by a project, along with a description of feasible mitigation measures.

The analysis of energy conservation consists of a summary of the energy regulatory framework, the existing conditions within the CPU area, a discussion of the CPU's potential impacts on energy resources, and identification of the CPU design features/policy framework or mitigation measures that may reduce energy consumption. This section evaluates potential impacts to energy conservation in accordance with Appendix F of the CEQA Guidelines and federal, state, and regional regulations.

### **5.9.1 Existing Conditions**

#### **5.9.1.1 San Diego Gas and Electric**

San Diego Gas and Electric (SDG&E) is the owner and operator of natural gas and electricity transmission and distribution infrastructure in San Diego County. SDG&E is regulated by the California Public Utilities Commission (CPUC), which is responsible for making sure that California utilities' customers have safe and reliable utility service at reasonable rates and sets the gas and electricity rates for SDG&E. The energy needs of future projects within the CPU area would be supplied through the various combinations of energy resources available within the CPU area, and involving the anticipated future energy resource use patterns discussed in this section.

Table 5.9-1 lists SDG&E's current energy sources. As shown, SDG&E uses biomass, geothermal, hydroelectric, solar, and wind sources and obtained 10 percent of its energy from renewable resources in 2009. As directed by the California Renewables Portfolio Standard in Senate Bill 1078, SDG&E and other statewide energy utility providers are targeted to achieve a 33 percent renewable energy mix by 2020. Currently, nearly 11 percent of SDG&E's renewables procurement is from resources located in San Diego County. The remainder is from renewable energy sources located in Riverside, Orange, and Kern counties (SDG&E 2010a).



**TABLE 5.9-1  
SDG&E POWER CONTENT LABEL**

Energy Source	SDG&E 2009 Power Mix* (actual)
Renewables	10%
Biomass and waste	3%
Geothermal	<1
Small hydroelectric	<1%
Solar	<1%
Wind	7%
Coal	7%
Large Hydroelectric	3%
Natural Gas	62%
Nuclear	18%
<b>TOTAL</b>	<b>100%</b>

SOURCE: SDG&E October 2010b.

\*86 percent of SDG&E 2009 power mix is specifically purchased from individual suppliers; 10 percent of SDG&E 2009 power mix is purchased from individual renewable suppliers.

There are two major electricity generating power plants in San Diego County: the Encina Power Plant and the San Onofre Nuclear Generating Station. The San Onofre Station's two reactors have both been deactivated since January 2012. On June 7, 2013 Southern California Edison (SCE) announced that it will permanently retire Units 2 and 3 of its San Onofre Nuclear Generating Station. SCE concluded that continuing uncertainty about when or if San Onofre Unit 2 might return to service was not good for customers, investors, or the need to plan for the region's long-term electricity needs. There are also a number of smaller electricity generating plants in the county that are used as backup during times of peak power demand. These in-region assets are currently capable of generating approximately 2,360 megawatts (MW) of electricity, about 55 percent of the region's summer peak demand. However, San Diego's older in-region resources typically run at partial capacity (1,628 MW) due to air quality, high fuel cost, and other reasons.

Power generation and power use are not linked geographically. Electricity generated within the San Diego region is not dedicated to users in the SDG&E service area. Instead, electricity generated in the county is fed into the statewide utility grid and made generally available to users statewide. SDG&E purchases electricity from this statewide grid, through various long-term contracts.

Natural gas is also imported into southern California and originates from any of a series of major supply basins located from Canada to Texas. Gas is pumped out and shipped to receipt points that connect with major interstate gas pipelines. The Wheeler receipt point, located near Bakersfield, California, is where SDG&E receives deliveries of Canadian natural gas to be received into the Southern California Gas (SoCalGas) system. SDG&E currently purchases nearly 80 percent of its electricity and natural gas needs from out-of-region energy sources.

There is an existing SDG&E substation located south of SR-905 near the western boundary of the CPU area.

### **5.9.1.2 Regulatory Setting**

The following regulations and guidelines provide the framework for energy conservation. According to the majority of these programs and their requirements, the increased and growing demands for non-renewable energy supplies are best addressed through conservation.

Federal and state agencies regulate energy use and consumption through various means and programs. On the federal level, the U.S. Department of Transportation (DOT), the U.S. Department of Energy (DOE), and the U.S. EPA are three federal agencies with substantial influence over energy policies and programs. Generally, federal agencies influence and regulate transportation energy consumption through establishment and enforcement of fuel economy standards for automobiles and light trucks, through funding of energy-related research and development projects, and through funding for transportation infrastructure improvements.

On the state level, the CPUC and California Energy Commission (CEC) are two agencies with authority over different aspects of energy. The CPUC regulates privately owned utilities in the energy, rail, telecommunications, and water fields. The CEC collects and analyzes energy-related data, prepares statewide energy policy recommendations and plans, promotes and funds energy efficiency programs, has permitting authority, and adopts and enforces appliance and building energy efficiency standards.

#### **a. Federal**

##### ***Federal Energy Policy and Conservation Act and Amendments***

Minimum standards of energy efficiency for many major appliances were established by the U.S. Congress in the federal Energy Policy and Conservation Act (EPCA) of 1975, and have been subsequently amended by succeeding energy legislation, including the federal Energy Policy Act of 2005. The DOE is required to set appliance efficiency standards at levels that achieve the maximum improvement in energy efficiency that is technologically feasible and economically justified.

##### ***Corporate Average Fuel Economy Standards***

The federal Corporate Average Fuel Economy (CAFE) standard determines the fuel efficiency of certain vehicle classes in the United States. In 2007, as part of the Energy and Security Act of 2007, CAFE standards were increased for new light-duty vehicles to 35 miles per gallon (mpg) by 2020. In May 2009, President Obama announced further plans to increase CAFE standards to require light duty vehicles to meet an average fuel economy of

35.5 mpg by 2016. With improved gas mileage, fewer gallons of transportation fuel would be combusted to travel the same distance, thereby reducing nationwide GHG emissions associated with vehicle travel.

### ***Energy Independence and Security Act of 2007***

The Energy Independence and Security Act of 2007 established new standards for a few equipment types not already subjected to a standard, and updated some existing standards. The Energy Independence and Security Act includes new standards for general service lighting, which will be deployed in two phases. First, by 2012–2014 (phased over several years), common light bulbs will be required to use about 20–30 percent less energy than present incandescent bulbs. Second, by 2020, light bulbs must consume 60 percent less energy than today's bulb; this requirement will effectively phase out the incandescent light bulb.

## **b. State**

### ***State Standards Addressing Vehicular Emissions***

California Assembly Bill 1493 (Pavley), enacted on July 22, 2002, directed CARB to adopt regulations to reduce greenhouse gases (GHG) emitted by passenger vehicles and light duty trucks. CARB adopted regulations in 2004, but due to legal delays was not granted the authority by the EPA to proceed until 2009. The adopted regulations apply to the vehicle manufacture of 2009 and later model year vehicles. CARB estimates that the regulations will reduce GHG emissions from light duty passenger vehicles by an estimated 18 percent in 2020 and by 27 percent in 2030 (Association of Environmental Professionals [AEP] 2007). GHG reductions would result from improved vehicle design that includes small engines with superchargers, continuously variable transmissions, and hybrid electric drives. These types of vehicle design would further improve fossil fuel economy, allowing harmonization with the federal rules and CAFE standards for passenger/light duty vehicles.

### ***California Code of Regulations Title 24, Part 6 California Energy Code***

All new construction in California must meet Title 24 energy standards (CEC 2008). Title 24, which provides energy efficiency standards for residential and nonresidential buildings, was established in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to incorporate new energy efficiency technologies and methods. For example, the current Title 24 standards achieve a minimum 15 percent reduction in the combined space heating, cooling, and water heating energy compared to the previous 2005 Title 24 energy standards.



***California Code of Regulations Title 24, Part 11 California Green Building Code***

The California Green Building Standards Code, referred to as CALGreen, was added to Title 24 as Part 11 in 2009, and became effective January 1, 2011. This code institutes mandatory minimum environmental performance standards that include the same energy efficiency requirements as Part 6 of Title 24, with optional Tier I and II standards for even greater energy efficiency. The code also mandates a 20 percent reduction in indoor water use, with voluntary goals and incentives for projects achieving 30 percent and over reduction. Because the provision of water involves large amounts of energy consumption, reduced water consumption would result in reduced energy demand.

***Energy Action Plan***

The state Energy Action Plan (2003, updated in 2008) was approved by the CPUC, the CEC, and the California Power Authority. The goal of the Energy Action Plan is to ensure that adequate, reliable, and reasonably priced electrical power and natural gas supplies, including prudent reserves, are achieved and provided through policies, strategies, and actions that are cost-effective and environmentally sound for California's consumers and taxpayers (State of California 2008).

**c. Regional*****SDG&E Long-term Resource Plan***

In 2004, SDG&E filed a long-term energy resource plan (LTRP) with the CPUC, which identifies how it will meet the future energy needs of customers in SDG&E's service area. The LTRP identifies several energy demand reduction (i.e., conservation) targets, as well as goals for increasing renewable energy supplies, new local power generation, and increased transmission capacity.

Consistent with Senate Bill 1078, the goals for increased renewable energy supplies in the 2004 LTRP call for acquiring 20 percent of SDG&E's energy mix from renewables by 2010 and 33 percent by 2020. This bill requires the state's three investor-owned utilities, including SDG&E, to increase their purchases of power generated from renewable resources in order to reduce reliance on fossil fuels and to reduce GHG emissions.

The LTRP also calls for greater use of in-region energy supplies, including renewable energy installations. By 2020, the LTRP states that SDG&E intends to achieve and maintain the capacity to generate 75 percent of summer peak demand with in-county generation. The LTRP also identifies the procurement of 44 percent of its renewables to be generated and distributed in-region by 2020.

## 5.9.2 Significance Determination Thresholds

Section 15126.4 (a)(1) of the CEQA Guidelines states that an EIR shall describe feasible measures which could minimize significant adverse impacts, including, where relevant, the inefficient and unnecessary consumption of energy.

CEQA Guidelines, Appendix F, Energy Conservation, provides guidance for EIRs regarding potential energy impacts of proposed projects, with particular emphasis on avoiding or reducing the inefficient, wasteful, and unnecessary consumption of energy. The Resources Agency amended Appendix F to make it clear that an energy analysis is mandatory. However, the Resources Agency also clarified that the energy analysis is limited to effects that are applicable to the project (Resources Agency 2009). Furthermore, Appendix F is not described as a threshold for determining the significance of impacts. Appendix F merely seeks inclusion of information in the EIR to the extent relative and applicable to the project.

Based on the City's Significance Determination Thresholds for the purpose of this EIR, impacts to energy resources would be significant if the CPU would result in the use of excessive amounts of electric power, fuel, or other forms of energy (e.g., natural gas, oil) during its construction or long-term operation.

## 5.9.3 Issue: Energy

Would the CPU result in the use of excessive amounts of electricity or fuel and other forms of energy (e.g., natural gas, oil)?

### 5.9.3.1 Impacts

Because the proposed action is the adoption of a plan and does not specifically address any particular development project(s), impacts to energy resources are addressed generally, based on projected buildout of the CPU. Implementation of the CPU has the potential to result in impacts to energy supply due to the development that is anticipated to occur in response to projected population growth. Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects implemented in accordance with the CPU would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code).

Energy resources would be consumed during construction of future development in conformance with the CPU. Energy also would be consumed to provide operational lighting, heating, cooling, and transportation for future development.

### a. Construction-Related Energy Consumption

Grading and construction activities consume energy through the operation of heavy off-road equipment, trucks, and worker traffic. At the program-level, it is too speculative to quantify total construction-related energy consumption of future development, either in total or by fuel type. The majority of energy to be used in conjunction with construction activities would be supplied by SDG&E.

Policy 4.9-2 of the CPU Urban Design Element encourages new development and redevelopment proposals to incorporate environmentally conscious building practices and materials and use recycled and reused construction materials. Additionally, in compliance with the City's Construction and Demolition Debris Deposit Ordinance, future development would be required to develop waste management plans targeting at least 75% waste reduction.

Energy used during future construction of the planned land uses would not be considered significant given the short-term nature of the energy consumption. Even though exact details of the projects implemented in accordance with the CPU are not known at this time, there are no conditions in the CPU area that would require non-standard equipment or construction practices that would increase fuel-energy consumption above typical rates. Therefore, the CPU would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the CPU.

### b. Long-Term Operational-Related Energy Consumption

SDG&E would provide gas and electricity to the CPU area. Because the proposed action is the adoption of a plan and does not specifically address any particular development project, impacts to energy resources can only be addressed generally, based on planned growth.

CalEEMod was used to estimate energy use for residential and non-residential uses, basing consumption on number of residential units and non-residential square footage. Table 5.9-2 below shows the estimated energy consumption in terms of natural gas and electricity for the CPU, compared to the existing condition (as built). As shown, buildout of the CPU would result in more natural gas and electricity consumption when compared to the existing condition.

**TABLE 5.9-2  
ESTIMATED ENERGY CONSUMPTION**

Land Use Plan	Natural Gas (annual kBTU)	Electricity (annual kWh)
Existing (As-Built)	6.54E+08	4.51E+08
CPU	1.15E+09	7.72E+08

SOURCE: Air Quality Analysis, RECON 2012 (Appendix C of this PEIR).  
kBTU = thousand British Thermal Units; kWh = kilowatt hours



Depending on the types of future uses, impacts would need to be addressed in detail at the time specific projects are proposed. At a minimum, future projects under the CPU would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building heating, ventilating, and air conditioning (HVAC) mechanical system, water heating system, and lighting system. Additionally, rebate and incentive programs that promote the installation and use of energy efficient plug-in appliances and lighting would be available, but not covered under Title 24.

Future projects would be required to comply with the CPU Urban Design Element which contains a list of Climate Change and Sustainable Development Policies that focus on designing new development to have a climate, energy efficient, and environmentally oriented site design (Policy 4.9-1), incorporating environmentally conscious building practices and materials (Policy 4.9-2), minimizing building heat gain and appropriately shading windows (Policy 4.9-3), providing on-site landscaping improvements that minimize heat gain and provide attractive and context sensitive landscape environments (CPU Policy 4.9-4), and ensuring development integrates storm water BMPs on-site (Policy 4.9-5).

Although these policies would decrease the overall per capita energy use in the CPU area, they would not ensure that energy supplies would be available when needed. Future projects would be subject to review for measures that would further reduce energy consumption in conformance to existing regulations.

The CPU's Conservation Element also sets forth goals to increase building energy efficiency and on-site production of renewable energy. Within the Climate Change and Sustainability section, a policy states that in order to reduce project-level GHG emissions to acceptable levels through project design, application of site-specific mitigation measures or adherence to standardized measures outlined in the City's adopted citywide Climate Action Plan should take place (Policy 8.2.4). The combination of planned sustainable building techniques and energy efficiency practices would result in a decrease in energy requirements relative to the current energy code (see the GHG Analysis in Appendix N).

A citywide Draft Climate Mitigation and Adaptation Plan (CMAP), ~~dated~~ was developed in August 2012, ~~has been developed~~ to provide a mechanism for the City to achieve the goals of Assembly Bill 32 and the CARB Scoping Plan at a program-level. This document, now called the Climate Action Plan (CAP), has been revised to include 2035 targets that are on the trajectory for meeting the 2050 GHG reduction goals established by Executive Order S-3-05. The draft CAP was released for public review on December 3, 2013.

~~The combination of planned sustainable building techniques and energy efficiency practices would result in a decrease in energy requirements relative to the current energy code (see the GHG Analysis in Appendix N).~~

Future operational energy use related to roadways would consist of the transportation fuels consumed to transport the CPU area's residents, workers, and visitors. The total estimated daily vehicle trips at full buildout are estimated to be 1,045,025 as detailed in the traffic analysis. The CPU Mobility Element contains policies that would reduce vehicle miles travelled (VMT) and associated fuel consumption. These include policies to improve neighborhood walkability design (Policies 3.1-1 through 3.1-5), expand public transit in the CPU area (Policies 3.2-1 through 3.2-5), and increase bicycle infrastructure and bike riding incentives (Policies 3.4-1 and 3.4-2). The CPU area offers opportunity for transit use and reduced VMT with its village centers along existing and planned transit service which connect to Otay Mesa's employment lands.

### **5.9.3.2 Significance of Impacts**

The CPU would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the CPU, and construction impacts would be less than significant.

Implementation of the CPU would not be anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of the CPU, state and local mandates for energy conservation, and the energy reduction measures set forth in the CPU policies, impacts associated with energy use would be less than significant.

### **5.9.3.3 Mitigation Framework**

Impacts would be less than significant; therefore, no mitigation is required.

### **5.9.3.4 Significance After Mitigation**

Impacts would be less than significant.

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## 5.10 Noise

The following analysis is based upon the Noise Technical Report for the Otay Mesa CPU, prepared by RECON in February 2013 (Appendix I). This section evaluates potential noise impacts from future traffic on CPU area roadways, operations at Brown Field and General Abelardo L. Rodriguez International Airport in Tijuana, and other local noise sources.

### 5.10.1 Existing Conditions

#### 5.10.1.1 Existing Noise Standards

##### a. Construction Noise

Construction noise is regulated by the City's Municipal Code. Section 59.5.0404 of the Municipal Code, the Noise Abatement and Control Ordinance, states that:

It shall be unlawful for any person, between the hours of 7:00 P.M. of any day and 7:00 A.M. of the following day, or on legal holidays as specified in Section 21.04 of the San Diego Municipal Code, with exception of Columbus Day and Washington's Birthday, or on Sundays, to erect, construct, demolish, excavate for, alter or repair any building or structure in such a manner as to create disturbing, excessive or offensive noise . . .

. . . it shall be unlawful for any person, including the City of San Diego, to conduct any construction activity so as to cause, at or beyond the property lines of any property zoned residential, an average sound level greater than 75 decibels during the 12-hour period from 7:00 A.M. to 7:00 P.M.

##### b. Exterior Noise

###### *General Plan*

Noise standards are expressed in community noise equivalent level (CNEL), a 24-hour A-weighted average decibel level [dB(A)] that accounts for frequency correction and the subjective response of humans to noise by adding 5 dB(A) and 10 dB(A) to the evening and nighttime hours, respectively.

The City specifies compatibility standards for different categories of land use in the Noise Element of the General Plan. Table 5.10-1 provides the allowable noise levels by land use as identified in the General Plan (City of San Diego 2008a). As shown, the "compatible" noise level for noise sensitive land uses, including single- and multi-family residential, is 60 CNEL. Compatibility indicates that standard construction methods will



**TABLE 5.10-1  
LAND USE NOISE COMPATIBILITY GUIDELINES**

Land Use Category	Exterior Noise Exposure [CNEL]			
	60	65	70	75
<i>Open Space, Parks, and Recreational</i>				
Community and Neighborhood Parks; Passive Recreation				
Regional Parks; Outdoor Spectator Sports, Golf Courses; Athletic Fields; Water Recreational Facilities; Horse Stables; Park Maintenance Facilities				
<i>Agricultural</i>				
Crop Raising and Farming; Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables				
<i>Residential</i>				
Single Units; Mobile Homes; Senior Housing		45		
Multiple Units; Mixed-Use Commercial/Residential; Live Work; Group Living Accommodations		45	45	
<i>Institutional</i>				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Places of Worship; Child Care Facilities		45		
Vocational or Professional Educational Facilities; Higher Education Institution Facilities (Community or Junior Colleges, Colleges, or Universities)		45	45	
Cemeteries				
<i>Sales</i>				
Building Supplies/Equipment; Food, Beverage, and Groceries; Pets and Pet Supplies; Sundries, Pharmaceutical, and Convenience Sales; Wearing Apparel and Accessories			50	50
<i>Commercial Services</i>				
Building Services; Business Support; Eating and Drinking; Financial Institutions; Assembly and Entertainment; Radio and Television Studios; Golf Course Support			50	50
Visitor Accommodations		45	45	45
<i>Offices</i>				
Business and Professional; Government; Medical, Dental, and Health Practitioner; Regional and Corporate Headquarters			50	50
<i>Vehicle and Vehicular Equipment Sales and Services Use</i>				
Commercial or Personal Vehicle Repair and Maintenance; Commercial or Personal Vehicle Sales and Rentals; Vehicle Equipment and Supplies Sales and Rentals; Vehicle Parking				
<i>Wholesale, Distribution, Storage Use Category</i>				
Equipment and Materials Storage Yards; Moving and Storage Facilities; Warehouse; Wholesale Distribution				
<i>Industrial</i>				
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries				
Research and Development				50

	Compatible	Indoor Uses	Standard construction methods should attenuate exterior noise to an acceptable indoor noise level.
		Outdoor Uses	Activities associated with the land use may be carried out.
	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number for occupied areas.
		Outdoor Uses	Feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable.
	Incompatible	Indoor Uses	New construction should not be undertaken.
		Outdoor Uses	Severe noise interference makes outdoor activities unacceptable.

SOURCE: City of San Diego 2008.

attenuate exterior noise to an acceptable indoor noise level and people can carry out outdoor activities with minimal noise interference.

General Plan policies recommend separating excessive noise-generating uses from sensitive land uses with sufficient buffer areas, consulting the guidelines from the table above to assure the appropriateness of proposed development relative to existing uses, and limiting noise-sensitive land uses in areas exposed to high levels of noise.

The CPU Noise Element includes specific policies for Otay Mesa, and are contained in Table 5.10-2. In particular, the CPU policies address noise that generates from Brown Field, Tijuana International Airport, and the truck traffic associated with industrial uses and international border activity.

**TABLE 5-10-2  
CPU NOISE ELEMENT POLICIES**

Policy	Description
9.1-1	Satisfy all applicable conditions and criteria in the Airport Land Use Compatibility Plan for Brown Field prior to the approval of individual development projects for any proposed building or use located within the Airport Influence Area for Brown Field.
9.1-2	Include the evaluation of noise levels and demonstrate that the existing and future noise levels are considered compatible with the General Plan
9.2-1	Encourage site design techniques for mixed-use village areas that help to reduce the affect of noise from commercial and industrial uses.
9.2-2	Demonstrate that required noise levels for individual development projects within Otay Mesa are considered compatible with the General Plan Noise Land Use Compatibility Guidelines prior to the approval of the project.
9.2-3	Include noise reduction features in the design of any project with noise sources that may affect adjacent and/or sensitive uses.
9.3-1	Work with the California Department of Transportation and affected property owners to place berms or noise walls along State Routes 905, 125, and 11 and Interstate 805 to reduce high noise levels.
9.3-2	Minimize noise impacts to adjacent uses along the Truck Route.

Exterior noise levels ranging between 65 and 70 CNEL are considered “conditionally compatible” for multiple units, mixed-use commercial/residential, live work, and group living accommodations. For single-family units, mobile homes, and senior housing, exterior noise levels ranging between 60 and 65 CNEL are considered “conditionally compatible.” Conditionally compatible uses are permissible, provided interior noise levels will not exceed 45 CNEL. Developments that fall into the “conditionally compatible” noise environment are required to have an acoustical study to demonstrate that they meet noise standards.

### ***Municipal Code***

Section 59.5.0101 et seq. of the City's Municipal Code, the Noise Abatement and Control Ordinance, regulates the making and creating of disturbing, excessive, or offensive noises within the City limits. Sound level limits are established for various types of land uses and are measured in one-hour averages. The one-hour, A-weighted equivalent sound level,  $L_{eq(1)}$ , is the energy average of the A-weighted sound levels occurring during a one-hour period. The Ordinance states that it is unlawful for any person to cause noise by any means to the extent that the one-hour average sound level exceeds the applicable limit given for that land use. The sound level limit at a location on a boundary between two zoning districts is the arithmetic mean of the respective limits for the two districts.

#### **c. Interior Noise**

##### ***City of San Diego***

Noise-sensitive residential/habitable interior spaces have an interior standard of 45 CNEL, as stated in the City's 2011 Significance Determination Thresholds and the California Noise Insulation Standards. The Significance Determination Thresholds indicate that for multi-family development, exterior noise levels would be considered significant if future projected traffic noise would exceed 65 CNEL at exterior usable areas or 45 CNEL interior.

The City considers standard construction techniques to provide a 15 decibel (dB) reduction of exterior noise levels to an interior receiver. Therefore, standard building construction would reduce interior noise levels to 45 CNEL or less when exterior noise sources are 60 CNEL or less. When exterior noise levels are greater than 60 CNEL, consideration of specific non-standard building construction techniques would be required.

##### ***California Code of Regulations***

Title 24, Chapter 12, Section 1207, of the California Building Code requires that interior noise levels, attributable to exterior sources, not exceed 45 CNEL in any habitable room within a residential structure, other than single-family. (A habitable room in a building is used for living, sleeping, eating or cooking; bathrooms, closets, hallways, utility spaces, and similar areas are not considered habitable spaces.) An acoustical study would be required for proposed multiple-unit residential and hotel/motel structures within areas where the CNEL noise contours exceed 60 dB(A). The studies must demonstrate that the design of the building will reduce interior noise to 45 CNEL or lower in habitable rooms. If compliance requires windows to be inoperable or closed, the structure must include ventilation or air conditioning (24 CCR 1207 2010).

**d. ALUCP**

As discussed in Section 5.1, the Brown Field airport is within the CPU area. The adopted ALUCP for Brown Field contains policies that limit residential uses in areas experiencing noise above 60 CNEL by placing conditions on new residential uses within the 60 CNEL contour. Table 5.10-3 provides the allowable noise levels by land use.

**5.10.1.2 Existing Ambient Noise**

The CPU area is subject to various existing noise sources including traffic on circulation element roads, traffic on I-805, aircraft from Brown Field and General Abelardo L. Rodriguez International Airport in Tijuana, and industrial and commercial activities, including associated truck traffic. The following is a discussion of measured noise levels and existing noise sources in the CPU area.

**a. Vehicle Traffic Noise**

The most heavily traveled roadways in the CPU area are I-805, SR-905, Siempre Viva Road, and Otay Mesa Road. Additionally, because the CPU area consists of many existing commercial and industrial uses, there is a high percentage of heavy truck traffic within the CPU area, including designated truck routes in the CPU area that service these commercial and industrial areas, which include I-805, SR-905, SR-125, Britannia Boulevard, La Media, Enrico Fermi Drive, Siempre Viva Road, and Lone Star Road.



**TABLE 5-10-3  
BROWN FIELD NOISE COMPATIBILITY CRITERIA**

Land Use Category <sup>1</sup> <i>Note: Multiple categories may apply to a project</i>	Exterior Noise Exposure (CNEL)			
	60-65	65-70	70-75	75-80
<i>Agricultural and Animal-Related</i>				
Horse stables; livestock breeding or farming	A	A	A	
Nature preserves; wildlife preserves				
Interactive nature exhibits	A			
Zoos	A	A		
Agriculture (except residences and livestock); greenhouses; fishing				A
<i>Recreational</i>				
Children-oriented neighborhood parks; playgrounds	A			
Campgrounds; recreational vehicle/motor home parks				
Community parks; regional parks; golf courses; tennis courts; athletic fields; outdoor spectator sports; fairgrounds; water recreation facilities		A		
Recreation buildings; gymnasiums; club houses; athletic clubs; dance studios		50	50	
<i>Public</i>				
Outdoor amphitheaters	A			
Children's schools (K-12); day care centers (>14 children)	45			
Libraries	45			
Auditoriums; concert halls; indoor arenas; places of worship	45	45		
Adult schools; colleges; universities <sup>2</sup>	45	45		
Prisons; reformatories		50		
Public safety facilities (e.g., police, fire stations)		50	50	
Cemeteries; cemetery chapels; mortuaries		45	45	
		A	A	
<i>Residential, Lodging, and Care</i>				
Residential (including single-family, multi-family, and mobile homes); family day care homes (≤14 children)	45			
Extended-stay hotels; retirement homes; assisted living; hospitals; nursing homes; intermediate care facilities	45			
Hotels; motels; other transient lodging <sup>3</sup>	45	45	45	
<i>Commercial and Industrial</i>				
Office buildings; office areas of industrial facilities; medical clinics; clinical laboratories; radio, television, recording studios		50	50	
Retail sales; eating/drinking establishments; movie theaters; personal services		50	50 B	
Wholesale sales; warehouses; mini/other indoor storage			50 C	
Industrial manufacturing; research & development; auto, marine, other sales & repair services; car washes; gas stations; trucking, transportation terminals			50 C	
Extractive industry; utilities; road, rail right-of-ways; outdoor storage; public works yards; automobile parking; automobile dismantling; solid waste facilities				50 C
Animal shelters/kennels	50	50	50	

**TABLE 5.10-3  
BROWN FIELD NOISE COMPATIBILITY CRITERIA  
(continued)**

Land Use Acceptability		Interpretation/Comments
	Compatible	<p>Indoor Uses: Standard construction methods will sufficiently attenuate exterior noise to an acceptable indoor community noise equivalent level (CNEL).</p> <p>Outdoor Uses: Activities associated with the land use may be carried out with essentially no interference from aircraft noise.</p>
45 50	Conditional <sup>4</sup>	<p>Indoor Uses: Building structure must be capable of attenuating exterior noise to the indoor CNEL indicated by the number, standard construction methods will normally suffice.</p> <p>Outdoor Uses: CNEL is acceptable for outdoor activities, although some noise interference may occur.</p>
A  B  C	Conditional <sup>4</sup>	<p>Indoor and Outdoor Uses:</p> <p>A Caution should be exercised with regard to noise-sensitive outdoor uses; these uses are likely to be disrupted by aircraft noise events; acceptability is dependent upon characteristics of the specific use.<sup>5</sup></p> <p>B Outdoor dining or gathering places incompatible above 70 CNEL.</p> <p>C Sound attenuation must be provided for associated office, retail, and other noise-sensitive indoor spaces sufficient to reduce exterior noise to an interior maximum of 50 CNEL.</p>
	Incompatible	Use is not compatible under any circumstances.

SOURCE: San Diego County Regional Airport Authority 2010.

<sup>1</sup>Land uses not specifically listed shall be evaluated, as determined by the ALUC, using the criteria for similar uses.

<sup>2</sup>Applies only to classrooms, offices, and related indoor uses. Laboratory facilities, gymnasiums, outdoor athletic facilities, and other uses to be evaluated as indicated for those land use categories.

<sup>3</sup>Lodging intended for stays by an individual person of no more than 25 days consecutively and no more than 90 days total per year; facilities for longer stays are in the extended-stay hotel category.

<sup>4</sup>An *aviation easement* is required for any project situated on a property lying within the projected 65 CNEL noise contour. See Policy 2.11.5 and Policy 3.3.3(d).

<sup>5</sup>Noise-sensitive land uses are ones for which the associated primary activities, whether indoor or outdoor, are susceptible to disruption by loud noise events. The most common types of noise-sensitive land uses include, but are not limited to, the following: residential, hospitals, nursing facilities, intermediate care facilities, educational facilities, libraries, museums, places of worship, child-care facilities, and certain types of passive recreational parks and open space.

## b. Noise Measurements

Eight 15-minute noise measurements were taken in the CPU area in 2011 and 2012. Measurement locations are shown in Figure 5.10-1.

Measurements 1–5 were taken on June 15, 2011; at this time, SR-905 was under construction. SR-905 now connects the Otay Mesa POE with regional freeways I-5 and I-805. Phase 1 from the Otay Mesa POE to Airway Road was completed at the time of the June 2011 noise measurements. Also completed was the SR-905 link with I-805. The Phase 2 connection to I-805 was completed in 2012. Before the Phase 2 link was completed, traffic traveling on SR-905 was diverted onto Otay Mesa Road. Therefore, SR-905/Otay Mesa Road experienced high traffic volumes including heavy truck traffic at the time of the first noise measurements. Measurements 6-8 were taken after completion of the SR-905.

Measurement 1 was taken adjacent to Ocean View Hills Parkway in the residential area of Otay Mesa. The main source of noise at the measurement location was traffic on Ocean View Hills Parkway. The speed limit on this portion of Ocean View Hills Parkway is 45 miles per hour (mph). The average measured noise level at 40 feet from the centerline of Ocean View Hills Parkway was 72.3 dB(A)  $L_{eq}$ .

Measurement 2 was taken in a commercial parking lot on a hill overlooking I-805. The main source of noise at the measurement location was traffic on I-805. The average measured noise level was 80.9 dB(A)  $L_{eq}$ .

Measurement 3 was taken adjacent to SR-905/Otay Mesa Road. The speed limit on this portion of Otay Mesa Road is 45 mph. The average measured noise level at approximately 85 feet from the centerline was 77.3 dB(A)  $L_{eq}$ .


Measurement 4 was taken adjacent to Airway Road in an industrial portion of the CPU area. Because of the amount of industrial uses, Airway Road experiences high heavy truck volumes. The speed limit on this portion of Airway Road is 40 mph. The average measured noise level at 30 feet from the centerline was 72.6 dB(A)  $L_{eq}$ .

Measurement 5 was taken adjacent to Siempre Viva Road. Like Airway Road, Siempre Viva Road experiences high heavy truck volumes. The speed limit on this portion of Siempre Viva Road is 40 mph. The average measured noise level at 60 feet from the centerline was 72.1 dB(A)  $L_{eq}$ .



Measurements 6 through 8 were taken on October 18, 2012; at this time, SR-905 had been completed. With the completion of SR-905, Otay Mesa Road carries a lower traffic volume, including less heavy truck traffic than in previous years.

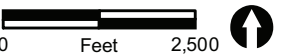




 Otay Mesa Community Plan Boundary

**Noise Measurement Locations**

-  June 15, 2011
-  October 18, 2012



**FIGURE 5.10-1**  
Noise Measurement Locations



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Measurement 6 was taken adjacent to SR-905/Otay Mesa Road near Innovative Drive. The speed limit on this portion of Otay Mesa Road is 45 mph. The average measured noise level at approximately 93 feet from the centerline was 68.7 dB(A)  $L_{eq}$ .

Measurement 7 was taken adjacent to a semi-trailer storage area overlooking SR-125. The main source of noise at the measurement location was traffic on SR-125. The average measured noise level was 61.5 dB(A)  $L_{eq}$ .

Measurement 8 was taken on Cactus Road, adjacent to SR-905. The main source of noise at the measurement location was traffic on SR-905. The average measured noise level was 72.0 dB(A)  $L_{eq}$ .

Table 5.10-4 presents the results of the noise measurements. Table 5.10-5 summarizes the 15-minute traffic counts.

**TABLE 5.10-4  
MEASURED NOISE LEVELS**

Location	Date	Average Noise Level [dB(A)]	Traffic Noise Sources	Distance From Centerline (feet)	Noise Level at 50 feet from Source [dB(A)]
1	06/15/11	72.3	Ocean View Hills Parkway	40	71.3
2	06/15/11	72.7	I-805	330	80.9
3	06/15/11	77.3	SR-905/Otay Mesa Road	85	79.6
4	06/15/11	74.8	Airway Road	30	72.6
5	06/15/11	72.1	Siempre Viva Road	60	72.9
6	10/18/12	68.7	Otay Mesa Road	93	71.4
7	10/18/12	55.2	SR-125	215	61.5
8	10/18/12	66.0	SR-905	197	72.0

**TABLE 5.10-5  
15-MINUTE TRAFFIC COUNTS**

Roadway	Autos	Medium Trucks	Heavy Trucks	Buses	Motorcycles
1 Ocean View Hills Parkway	134	3	1	0	1
4 Airway Road	49	4	38	2	4
5 Siempre Viva Road	68	5	28	2	6

### c. Air Traffic Noise

Brown Field and General Abelardo L. Rodriguez International Airport in Tijuana also generate noise within the CPU area. Figure 5.10-2 shows the existing noise contours associated with operations at these airports (San Diego County Regional Airport Authority 2003, 2010). As shown, the primary source of aircraft noise in the CPU area is

due to operations at Brown Field. Only a small portion of the CPU area is located within the 65-CNEL contour line of the General Abelardo L. Rodriguez International Airport.

#### **d. Other Sources of Noise**

Other sources of noise within the CPU area are due to the normal activities associated with a given land use. For example, within residential areas noise sources include dogs, landscaping activities, and parties. Commercial uses include car washes, fast food restaurants, and auto repair facilities. Sources of noise in industrial and manufacturing areas include heavy machinery and truck loading/unloading. Noises from these types of activities would be considered normal environmental noises that would be expected to occur within these types of land uses and are not typically considered significant sources of noise. The City's Municipal Code regulates excessive noises resulting from these types of activities.

### **5.10.2 Significance Determination Thresholds**

Based on the City's Significance Thresholds, noise impacts would be significant if the CPU would:

1. Result in the exposure of people to current or future transportation noise levels that would exceed standards established in the Transportation Element of the General Plan and land use compatibility guidelines in the Brown Field Comprehensive Land Use Plan;
2. Result in exposure of future residents to excessive noise levels from airport and aircraft operations;
3. Allow collocation of residential and commercial or industrial uses where exposure of people to noise levels would exceed the City's Noise Abatement and Control Ordinance; or
4. Adversely impact sensitive species within the MHPA due to construction noise.

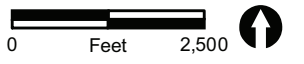
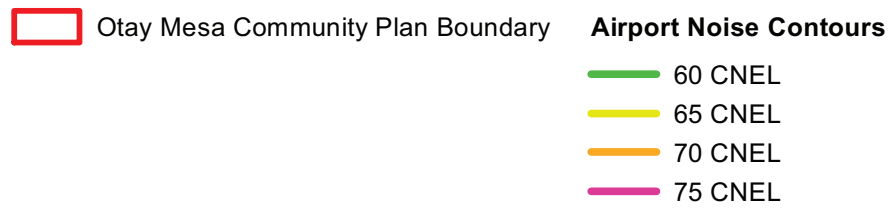
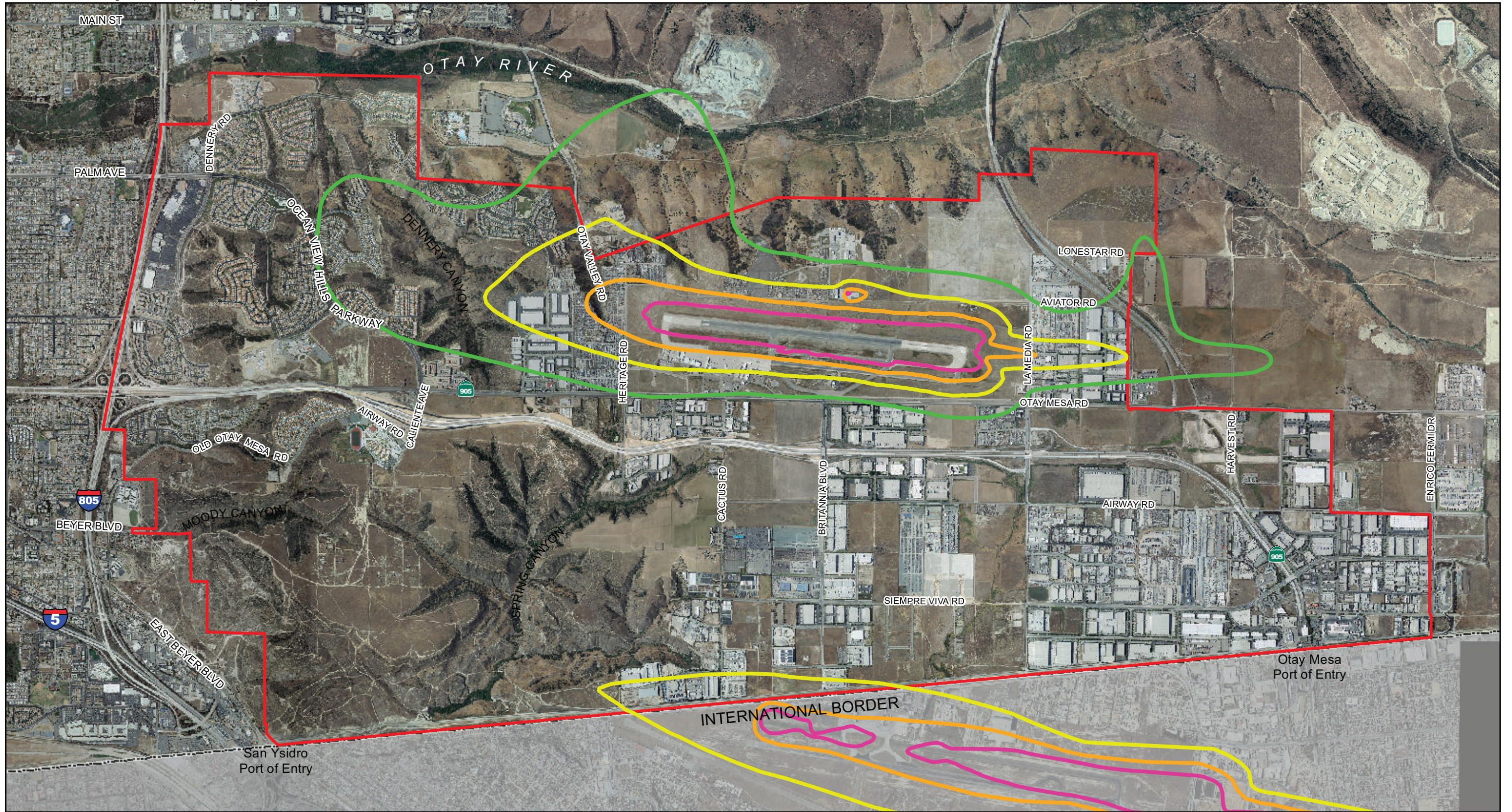
### **5.10.3 Issue 1: Traffic Generated Noise Impacts**

Would the CPU result in a significant increase in the existing ambient noise level?

#### **5.10.3.1 Impacts**

Traffic-generated noise impacts for the CPU were estimated based on future traffic volumes for the CPU obtained from the traffic study (see Appendix J), posted speeds, proposed truck routes and estimated vehicle mix on various roads. (See Appendix I for a full description of input into the noise models). Modeling results are based on flat





**FIGURE 5.10-2**  
Airport Noise Contours and Existing Land Uses



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topography with no intervening terrain between noise sensitive land uses and roadways. Because no obstructions were input in the noise model, the predicted noise levels in most instances are higher than would actually occur, since the existing topography and structures would serve to reduce noise impacts. According to the Federal Highways Administration (FHWA), first-row structures provide 3–5 dB(A) reduction from traffic noise, depending on the building-to-gap ratio, with additional rows providing 1.5 dB(A) of additional attenuation for each subsequent row (FHWA 2011). Therefore, the noise levels presented here represent a conservative assessment of noise propagation.

Future noise contours and the CPU land uses are shown in Figure 5.10-3. As previously discussed, buildings, walls, and other barriers would impede the direct line of sight between roadway and receptor and reduce actual noise levels.

As shown in Figure 5.10-3, traffic noise levels associated with the CPU would result in potentially significant impacts as noise sensitive land uses are proposed in areas where exterior noise levels would exceed the noise and land use compatibility standards established in Table N-3 of the General Plan. As shown, traffic noise levels at existing and proposed residential land uses would exceed the City's compatibility thresholds for most residential land uses; however, noise levels would be within the conditionally compatible range for the majority of locations. While the City has a compatibility level of 60 CNEL or less for residential uses, noise levels of 61–65 CNEL are generally considered acceptable for residential uses since interior noise levels can be reduced to 45 CNEL through simple means, such as closing/sealing windows and providing mechanical ventilation which are addressed during building plan check review in accordance with Title 24. Additionally, passive mitigation such as noise walls can usually reduce exterior noise levels to comply with City standards. The majority of proposed residential land uses would be located within this noise compatibility zone.

The greatest concentration of residential uses within the 66–70 CNEL noise level range would be south of Airway Road, and west and east of Caliente Avenue. Noise levels of 66–70 CNEL are more difficult to reduce to compatible levels in single-family structures and these uses are typically precluded from these areas; however, multiple-family residential development would provide the required structural attenuation to reduce noise levels at interior locations in accordance with Title 24 requirements. Additionally, due to the provision of common exterior use areas, multi-family residential would provide greater shielding to these smaller areas, thus providing exterior use areas that comply with City standards. Additionally, the CPU includes specific policies for Otay Mesa as shown in Table 5.10-2 which identifies the requirement for a noise impact analysis, noise compatibility, truck traffic noise reduction methods, design measures to reduce impacts to sensitive receptors and regulatory compliance.

Noise levels of 71–75 CNEL are very difficult to reduce to compatible interior noise levels in most residential structures and noise sensitive land uses are typically precluded from these areas. Additionally, land uses in areas with noise levels this high or greater

would not be capable of providing sufficient shielding for exterior use areas. Existing and proposed residential land uses located southeast of Ocean View Hills Parkway and Del Sol Boulevard, and existing land uses east of I-805, north and south of SR-905, would be exposed to noise levels in excess of 70 CNEL.

Noise levels greater than 75 CNEL are typically limited to industrial uses or retail commercial uses. Based on the presented noise contours, existing residential uses within 1,000 feet of SR-905, and within 1,500 feet of I-805, in the western portion of the CPU area would be located within the 75 CNEL contours for I-805 and SR-905.

As described above, the CPU proposes land uses in areas where exterior noise levels exceed the City's noise and land use compatibility thresholds as defined in the General Plan, Table N-3. For future development of properties located in areas where exterior noise levels exceed 60 CNEL, site-specific noise studies would be required.

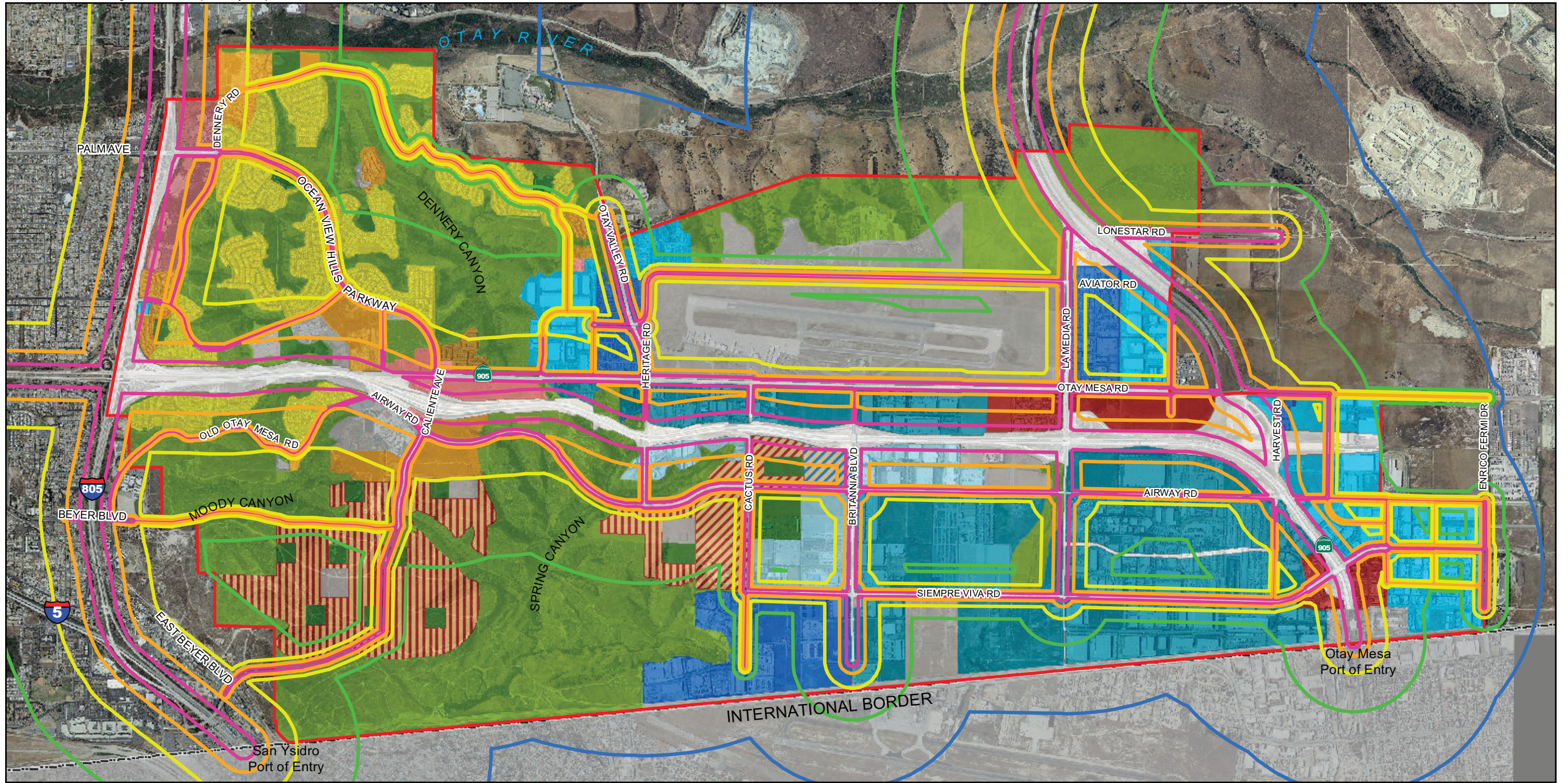
Additionally, traffic noise effects on existing residences from subsequent projects implemented in accordance with the CPU would be potentially significant, particularly in the western portion of the CPU along the I-805 and SR-905, where project traffic noise would exceed the exterior noise level threshold and would potentially result in interior noise levels in existing residences to exceed applicable standards. Many older residences would not be structurally sound enough to achieve current interior noise standards. There is the potential that CPU traffic would generate noise levels that exceed current standards at these existing residences resulting in a potentially significant impact.

### **5.10.3.2 Significance of Impacts**

Based on the noise analysis, exterior and potentially interior traffic noise impacts are anticipated at the majority of locations adjacent to I-805, SR-905, SR-125, Otay Mesa Road, and Airway Road (see Figure 5.10-3). While the regulatory framework would provide for the maximum practical noise abatement that would be implemented at the project-level, because of the variability of noise sources and the proximity to existing and potential noise sources in the CPU area, it cannot be guaranteed that future land uses would not expose existing uses to noise levels in excess of City standards. Therefore, impacts related to traffic noise impacts to new residences would be significant.

There are areas within the CPU area where project traffic noise would potentially cause interior noise levels in existing residences to exceed applicable standards. As these may be older residences, which would not have been constructed to achieve current interior noise standards, there is the potential that project traffic may generate noise levels that exceed current standards at these existing residences. This is a potentially significant impact of the CPU.





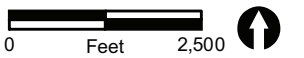
Otay Mesa Community Plan Boundary

- Future Traffic Noise Contours**
- 55 CNEL
  - 60 CNEL
  - 65 CNEL
  - 70 CNEL
  - 75 CNEL

- Proposed Land Use Plan**
- Open Space, Parks, Institutional**
- Open Space
  - Parks
  - Institutional
- Village Centers**
- Neighborhood Village
  - Community Village

- Residential**
- Low
  - Low Medium
  - Medium
  - Medium High
- Commercial - Residential Prohibited**
- Community Commercial
  - Regional Commercial
  - Heavy Commercial

- Industrial**
- Business Park - Office Permitted
  - Business and International Trade
  - Light Industrial
  - Heavy Industrial
  - Business Park - Residential Permitted
- Other**
- Right-of-Way



**FIGURE 5.10-3**  
Future Traffic Noise Contours and Land Uses for the Proposed CPU



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### 5.10.3.3 Mitigation Framework

With implementation of the framework of regulations, standards, and policies, project-level noise protection measures for future subsequent development projects' noise impacts would be reduced. However, it is possible that for certain projects, adherence to the regulations would not adequately reduce noise levels, and therefore, these projects would require additional measures to avoid or reduce significant impacts. Implementation of Mitigation Framework measures NOI-1 and NOI-2 would reduce future development project-level impacts. The identified measures shall be updated, expanded and refined when applied to future projects based on project-specific design and changes in existing conditions, and local, state, and federal laws.

**NOI-1:** Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

**NOI-2:** Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the interior noise compatibility standards of the City's General Plan and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the noise compatibility standards of the City's General Plan. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing HVAC in noise reducing enclosures, or designing buildings so that no windows face freeways or major roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site specific exterior noise analyses.

### 5.10.3.4 Significance after Mitigation

Exterior and potentially interior traffic noise impacts are anticipated at the majority of locations adjacent to I-805, SR-905, SR-125, Otay Mesa Road, and Airway Road (see Figure 5.10-3).

Future development projects implemented in accordance with the CPU would be required to comply with the recommendations included in an acoustical report prepared

in accordance with City Acoustical Report Guidelines, the GP and CPU policies. Strict adherence to the Mitigation Framework detailed in NOI-1 and NOI-2 which requires regulatory compliance as noted above may ensure that impacts related to exterior and interior noise are reduced; however, even with strict adherence to the Mitigation Framework, these impacts cannot be reduced to below a level of significance and therefore, the impacts remain significant and unavoidable.

Additionally, project traffic noise effects on existing residences would be significant. There are areas within the CPU area where project traffic noise would potentially cause interior noise levels in existing residences to exceed applicable standards. Due to the fact that these would be older homes which would not have been constructed to achieve current interior noise standards, there is the potential that project traffic would generate noise levels that exceed current standards at these existing residences. No mitigation is available for traffic noise impacts to existing residences. Impacts would remain significant and unavoidable.

### **5.10.4 Issue 2: Stationary Source Noise (Collocation)**

Could the proposed collocation of residential and commercial or industrial land uses result in the exposure of people to noise levels which exceed the City's Noise Abatement and Control Ordinance?

#### **5.10.4.1 Impacts**

The CPU strives to integrate land uses in accordance with the City of Villages concept. As such, noise sensitive land uses, such as residential, would be located in proximity to noise generating land uses, such as commercial and industrial land uses.

Stationary sources of noise include activities associated with a given land use. For example, noise sources in commercial uses would include car washes, fast food restaurants, auto repair facilities, parking lots, and a variety of other uses; sources of noise in industrial and manufacturing areas would include heavy machinery, truck loading/unloading, and other industrial activities. Mixed-use areas would also contain residential and commercial interfaces. As shown, there are areas where noise sensitive residential uses would be located adjacent to noise generating uses. These include the mixed-use villages where there is a residential–commercial interface and residential areas adjacent to commercial and industrial land uses.

To reduce the typical average commercial and industrial noise levels, which range from 60 to 80 dB(A)  $L_{eq}$  at 50 feet, to the daytime single-family residential noise level limit of 50 dB(A)  $L_{eq}$ , a buffer distance ranging from 50 to 500 feet would be required. Site-specific noise reduction measures such as noise barriers would allow for reduced buffer distances. However, without project-specific details, noise levels generated by these

activities associated with future development under the CPU cannot be anticipated at the program-level.

Although noise-sensitive residential land uses would be exposed to noise associated with the operation of these commercial and industrial uses, City policies in place are intended to control noise and reduce noise impacts between various land uses. The City's noise policies, as contained in the General Plan and Noise Abatement and Control Ordinance, include policies and regulations that require noise studies for land uses proposed for potentially incompatible locations, limits on hours of operation for various noise generating activities, and standards for the compatibility of various land uses with the existing and future noise environment. In addition, the previously described federal, state, and local noise regulations preclude or reduce significant impacts. Moreover, the CPU includes policies to reduce noise impacts. Such policies include requiring site design considerations and other measures to reduce noise levels from these noise generating uses where an interface with noise sensitive land uses occurs. The CPU also defines acceptable methods for separating sensitive receptors within the CPU area, in the form of roads and parking to reduce noise levels to sensitive receptors. These criteria would be applied as future development is proposed to implement the CPU.

#### **5.10.4.2 Significance of Impacts**

As discussed above, the CPU has the potential to site noise-sensitive uses (i.e., residential) adjacent to noise-generating commercial and industrial uses. The juxtaposition of these land uses would result in potentially significant noise impacts. While the framework of federal, state, and local regulations and policies would reduce direct and indirect impacts associated with the generation of noise levels in excess of standards established in the General Plan or Noise Abatement and Control Ordinance, no project-level site plans or implementation programs have been considered as part of this PEIR. Without detailed operational data it cannot be verified that compliance with existing regulations would reduce all impacts to below a level of significance. As the degree of success of regulations cannot be adequately known for each project at this program-level of analysis, the program-level impact related to noise from stationary sources would be significant.

#### **5.10.4.3 Mitigation Framework**

The framework of regulations, standards, and policies by the City combined with the federal state and local regulations described above provide a framework for developing project-level noise protection measures for future subsequent development projects implemented in accordance with the CPU. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies and recommendations of the General Plan and the CPU.



Operational noise from various land uses could adversely impact adjacent properties, either individually or cumulatively. In general, implementation of the policies included in the CPU and General Plan shall preclude or reduce noise impacts relative to construction noise and collocation issues. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations would not adequately reduce noise levels, and, as such, would require additional measures to avoid or reduce significant impacts.

For each future development projects requiring mitigation (i.e., measures that go beyond what is required by existing regulations), site-specific measures shall be identified that reduce significant project-level impacts to below a level of significance or the project-level impact shall remain significant and unavoidable where no feasible mitigation exists. Where mitigation is determined to be necessary and feasible, these measures shall be included in a future MMRP for the project. Where mitigation is determined to be infeasible, a project shall not be approved unless all feasible measures have been incorporated into the project design.

The following mitigation measure shall be implemented to reduce project-level impacts and may ensure that on-site generated noise does not exceed the limits of Section 59.5.0101 et seq. of the City's Municipal Code, the Noise Abatement and Control Ordinance. This measure shall be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state and federal laws.

**NOI-3:** Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's Noise Abatement and Control Ordinance. Noise reduction measures shall include building noise-attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site specific noise analyses.

#### **5.10.4.4 Significance after Mitigation**

Future development projects implemented in accordance with the CPU would be required to comply with the recommendations included in an acoustical report prepared

in accordance with City Acoustical Report Guidelines, the GP and CPU policies. Strict adherence to the Mitigation Framework detailed in NOI-3 which requires preparation and submittal of a site-specific acoustical/noise analysis, along with regulatory compliance as noted above would ensure that impacts related to the generation of noise levels in excess of standards established in the City's Municipal Code are reduced; however, even with strict adherence to the Mitigation Framework, these impacts cannot be reduced to below a level of significance and therefore, the impact remains significant and unavoidable.

### **5.10.5 Issue 3: Airport Noise**

Would the CPU result in the exposure of people to current or future noise levels which exceed standards established in the land use compatibility guidelines in the Brown Field Municipal Airport Land Use Plan Compatibility Plan?

#### **5.10.5.1 Impacts**

The primary sources of aircraft noise in the vicinity of the CPU area are operations associated with Brown Field, located within the CPU area, and General Abelardo L. Rodriquez International Airport in Tijuana, just south of the U.S.-Mexico Border. Figure 5.10-2 shows the existing airport noise contours in the CPU area. As shown, existing residential uses located east of Ocean View Hills Parkway are located within the 60 CNEL contour line for Brown Field and two existing residential areas are located within the 65 CNEL contour. No residential currently exists within the 70 CNEL or greater contours, and none is proposed under the CPU. No new residential development is proposed within the Brown Field 60 or 65 CNEL contours. As shown in Table 5.10-2, these residential areas are conditionally compatible within 60 to 65 CNEL. Noise levels are acceptable between 60 and 65 CNEL, provided that interior noise levels for residential uses do not exceed 45 CNEL.

Several commercial and industrial uses are also located within the Brown Field AIA. These uses are compatible with noise levels up to 75 CNEL (see Table 5.10-2). However, noise levels at these areas do not exceed 70 CNEL due to operations at Brown Field.

As shown in Figure 5.10-2, the 65 CNEL contour line for General Abelardo L. Rodriguez International Airport crosses the southernmost boundary of the CPU area. Existing and proposed industrial uses are located within this 65 CNEL contour line. Typical commercial and industrial uses are conditionally compatible within 70 to 75 CNEL with an interior noise level of 50 CNEL for associated offices. However, public works yards, outdoor storage, extractive industry, and solid waste facilities are compatible up to 75 dB (A). Typical commercial and industrial construction provides 25–30 dB(A) attenuation from exterior noise sources. Therefore, noise levels of 70 CNEL would be reduced to

40–45 CNEL within structures located within this zone. Therefore, interior noise levels would comply with the applicable standards.

### **5.10.5.2 Significance of Impacts**

Existing residential uses would be located within the 60 and 65 CNEL contours for Brown Field. Existing and future industrial uses would be located within the General Abelardo L. Rodriguez International Airport 70 CNEL contour. These uses would be considered conditionally compatible with these noise levels as long as the uses meet the interior noise level standards. Although these are existing uses, the structural attenuation of these structures cannot be adequately determined at this program-level analysis, therefore, potentially significant impacts would result at these residences. No new residential land uses are proposed within the Brown Field contours, thus no new impact on future residential uses are anticipated. Additionally, noise levels would not exceed 70 CNEL at any nearby industrial uses. Based on the standard attenuation associated with commercial and industrial, exterior noise levels of 70 CNEL would be reduced to 40-45 CNEL within structures located within this zone. Therefore, impacts to future land uses would be less than significant.

### **5.10.5.3 Mitigation Framework**

Existing land uses are currently exposed to conditionally acceptable noise levels from operations at Brown Field and the General Abelardo L. Rodriguez International Airport. These noise levels exceed the thresholds, however, the CPU would not alter operations at either airport; this is not considered a project impact. No airport noise impacts are anticipated for proposed uses from either airport and no mitigation measures are required.

### **5.10.5.4 Significance After Mitigation**

Impacts would be less than significant.

### **5.10.6 Issue 4: Construction Noise**

Would temporary construction noise from the proposed neighborhood developments or permanent noise generators (including roads) adversely impact sensitive receptors or sensitive bird species (e.g., coastal California gnatcatcher) within the MHPA?

### **5.10.6.1 Impacts**

#### **Construction Noise Impacts**

Construction activities related to implementation of the CPU would potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. Some construction activities have the potential to produce noise in excess of 75 dB(A)  $L_{eq}$ , and could therefore be potentially significant if their activity is heard by sensitive receptors. The City regulates noise associated with construction equipment and activities through enforcement of Noise Abatement and Control Ordinance standards (e.g., days of the week and hours of operation) and imposition of conditions of approval for building or grading permits. Because the degree of success of these regulations and conditions cannot be adequately known for each project at this program-level of analysis, the program-level impact related to construction noise would be potentially significant.

Noise associated with the earthwork, construction, and surface preparation for future development projects within the CPU area would result in short-term, temporary noise impacts that could result in potentially significant impacts to coastal California gnatcatchers within the MHPA, as described in Sections 5.1 and 5.4.

A variety of noise-generating equipment would likely be used during construction of future development (i.e., scrapers, dump trucks, backhoes, front-end loaders, jackhammers, along with others). This equipment can individually generate noise levels that range between 77 and 91 dB(A) at 50 feet from the source. Construction-generated noise above 60 CNEL would result in significant impacts during the breeding and nesting period of March 1 to August 15 if coastal California gnatcatchers are breeding or nesting in adjacent MHPA lands. Potentially significant impacts to coastal California gnatcatchers (e.g., disruption of nesting activities) are discussed in more detail in the Sections 5.1 and 5.4 of this PEIR.

#### **5.10.6.2 Significance of Impacts**

As discussed above, implementation of the CPU at the project-level has the potential to exceed applicable construction thresholds at future residential properties adjacent to construction sites.

Additionally, there is the potential for construction noise to impact least Bell's vireo, coastal California gnatcatcher, raptors, and other sensitive species if they are breeding or nesting in adjacent MHPA lands. These impacts are significant at the program-level.

### 5.10.6.3 Mitigation Framework

The following mitigation measure shall be implemented to reduce project-level impacts. This measure shall be updated, expanded, and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state, and federal laws.

**NOI-4:** For projects that exceed daily construction noise thresholds established by the City of San Diego, best construction management practices shall be used to reduce construction noise levels to comply with standards established by the Municipal Code in Chapter 5, Article 9.5, Noise Abatement and Control. Project applicant shall prepare and implement a Construction Noise Management Plan. Appropriate management practices shall be determined on a project-by-project basis, and are specific to the location. Control measures shall include:

- a. Minimizing simultaneous operation of multiple construction equipment units;
- b. Locating stationary equipment as far as reasonable from sensitive receptors;
- c. Requiring all internal combustion-engine-driven equipment to be equipped with mufflers that are in good operating condition and appropriate for the equipment; and
- d. Construction of temporary noise barriers around construction sites that block the line-of-sight to surrounding receptors.

The MHPA Land Use Adjacency Guidelines in the MSCP Subarea Plan address noise impacts associated with industrial, commercial, mixed-use, or recreation uses that generate stationary noise adjacent to MHPA areas and are specifically detailed in Mitigation Framework LU-2 in Section 5.1. Additional construction-related noise measures are identified in Section 5.4, Biological Resources.

### 5.10.6.4 Significance After Mitigation

Future development projects implemented in accordance with the CPU would be required to comply with the recommendations included in an acoustical report prepared in accordance with City Acoustical Report Guidelines, the GP and CPU policies and other regulatory or guidance documents. Strict adherence to the Mitigation Framework detailed in NOI-4, which requires compliance with the City's Noise Abatement and Control Ordinance as noted above would reduce construction-related noise impacts, but not to below a level of significance. Even with strict adherence to the Mitigation Framework, these impacts cannot be reduced to below a level of significance and therefore, the impact remains significant and unavoidable.



## 5.11 Paleontological Resources

### 5.11.1 Existing Conditions

Paleontological resources (fossils) are the remains and/or traces of prehistoric animal and plant life exclusive of human remains or artifacts. Fossil remains such as bones, teeth, shells, leaves, and other fossils are found in the geologic deposits (rock formations) within which they were originally buried. Fossil remains are important as they provide indicators of the earth's chronology and history. They represent a limited, nonrenewable, and sensitive scientific and educational resource.

The following analysis is based on a review of available literature including the Geotechnical Report for the CPU (Geocon 2012), the City of San Diego Paleontological Guidelines (2002), and the County of San Diego Paleontological Resources by Walsh and Deméré (1994).

#### 5.11.1.1 Paleontological Resource Potential

The potential for fossil remains at a given location can be predicted through previous correlations that have been established between the fossil occurrence and the geologic formations within which they are entombed. Geologic formations possess a specific paleontological resource potential wherever the formation occurs based on discoveries made elsewhere in that particular formation. To evaluate paleontological resources in the CPU area, the presence and distribution of geologic formations and the respective potential for paleontological resources were reviewed.

Geologic formations are rated for paleontological resource potential according to the following scale (Deméré and Walsh 1994).

- High Sensitivity - These formations contain a large number of known fossil localities. Generally, highly sensitive formations produce vertebrate fossil remains or are considered to have the potential to produce such remains.
- Moderate Sensitivity - These formations have a moderate number of known fossil localities. Generally, moderately sensitive formations produce invertebrate fossil remains in high abundance or vertebrate fossil remains in low abundance.
- Low and/or Unknown Sensitivity - These formations contain only a small number of known fossil localities and typically produce invertebrate fossil remains in low abundance. Unknown sensitivity is assigned to formations from which there are presently no known paleontological resources but which have the potential for producing such remains based on their sedimentary origin.

- Very Low Sensitivity - Very low sensitivity is assigned to geologic formations that, based on their relative youthful age and/or high-energy depositional history, are judged to be unlikely to produce any fossil remains.

According to the geotechnical evaluation prepared for the CPU (Geocon, Inc. 2012), geologic formations occurring in the CPU area include Very Old Paralic Deposits (Qvop) (formerly the Lindavista Formation), San Diego and Otay Formations, as well as undocumented fill, topsoil and slopewash, and alluvium.

The paleontological resource potential for each of these formations (Deméré and Walsh 1994) is shown on Figure 5.11-1 and discussed below. Other soils found in the CPU area (undocumented fills, topsoil, slopewash, and alluvium) are considered to have a low potential for paleontological resources.

#### **a. Very Old Paralic Deposits (Qvop) (formerly the Lindavista Formation [QIn]) – Moderate Sensitivity**

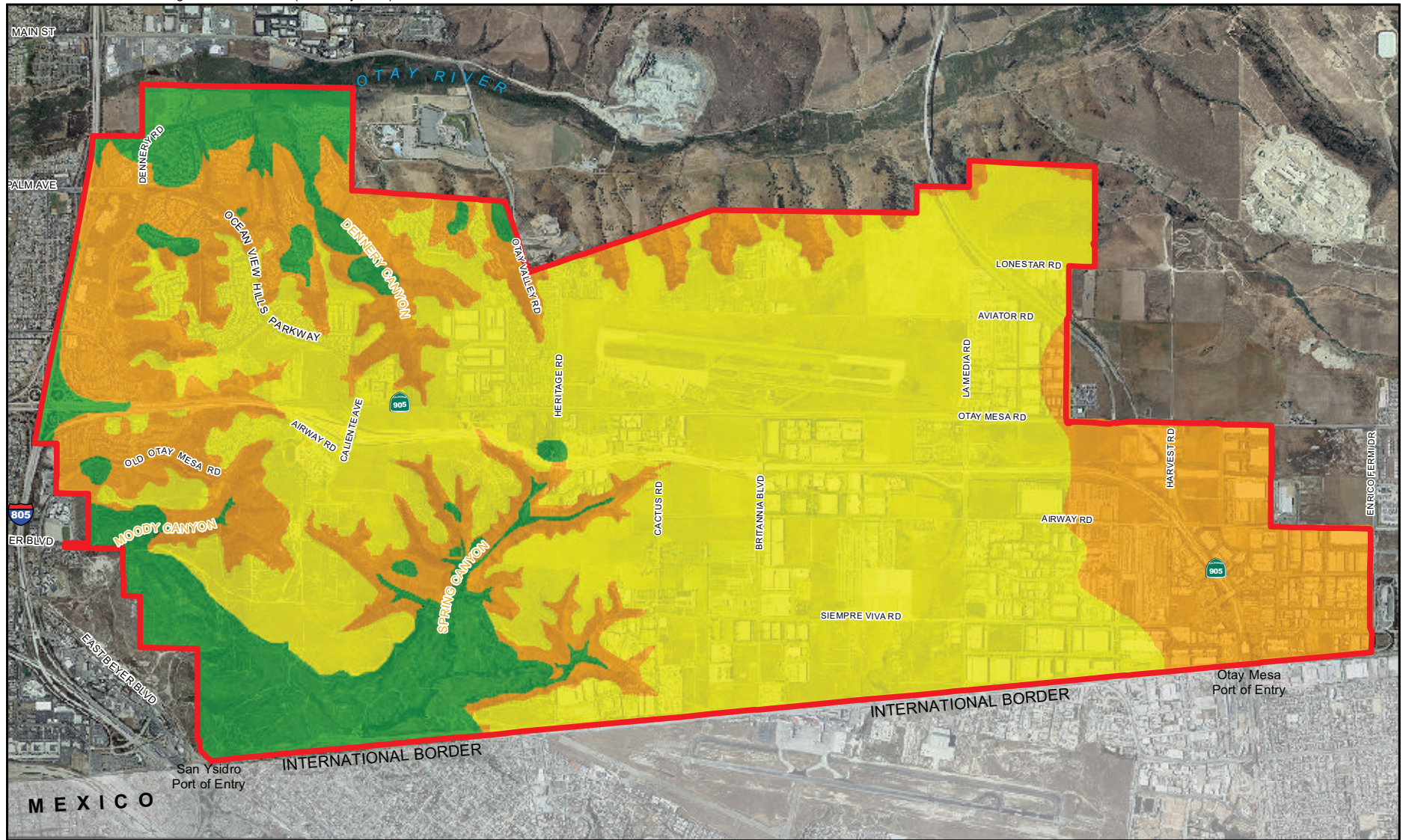
The Very Old Paralic Deposits (approximately one million years old) occur on areas of higher elevation (mesas, ridgelines) within the CPU area. Fossil localities are rare in this formation and have only been collected from a few areas. Fossils collected from these sites consist of remains of nearshore marine invertebrates including clams, scallops, snails, barnacles, and sand dollars. Based on the scarcity of fossils in the Very Old Paralic Deposits, this formation is assigned a “moderate” resource sensitivity.


#### **b. San Diego Formation (Tsd) – High Sensitivity**

The late Pliocene age (approximately 2.3 to 4 million years old) San Diego formation is exposed on the slopes of drainages, primarily in the western portion of the CPU area. The San Diego formation has rich fossil beds that have produced diverse assemblages of marine invertebrate and vertebrate fossils such as clams, scallops, snails, crabs, barnacles, sharks, rays, bony fishes, sea birds, dolphins, walrus, fur seal, and baleen whales. Rare remains of terrestrial mammals including cat, wolf, skunk, camel, antelope, deer, and horse have also been recovered from this formation. Also occurring in this formation is fossil wood and leaves including remains of pine, oak, laurel, cottonwood, and avocado.




Because of the extremely important remains of fossil marine mammals, sea birds, and mollusks recovered from the San Diego Formation, which are an important source of information on Pliocene marine organisms and environments, it is assigned “high” resource sensitivity.

Image source: SanGIS (flown May 2012)



 Otay Mesa Community Plan Boundary

**Paleontological Sensitivity**

-  High (Tsd, To)
-  Mod (Qvp)
-  Low or Null (Qal, Qls, Qls?, Qt, Qya, Tmv, Qpf,)



**FIGURE 5.11-1**  
Paleontological Resource Sensitivity



### **c. Otay Formation (To) – High Sensitivity**

The Pliocene-age Otay Formation underlies the San Diego Formation in the CPU area. Numerous fossil localities have been discovered in the upper sandstone-mudstone unit and the middle grit stone unit, while no fossils have been recorded from the lower unit. Fossils from this formation include well-preserved remains of a diverse assemblage of terrestrial vertebrates such as tortoise, lizards, rabbit, dog, and fox. The upper sandstone portion of the Otay Formation has produced important vertebrate fossil remains and is assigned a “high” resource sensitivity. It is considered the richest source of late Oligocene terrestrial vertebrates in California. The lower portion of the Otay formation has produced vertebrate fossils from only a few localities; however, it is still assigned a “high” resource sensitivity in accordance with the City’s Significance Determination Thresholds (City of San Diego 2011d).

#### **5.11.1.2 Regulatory Framework**

Pursuant to Section 15065 of the State CEQA Guidelines (California Code of Regulations Sections 15000–15387), a lead agency must find that a project would have a significant effect on the environment where the project has the potential to eliminate important examples of the major periods of California prehistory, which includes the destruction of significant paleontological resources.

According to City of San Diego Significance Determination Thresholds (2011), impacts to paleontological resources are considered potentially significant for areas with a high sensitivity if grading would exceed 1,000 cubic yards and extend over a depth of 10 feet, and for areas with moderate sensitivity if grading would exceed 2,000 cubic yards and extend over a depth of 10 feet. Additionally, impacts would be considered significant in areas of shallow grading where formational soils are exposed at the surface (i.e., as a result of previous grading) and where fossil localities have already been identified.

#### **5.11.2 Significance Determination Thresholds**

Based on the City’s Significance Determination Thresholds, impacts related to paleontological resources would be significant if the CPU would:

1. Allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a moderate to high fossil bearing potential.

### **5.11.3 Issue 1: Paleontological Resources**

Would the CPU allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a moderate to high fossil bearing potential?

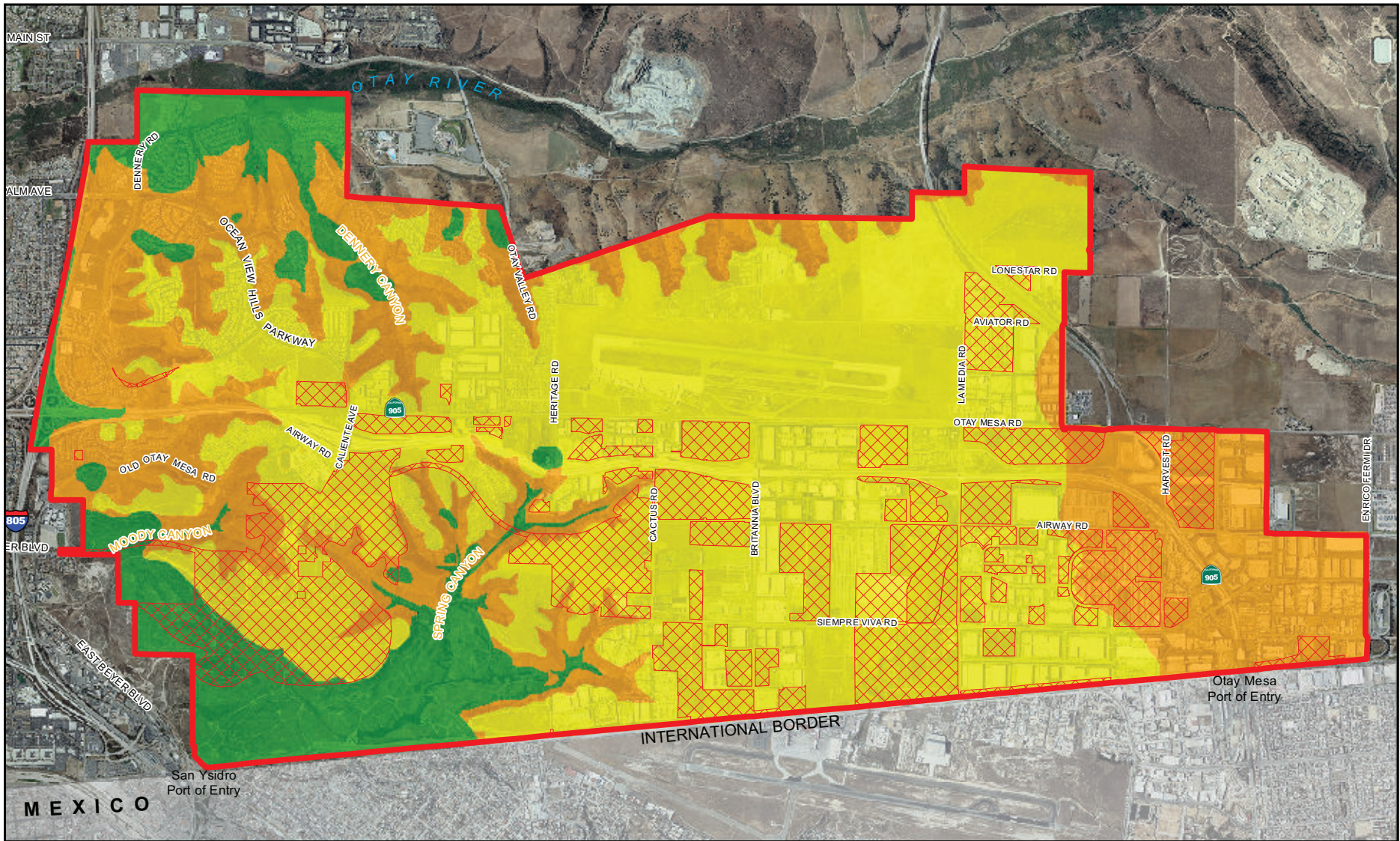
#### **5.11.3.1 Impacts**

Because human understanding of history is obtained, in part, through the discovery and analysis of paleontological resources, the excavation or grading of geologic formations, which could contain fossil remains, would result in a potentially significant impact. The CPU area contains geologic formations considered to be of high (San Diego Formation, Otay Formation) and moderate (Very Old Paralic Deposits) sensitivity for fossils.

Although grading information for future development within the CPU area cannot be determined at this time, a “worst case” scenario can be approximated. The “worst case” condition includes permanent disturbance (development and/or grading) of the entire CPU area with the exception of CPU open space preserve acreage. As shown in Figure 5.11-2, approximately 352 acres designated as high paleontological sensitivity, approximately 1,505 acres designated as moderate sensitivity, and less than 1 acre designated as low sensitivity would potentially be impacted by buildout of the CPU. Grading would exceed the depth and volume indicated in Table 5.11-1. As such, CPU implementation would result in grading that would impact fossil resources relevant to understanding earth’s history, if the fossils are not recovered and salvaged.

Future development in areas designated for commercial and industrial uses on properties that have not been previously graded, or have been graded but have not otherwise developed, would be subject to review in accordance with the supplemental regulations for CPIOZ Type A (ministerial). This includes a requirement for submittal of a Paleontological Letter prepared by a qualified paleontologist in accordance with the City’s Paleontological Guidelines that identifies the geologic formation information regarding fossil resource sensitivity and a determination that there are no paleontological resources present on the project site. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B. Both processes are further described in Section 3.0, Project Description.

Image source: SanGIS (flown May 2012)



- Otay Mesa Community Plan Boundary
- Proposed CPU Impacts

**Paleontological Sensitivity**

- High (Tsd, To)
- Mod (Qvop)
- Low or Null (Qal, Qls, Qls?, Qt, Qya, Tmv, Qpf,)



**FIGURE 5.11-2**  
Paleontological Resource Impact Areas



### 5.11.3.2 Significance of Impacts

Implementation of the CPU has the potential to result in significant impacts to paleontological resources. Specifically, future projects implemented in accordance with the CPU that would involve substantial grading within the San Diego and Otay formations and Very Old Paralac Deposits would result in the loss of significant fossil remains. It should be noted however, that for future projects that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that no paleontological fossil resources are present; the project can be processed ministerially and would not be subject to further environmental review under CEQA.

**TABLE 5.11-1  
PALEONTOLOGICAL SIGNIFICANCE THRESHOLDS**

Sensitivity Rating	Excavation Volume and Depth Thresholds
High	>1,000 cubic yards and >10 feet deep
Moderate	>2,000 cubic yards and >10 feet deep
Low-Zero	Mitigation not required

### 5.11.3.3 Mitigation Framework

For future development project types that are consistent with the OMCP, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that no paleontological fossil resources are present on the project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Paleontological Resources further detailed below.

**PALEO-1:** Prior to the approval of subsequent development projects implemented in accordance with the CPU, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted under CPIOZ TYPE B, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City's Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

## I. Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
  - Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.
  - Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.
- Monitoring is always required when grading on a fossil recovery site or a known fossil location.
  - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
  - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
  - Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

#### **5.11.3.4 Significance after Mitigation**

Future development implemented in accordance with the CPU and the supplemental development regulations for CPIOZ Type A (ministerial) would not be required to incorporate the Mitigation Framework measures and alternatives adopted in conjunction with the certification of this PEIR. However, for future development subject to review under CPIOZ Type B (discretionary), implementation of the Mitigation Framework measures adopted in conjunction with the certification of this PEIR would be required. Therefore, the program-level impact related to paleontological resources would be reduced to below a level of significance.



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## 5.12 Transportation/Circulation

This section analyzes the potential transportation-related impacts associated with the adoption of the CPU. The study area boundaries for the purposes of the traffic analysis include the CPU area and extend to those areas outside the CPU area to roads that are common to other communities in the City of San Diego and other jurisdictions such as the City of Chula Vista and the County of San Diego. The analysis in this section is based on the Traffic Impact Analysis (TIA) prepared by Urban Systems Associates (USA), Inc. (June 14, 2012), which is contained in Appendix J.

Traffic analysis was conducted in support of the CPU in order to identify the recommended roadway classifications and other recommended transportation improvements to support buildout of the CPU land uses and proposed zoning, and to identify any significant traffic impacts that would remain unmitigated at the programmatic level.

Future traffic volumes were forecasted using SANDAG's Series 11 regional transportation model calibrated for the Otay Mesa area. Land uses within the CPU area were assumed to be built out within the traffic model. The CPU transportation model network included the future improvements from the Adopted Community Plan that were assumed to be completed at buildout of the CPU and included the Year 2030 Regional Transportation Plan "Reasonably Expected" projects in the region such as SR-11 and the SR-905/SR-125/SR-11 freeway interchange. Also, the model was modified to include a half-diamond interchange (instead of a full interchange) at SR-125/Lone Star Road and a portion of SR-125 was modeled as a toll facility.

Due to the undeveloped nature of much of the community, a majority of the circulation element roadways are not built, are only partially built, or are not operating near capacity. Therefore, for many facilities, an analysis of the CPU buildout traffic volumes on the existing transportation network was not possible or meaningful. So, although the existing condition is considered the baseline for identifying significant impacts, in order to identify the recommended roadway classifications and other transportation improvements, the proposed CPU land use buildout traffic volumes were initially analyzed on the CPU transportation network. Based on those level of service analysis results and other considerations, where possible, recommendations were made for the CPU roadway classifications, intersection lane configurations, and freeway and ramp improvements that would mitigate or reduce impacts by bringing the facilities to Level of Service D or better operation at buildout.

All but 24 potential roadway segment significant impacts would be mitigated at the programmatic level by incorporating the recommended roadway segment classifications (refer to Table 5.12-4 CPU Classification column) in the CPU Figure 3-2 Otay Mesa Roadway Classification Map and Public Facilities Financing Plan, and through future

development project review and implementation (ministerial and discretionary review through the CPIOZ). Further mitigation at the programmatic level is not recommended at the remaining 24 roadway segments due to various factors such as adjacency to environmentally sensitive land and/or steep slopes, existing development conflicts, and/or multi-modal and urban design context. At the project-level, partial mitigation may be possible in the form of transportation demand management (TDM) measures that encourage carpooling and alternate means of transportation. At the time future discretionary development projects are proposed, project-specific traffic analyses would contain detailed recommendations.

All but 39 intersection significant impacts would be mitigated at the programmatic level by incorporating the intersection configurations (refer to Figures 5.12-4a. – 5.12-4g.) for the 53 intersections analyzed into the projects to be funded through the Public Facilities Financing Plan and through future development projects (ministerial and discretionary through the CPIOZ). Further mitigation at the programmatic level is not recommended at the 39 intersections that would continue to be significantly impacted after mitigation due to considerations such as adjacency to environmentally sensitive land, steep slopes, routes to schools, and multi-modal and urban design context, or because additional study would be required in order to make additional recommendations. At the project-level, partial mitigation may be possible in the form of TDM measures that encourage carpooling and alternate means of transportation. At the time future discretionary development projects are proposed, project-specific traffic analyses would contain detailed recommendations.

Five freeway segments on SR- 905 would be significantly impacted by buildout of the CPU. Mitigation in the form of one HOV lane in each direction on SR- 905 would reduce impacts on all five segments, with three segments continuing to be significantly impacted. However, since funding for the HOV lanes is not programmed at this time and is not included in the PFFP, five freeway segment impacts would remain significant and unmitigated at the programmatic level. At the project- level, partial mitigation may be possible in the form of TDM measures that encourage carpooling and alternate means of transportation, or other improvements such as auxiliary lanes that would require further study. At the time future discretionary development projects are proposed, project-specific traffic analyses would contain detailed recommendations.

Five ramp meters locations on SR- 905 would be significantly impacted by the CPU. At the project- level, partial mitigation may be possible in the form of TDM measures that encourage carpooling and alternate means of transportation or other improvements such as auxiliary lanes or adding a lane to the freeway onramp, that would require further study. At the time future discretionary development projects are proposed, project-specific traffic analyses would contain detailed recommendations.

## **5.12.1 Existing Conditions**

The following section outlines traffic conditions and regulatory framework of the existing street network, including roadway segments, key intersections, freeway segments, mass transit routes, bikeways, and pedestrian facilities within the study area.

### **5.12.1.1 Regulatory Framework**

Traffic conditions and transportation planning in San Diego County are guided by state, regional, and local agencies and their policies. Caltrans is responsible for enhancement and maintenance of state highways and interstate freeways. Any changes to state facilities or construction within state right-of-way require an encroachment permit from Caltrans. Regional transportation planning efforts are guided by the travel forecasting models run by SANDAG. Locally, each incorporated city, including the City of San Diego, along with the County of San Diego, has developed specific goals and policies for traffic conditions and roadways within their jurisdiction. Each agency is responsible for the implementation of its goals and policies.

#### **a. City of San Diego General Plan**

The Mobility Element of the City of San Diego General Plan defines the policies regarding traffic flow and transportation facility design. The purpose of the Mobility Element is “to improve mobility through development of a balanced, multi-modal transportation network.” The main goals of the Mobility Element pertain to walkable communities, transit first, street and freeway system, intelligent transportation systems, (ITS), Transportation Demand Management (TDM), bicycling, parking management, airports, passenger rail, goods movement/freight, and regional transportation coordination and financing.

#### **b. Otay Mesa Community Plan Transportation Element**

The purpose of the adopted Otay Mesa Community Plan Transportation Element is to establish goals and policies to guide future street network and design, street classification, LOS, transit facilities and service, pedestrian and bicycle accommodations, and facility improvements needed to support future travel needs within the Community Plan area. This element would be replaced by the proposed Mobility Element of the CPU if adopted.

#### **c. Regional Transportation Plan**

SANDAG’s 2050 RTP, adopted in October 2011, is the long-range mobility plan for the region. It includes short-term and long-term strategies for the development of an integrated multi-modal transportation system, and is required in order to be eligible for state and federal funding. The RTP identifies and prioritizes projects, and calls out



funding sources for their implementation. The 2050 RTP is developed around five primary components: a Sustainable Communities Strategy, Social Equity and Environmental Justice, Systems Development, Systems Management, and Demand Management. It addresses improvements to transit, rail, roadways, goods movement, bicycling, and walking, as well as other topics. The RTP Sustainable Communities Strategy (SCS), consistent with Senate Bill 375, shows how integrated land use, housing, and transportation planning can lead to lower greenhouse gas emissions from autos and light trucks. The RTP is intended to support a regional smart growth plan. This vision reflects a transportation system that supports a robust economy and a healthy and safe environment with climate change protection while providing a higher quality of life for San Diego County residents. This includes better activity centers with homes and jobs enabling more people to use transit and walk and bike; efficiently transporting goods; and providing effective transportation options for all people. It should be noted that the PEIR prepared for the RTP and SCS is the subject of ongoing litigation (as of printing of this PEIR).

#### **d. Bicycle Master Plan**

The City's Bicycle Master Plan (City of San Diego 2002) seeks to foster a bicycle-friendly environment to serve commuter and recreational riders. The plan is currently undergoing an update and identifies policies, routes, programs, and facility priorities to increase bicycle transportation, safety, access, and quality of life. Similar to improved pedestrian environments and routes, improved bicycle routes can increase ridership, which provides community and regional benefits (reduced traffic congestion, energy consumption, vehicle emissions, etc.). The development, maintenance, and support of a bicycle network addressed in the Bicycle Master Plan were considered in the Mobility Element of the General Plan (City of San Diego 2008).

#### **e. Level of Service Criteria**

The Level of Service (LOS) criteria used in this analysis is based on the City of San Diego Traffic Impact Study Manual (1998). LOS provides a quantitative measure of certain traffic criteria (speed, travel time, comfort, etc.) that represent a transportation facility quality of service from a traveler's perspective. A vehicle level of service definition generally describes these conditions in terms of such factors as speed, travel time, freedom to maneuver, comfort, convenience, and safety. LOS A represents the best operating conditions from a driver's perspective (primarily free-flow operation), while LOS F represents the worst case where traffic flow is at extremely low speed. Per the City criteria, intersections and roadway segments operating at a LOS D or better are considered acceptable under both direct and cumulative conditions. LOS criteria for roadway segments, intersection, and freeways are discussed below.

### ***Roadway Segments***

The roadway level of service standards and thresholds that the City of San Diego uses provide the basis for analyzing arterial roadway segment performance. The analysis of roadway segment level of service is based on the functional classification of the roadway, the maximum desirable capacity, roadway geometrics, and existing or forecasted average daily traffic (ADT) volumes. The actual capacity of roadway facilities can vary due to a number of actual characteristics including, but not limited to, pavement width, frequency of cross streets and driveways, intersection signal timing, geometry, and on-street parking. The actual functional capacity is typically based on the ability of arterial intersections to accommodate peak hour volumes. LOS D is considered acceptable for roadway segments.

### ***Intersections***

Intersection analysis, per the Highway Capacity Manual (HCM; Transportation Research Board 2010), varies for signalized intersections and unsignalized intersections. The intersection analysis considers lane width, on-street parking, conflicting pedestrian flow, traffic composition (i.e., percent of trucks) and shared lane movements (e.g., through and right-turn movements from the same lane). LOS for signalized intersections is based on the average control delay per vehicle for the peak 15-minute period within the hour analyzed. The average control delay includes initial deceleration delay, queue move-up time, and final acceleration time in addition to the stop delay. The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At an all-way stop controlled intersection, the delay reported is the average control delay of the intersection. At a one-way or two-way stop controlled intersection, the delay reported represents the worst movement, typically the left runs from the minor street approach. The threshold of LOS D, a delay of 55 seconds per vehicle is considered acceptable for signalized intersections and a delay of 35 seconds per vehicle at LOS D is considered acceptable for unsignalized intersections.

### ***Freeway Segments***

Freeway segments are analyzed using standard Caltrans methodologies. The procedures for determining freeway LOS involve calculating a peak hour volume to capacity ratio (V/C). Peak hour volumes are estimated from the application of design hour ("K"), directional ("D") and truck ("T") factors to ADT volumes. The truck factors (percent trucks) are obtained from historic Caltrans data, local truck counts, and projections of future volumes at the border crossings. The resulting V/C ratio is then compared with accepted ranges of V/C values corresponding to the various LOS. The corresponding LOS represents an approximation of existing or forecasted freeway operating conditions during the peak hour. Caltrans has developed four levels of freeway congestion within LOS F, ranging from F(0) (considered congestion) to F(3) (gridlock).

Any facility operating at LOS E (0.93 to 1.00 V/C) or F (over 1.01 V/C) is considered an unacceptable LOS.

### ***Freeway Ramp Metering***

Freeway ramp meters are considered to operate acceptably if the vehicle delay is less than 15 minutes. If the vehicle delay exceeds 15 minutes at a freeway on-ramp meter and the downstream freeway is operating at LOS E or F, the delay is considered unacceptable.

#### **5.12.1.2 Existing Circulation System**

Much of the land in the CPU area is undeveloped. Only the developed residential areas on the western side of the CPU area have consistently improved roads created through a comprehensive funding and phasing system. Roads in the rest of the CPU area have been improved incrementally as property frontages have developed. Therefore, much of the street system is unconnected and incomplete.

I-805 and SR-125 provide regional north-south access to Otay Mesa. SR-125, known as the South Bay Expressway, provides an extension of SR-125 from SR-54 in Spring Valley to SR-905. The South Bay Expressway is operated as a toll road by SANDAG.

SR-905, Otay Mesa Road, and Palm Avenue provide east-west connections from the CPU area to I-805. SR-905 provides connection from the Otay Mesa POE and CPU area surface streets with regional freeway I-805. At the time of the existing conditions analysis, a 4.5-mile portion of SR-905 was a conventional highway (Otay Mesa Road). The SR-905 freeway was recently completed within the CPU area and was opened to traffic in July 2012. The existing conditions analysis is based on data collected before the SR-905 freeway was opened to traffic from Britannia Boulevard to the international border.

#### **a. Key Freeways and Roadways**

The following are general descriptions of key roadways within the community divided into three categories: roads that provide access to and from the community, roads within residential areas, and roads within industrial areas. Also, the major truck routes utilized to transport goods are listed below.

### ***Community Access Freeways and Roads<sup>1</sup>***

**I-805** – is a north-south freeway that starts from approximately three-quarters of a mile north of the U.S.-Mexico border, extends through San Diego, Chula Vista, National City, and connects to I-5 in Sorrento Valley. This freeway is located to the west of the CPU area and contains ramps to SR-905. Near the CPU area, this freeway is four lanes at its southern origination point to eight lanes further north.

**SR-905** – a six-lane freeway that extends into Otay Mesa for a mile from its interchange with I-805 and transitions into Otay Mesa Road, a six-lane Primary Arterial for approximately 4.5 miles where it connects to another one-mile freeway portion that ends at the Port of Entry.

**SR-125** – is a north-south freeway located to the east of the CPU area extending from Otay Mesa Road at approximately 1.25 miles north of the U.S.-Mexico border north to SR-52. It provides a connection between Otay Mesa, Chula Vista, Spring Valley, Lemon Grove, La Mesa, San Diego, and Santee. The southern segment between Otay Mesa Road and SR-54 is a four-lane toll road called the South Bay Expressway.

**Old Otay Mesa Road** – a two-lane Collector (without left-turn lane) connecting Otay Mesa with San Ysidro. It extends along the rim of a canyon and intersects with SR-905/Otay Mesa Road.

**Del Sol Boulevard** – a four-lane Collector (with left-turn lane) as it crosses under I-805 from Otay Mesa-Nestor. It intersects Dennery Road and then continues for approximately a quarter-mile as a two-lane Collector (with left-turn lane).

**Palm Avenue** – crosses over I-805 from Otay Mesa-Nestor on a four-lane bridge with double left-turn-lanes at the interchange of Palm Avenue and I-805. Palm Avenue transitions to a six-lane Primary Arterial, and intersects with Dennery Road.

**Otay Valley Road** – a six-lane major road, Main Street, at I-805 in the City of Chula Vista. Otay Valley Road crosses the Otay River on a two-lane bridge with a center turn lane and continues as a two-lane Collector (without left-turn lane) into the City of San Diego.

**Otay Mesa Road** – from the terminus of SR-905, Otay Mesa Road is constructed as a six-lane Primary Arterial to Otay Center Road. It is constructed as a seven-lane Major

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<sup>1</sup>Note that this section describes the existing conditions assumed in the traffic impact analysis (Appendix J). Additional improvements may currently be in place, such as the SR-905 freeway improvements.



Arterial between Otay Center Road and La Media Road. It transitions to a four-lane Major Arterial east of La Media Road and intersects with the SR-125 southbound off-ramp and northbound on-ramp, and continues east into County of San Diego lands.

**Otay Mesa Border Crossing and Port of Entry** – a second border crossing between the U.S. and Mexico located at the southeast corner of Otay Mesa. This POE allows automobiles but is primarily used for truck traffic, which is predominant throughout the community of Otay Mesa.

### ***Roads within Residential Areas***

**Dennery Road** – is constructed as a four-lane Major Arterial between Del Sol Boulevard and Palm Avenue. North of Palm Avenue, the road transitions to a four-lane Collector (with left-turn lane) and eventually transitions to a two-lane Collector (without fronting property).

**Ocean View Hills Parkway** – is a four-lane Major Arterial road extending from Dennery Road to Del Sol Boulevard. South of Del Sol Boulevard this roadway is constructed as a six-lane Major Arterial and intersects with conventional highway SR-905/Otay Mesa Road.

**Avenida de las Vistas** – is a two-lane Collector (without fronting property) extending west of Otay Valley Road. The residential development along Avenida de las Vistas can be accessed via Otay Valley Road to the north or Otay Mesa Road from the south.

**Caliente Avenue** – is a partially built four-lane Major Arterial extending south from Otay Mesa Road, intersecting with Airway Road. This segment will be constructed as six lanes as part of the SR-905 interchange currently under construction at this location.

**Beyer Boulevard** – is a four-lane Major Arterial extending from Old Otay Mesa Road westerly into the San Ysidro Community Plan area, and provides access to the nearby Beyer Boulevard transit station.

### ***Roads Within Industrial Areas***

**Airway Road** – is an east-west, partially built roadway varying in width that runs parallel with Otay Mesa Road from Britannia Boulevard to the County boundary. The western segment of Airway Road is a three-lane Collector (2 lanes eastbound, 1 lane westbound) between Old Otay Mesa Road and Caliente Avenue, and provides access to San Ysidro High School.

**Siempre Viva Road** – is an east-west, partially built roadway varying in width between Cactus Road and La Media Road. East of La Media Road, Siempre Viva Road is a six-lane Primary Arterial with an interchange at SR-905 and then transitions to a four-lane Major Arterial from Paseo de las Americas to the County boundary.

**Heritage Road** – is a north-south, partially built roadway varying in width from Otay Valley Road to its terminus south of Gateway Park Drive.

**Cactus Road** – is a north-south, four-lane Collector (with left-turn lane) south of Otay Mesa Road, ending at the SR-905 right-of-way. South of SR-905 it is partially constructed with two lanes.

**Britannia Boulevard** – is a north-south, partially built Major Arterial roadway extending between Otay Mesa Road and Siempre Viva Road. The SR-905 interchange is under construction between Otay Mesa Road and Airway Road. South of Airway Road, portions are built as a four-lane Major Arterial, while some segments are only constructed to half-width.

**La Media Road** – is a north-south, partially built Major Arterial extending from north of Otay Mesa Road to Siempre Viva Road. The SR-905 interchange is under construction between Otay Mesa Road and Airway Road. South of Airway Road only two lanes are built, extending to a truck only road extending to the east Otay Mesa inspection facility. This road is currently the designated southbound truck route for laden (carrying cargo) trucks from conventional highway SR-905/Otay Mesa Road to the east Otay Mesa inspection facility.

### ***Truck Routes***

Truck routes within the CPU area are an important component of the circulation system. The Otay Mesa POE provides a major commercial truck transport point between the U.S. and Mexico. From the POE, trucks travel to the warehouses/distribution facilities within the CPU area and to major freeways for further distribution. Currently, the major truck routes utilized to transport goods include SR-905, SR-125, La Media Road, Siempre Viva Road, Britannia Boulevard, and Otay Mesa Road. These roads are described above. Drucker Lane is a minor roadway utilized as a truck route connection between Siempre Viva Road and La Media Road. This roadway is five lanes at the intersection of Siempre Viva Road, and four lanes from just south of that intersection to Kern Street, and is reduced down to one southbound lane between Kern Street and La Media Road. Truck traffic heading to Mexico through the Otay Mesa POE typically queue on Drucker Lane and La Media Road.

### **b. Key Intersections**

There are 15 key intersections within the study area under the existing conditions, which are as follows:

1. Palm Avenue/I-805 SB Ramps
2. Palm Avenue/I-805 NB Ramps
3. Palm Avenue/Dennery Road

4. Otay Mesa Road/Caliente Avenue
5. Otay Mesa Road/Corporate Center Drive
6. Otay Mesa Road/Heritage Road
7. Otay Mesa Road/Cactus Road
8. Otay Mesa Road/Britannia Boulevard
9. Otay Mesa Road/La Media Road
10. Otay Mesa Road/Piper Ranch Road
11. Otay Mesa Road/SR-125 SB Off-ramp
12. Otay Mesa Road/SR-125 NB On-ramp
- 13A. Siempre Viva Road/SR-905 SB Ramps
- 13B. SR-905 SB Off-ramp to WB Siempre Viva Road (unsignalized)
14. Siempre Viva Road /SR-905 NB Ramps

All of these intersections are currently signalized with the exception of 13B.

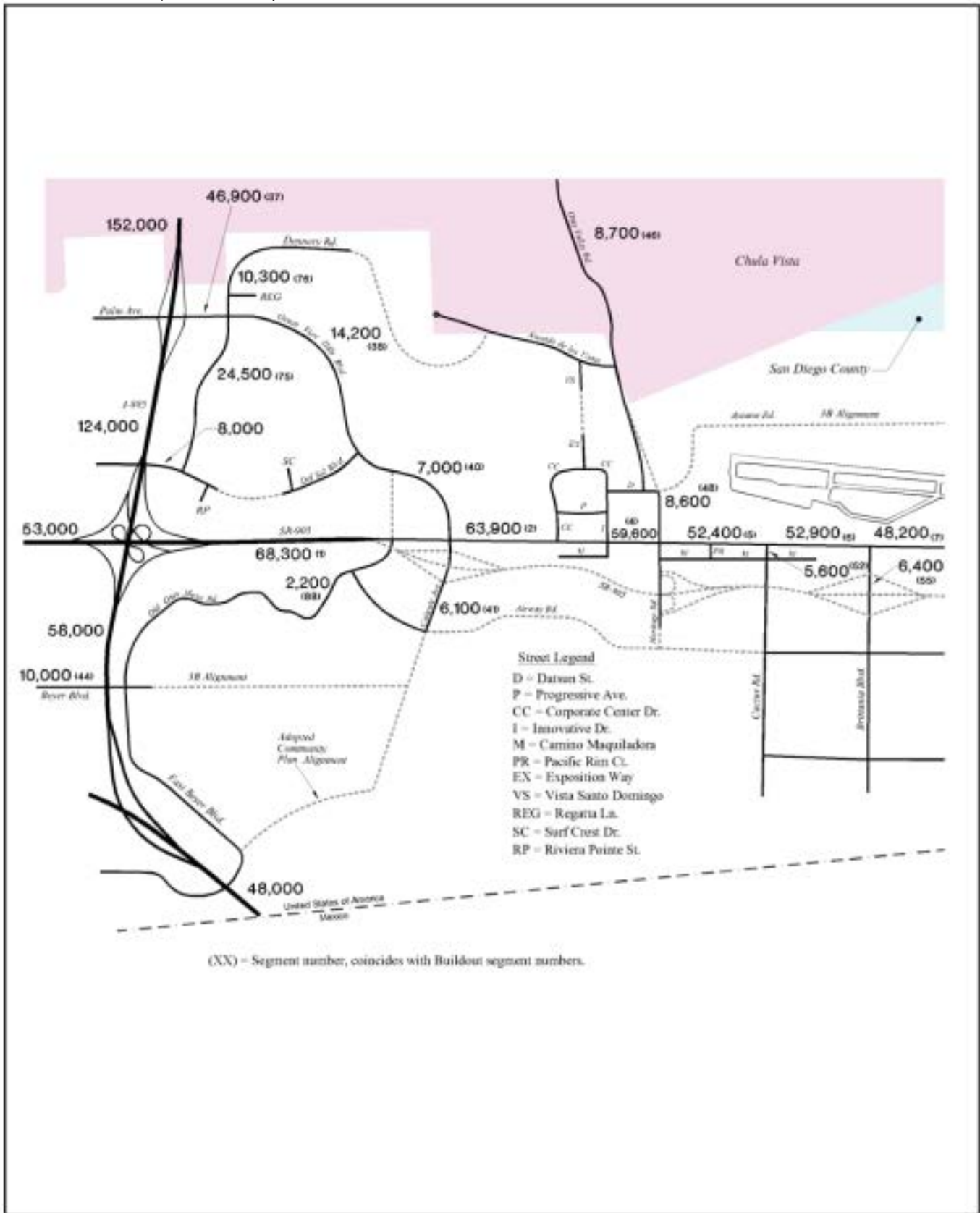
### 5.12.1.3 Existing Traffic Volumes

Existing traffic volumes are based on recent traffic counts (2005 to 2010) conducted by Caltrans, the City of San Diego, or recently counted for other project study purposes. It is noted that traffic volumes were obtained before the opening of SR-905 Phase 1-A improvements from the partial Britannia Boulevard interchange to east of the La Media Road partial interchange. Due to the high number of trucks utilizing CPU area roadways compared to typical San Diego communities, the truck percentage of vehicular traffic assumed in the analysis summarized below was increased from the typical 2 percent to 10 percent.

#### a. Roadway Segments

The existing ADT volumes for road segments within the CPU area are shown in Figures 5.12-1a and 5.12-1b. Table 5.12-1 shows existing street segment LOS based on the City of San Diego Traffic Impact Manual. As shown, all roadway segments except the following seven operate at an acceptable LOS D or better:

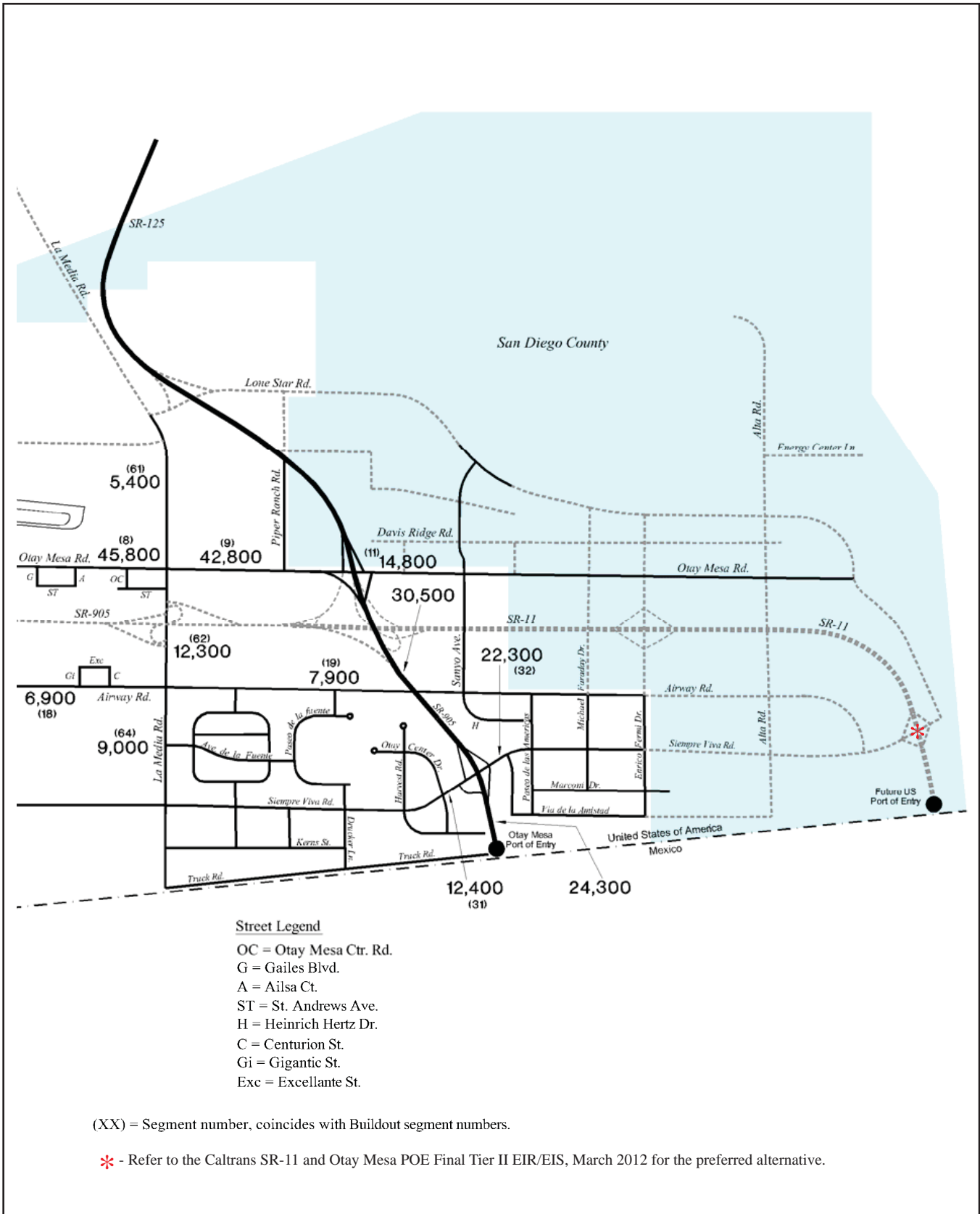
1. Otay Mesa Road from SR-905 to Caliente Avenue (LOS F)
2. Otay Mesa Road from Caliente Avenue to Corporate Center Drive (LOS F)
3. Otay Mesa Road from Corporate Center Drive to Heritage Road (LOS E)
4. Otay Mesa Road from Otay Mesa Center Road to La Media Road (LOS E)
5. Heritage Road/Otay Valley Road from Main Street to Avenida de las Vistas (LOS F)
6. Heritage Road/Otay Valley Road from Avenida de las Vistas to Otay Mesa Road (LOS F)
7. La Media Road from Airway Road to Siempre Viva Road (LOS F)



Not to Scale 

FIGURE 5.12-1a  
Existing Condition Roadway Segment Volumes (West)





Not to Scale 

**FIGURE 5.12-1b**  
Existing Condition Roadway Segment Volumes (East)

**TABLE 5.12-1  
EXISTING SEGMENT OPERATIONS**

Street Segment	Class	LOS E ADT	Existing ADT	V/C	LOS
<b>Otay Mesa Road</b>					
SR-905 to Caliente Ave.	6-PA	60,000	68,300	1.14	<b>F</b>
Caliente Ave. to Corporate Center Dr.	6-PA	60,000	63,900	1.07	<b>F</b>
Corporate Center Dr. to Heritage Rd.	6-PA	60,000	59,600	0.99	<b>E</b>
Heritage Rd. to Cactus Rd.	6-PA	60,000	52,400	0.87	D
Cactus Rd. to Britannia Blvd.	6-PA	60,000	52,900	0.88	D
Britannia Blvd. to Otay Mesa Center Rd.	6-PA	60,000	48,200	0.80	C
Otay Mesa Center Rd. to La Media Rd.	7-M	55,000	45,800	0.84	<b>E</b>
La Media Road to SR-125 SB Ramps	5-PA	55,000	42,800	0.78	C
SR-125 NB Ramps to Sanyo Ave.	4-M	40,000	14,800	0.37	A
<b>Airway Road</b>					
Britannia Blvd. to La Media Rd.	2-CL	15,000	6,900	0.46	B
La Media Rd. to Sanyo Ave.	2-CL	15,000	7,900	0.53	C
<b>Siempre Viva Road</b>					
Harvest Rd. to SR-905 SB Ramps	6-PA	60,000	12,400	0.21	A
SR-905 NB Ramps to Paseo de las Americas	6-PA	60,000	22,300	0.37	A
<b>Palm Avenue</b>					
I-805 NB Ramps to Dennery Rd.	6-PA	60,000	46,900	0.78	C
<b>Ocean View Hills Parkway</b>					
Dennery Rd. to Del Sol Blvd.	4-M	40,000	14,200	0.36	A
Del Sol Blvd. to Otay Mesa Rd.	6-M	50,000	7,000	0.14	A
<b>Caliente Avenue</b>					
Otay Mesa Rd. to Airway Rd.	4-M	40,000	6,100	0.15	A
<b>Old Otay Mesa Road</b>					
Otay Mesa Rd. to Airway Rd.	2-C	8,000	2,200	0.28	A
<b>Beyer Boulevard</b>					
Smythe Ave. to Old Otay Mesa Rd.	4-M	40,000	10,000	0.24	A
<b>Heritage Road/Otay Valley Road</b>					
Main St. to Avenida De Las Vistas	2-C	8,000	8,700	1.09	<b>F</b>
Avenida De Las Vistas to Otay Mesa Rd.	2-C	8,000	8,600	1.08	<b>F</b>
<b>Cactus Road</b>					
Otay Mesa Rd. to SR-905	4-CL	30,000	5,600	0.19	A
<b>Britannia Boulevard</b>					
Otay Mesa Rd. to Airway Rd.	4-M	40,000	6,400	0.16	A
<b>La Media Road</b>					
North of to Otay Mesa Rd.	2-CL	15,000	5,400	0.36	B
Otay Mesa Rd. to Airway Rd.	2-CL	15,000	12,300	0.82	D
Airway Rd. to Siempre Viva Rd.	2-C	8,000	9,000	1.13	<b>F</b>
<b>Dennery Road</b>					
Palm Ave. to Regatta Ln.	4-M	40,000	10,300	0.26	A
Palm Ave. to Walmart Dr.	4-M	40,000	24,500	0.61	C
<b>Del Sol Boulevard</b>					
West of Dennery Rd.	4-C	15,000	8,000	0.53	C

SOURCE: Appendix J (Urban Systems Associates, Inc.)

**Shade/Bold** = Unacceptable LOS; 7-M = 7-Lane Major Arterial; 6-PA = 6-Lane Primary Arterial; 6-M = 6-Lane Major; 4-M = 4-Lane Major; 5-PA = Lane Primary Arterial; 4-CL = 4-Lane Collector (With Left-Lane Turn Lane); 4-C = 4-Lane Collector (Without Left-Turn Lane); 2-CL = 2-Lane Collector (With Left-Turn Lane); and 2-C = 2-Lane Collector (Without Left-Turn Lane, Industrial Fronting).

## b. Intersections

Existing intersection LOS is shown in Table 5.12-2 and Figures 5.12-2a and 5.12-2b. All intersections currently operate at LOS D or better during the AM and PM peak hour periods except at the one following location:

1. Otay Mesa Road/Heritage Road (LOS E in the AM peak hour)

**TABLE 5.12-2  
EXISTING INTERSECTION LEVELS OF SERVICE**

Intersection	AM Peak Hour		PM Peak Hour	
	Delay	LOS	Delay	LOS
1 Palm Ave./I-805 SB Ramps	27.5	C	45.4	D
2 Palm Ave./I-805 NB Ramps	33.4	C	51.0	D
3 Palm Ave./Denney Rd.	34.9	C	37.9	D
4 Otay Mesa Rd./Caliente Ave.	44.4	D	40.2	D
5 Otay Mesa Rd./Corporate Center Dr.	35.7	D	35.0	D
6 Otay Mesa Rd./Heritage Rd.	60.5	<b>E</b>	42.6	<b>D</b>
7 Otay Mesa Rd./Cactus Rd.	33.4	C	31.6	C
8 Otay Mesa Rd./Britannia Blvd.	7.3	A	11.4	B
9 Otay Mesa Rd./La Media Rd.	15.8	B	43.2	D
10 Otay Mesa Rd./Piper Ranch Rd.	8.3	A	9.4	A
11 Otay Mesa Rd./SR-125 SB Off-Ramp.	7.6	A	3.7	A
12 Otay Mesa Rd./SR-125 NB On-Ramp	0.8	A	3.2	A
13A Siempre Viva Rd./SR-905 SB Ramps	16.1	B	11.6	B
13B SR-905 SB Off Ramp to WB Siempre Viva Rd.	14.3	B	14.4	B
14 Siempre Viva Rd./SR-905 NB Ramps	14.5	B	14.6	B

SOURCE: Appendix J (Urban Systems Associates, Inc. 2012).

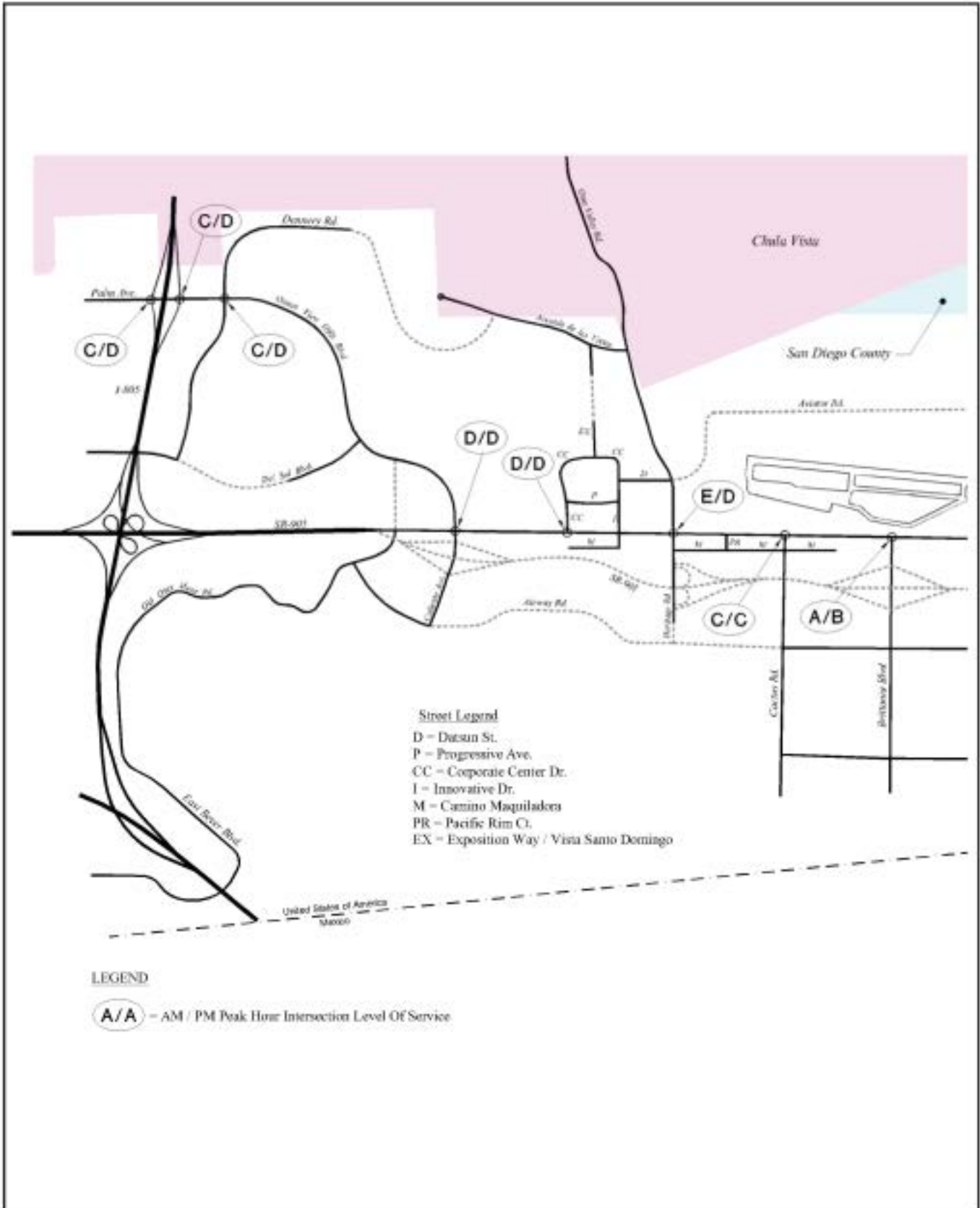
Delay = Control Delay in seconds

LOS = Level of Service

**Shade/Bold** = Unacceptable LOS

## c. Freeway Segments

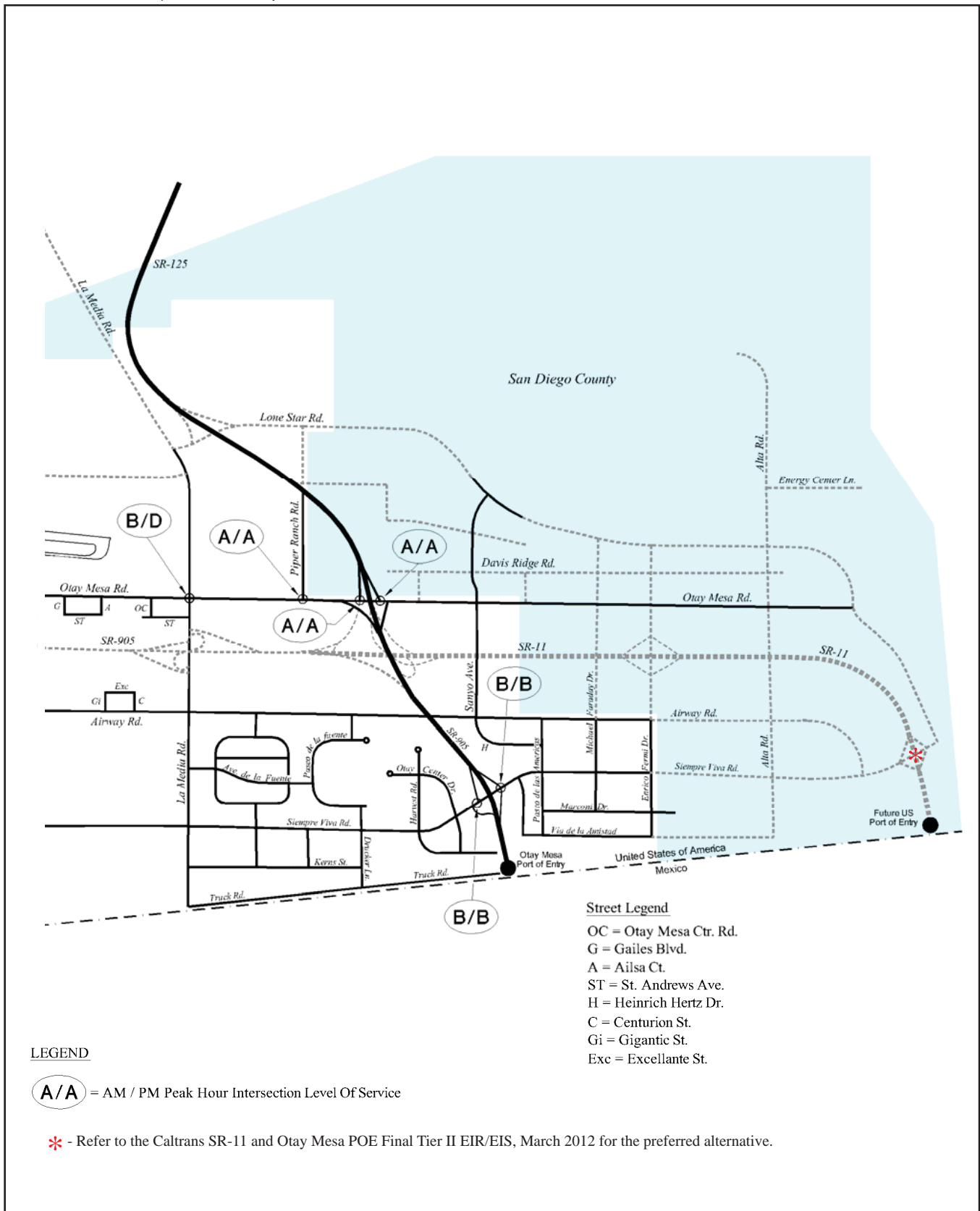
Existing ADT and LOS for freeway segments within the CPU area are shown in Table 5.12-3. As shown, all freeway segments currently operate at an acceptable LOS D or better.



Not to Scale 

**FIGURE 5.12-2a**  
Existing Condition Intersection LOS (West)





Not to Scale 

**FIGURE 5.12-2b**  
Existing Condition Intersection LOS (East)

**TABLE 5.12-3  
EXISTING FREEWAY SEGMENT LEVELS OF SERVICE**

Freeway Segment	Lanes (1-Way)	Capacity	ADT	Peak Volume	V/C	LOS
<b>Interstate 805</b>						
Otay Valley Rd. - Palm Ave.	4+AUX	11,200	152,000	8,107	0.72	C
Palm Ave. - SR-905	4	9,400	124,000	6,613	0.70	C
SR-905 - San Ysidro Blvd.	4	9,400	58,000	3,093	0.33	A
<b>SR-905</b>						
Picador Blvd. - I-805	2	4,700	53,000	2,827	0.60	B
I-805 – Caliente Ave.	2	4,700	58,300	3,109	0.66	C
Otay Mesa Rd. - Siempre Viva Rd.	2	4,700	30,500	1,600	0.34	A
Siempre Viva Rd. – Border	3	4,700	24,300	1,296	0.28	A

SOURCE: Appendix J (Urban Systems Associates, Inc. 2012).

ADT = average daily traffic; V/C = volume-to-capacity ratio; LOS = level of service

### 5.12.1.4 Alternative Transportation

#### a. Transit

Within the CPU area, transit services are provided by the MTS. The northwestern part of the CPU area is served by bus routes 933/934 (MTS 2011). The routes travel to and from Del Sol Boulevard to Dennery Road to Palm Avenue into and out of the community. These routes serve the shopping centers along Dennery Road, the medical offices on Palm Avenue and Dennery Road, and the residences within this area. The eastern portion of the community is served by bus routes 905 and 905A. Bus route 905 provides regular service through the CPU area along Otay Mesa Road and SR-905. Bus route 905A provides limited service from Otay Mesa Road to SR-905 via Britannia Boulevard, Airway Road, La Media Road, and Siempre Viva Road with stops at Airway Road and Britannia Boulevard and Siempre Viva Road and Drucker Lane.

The Blue Line Trolley, which is outside of the CPU boundary, travels along the east side of I-5 within the neighboring community of San Ysidro and terminates at the San Ysidro Transit Center located at the U.S.-Mexico International Border.

#### b. Bikeways

The American Association of Highway and Transportation (AASHTO) and Caltrans have developed design standards for bikeways. The Caltrans Highway Design Manual, Chapter 1000: Bikeway Planning and Design, serves as the official standard for all bicycle facilities in California. While all roadways are open to bicycle travel unless it is specifically prohibited, the California Highway Design Manual establishes three classifications of facilities specifically for bicycle traffic. Based on the Otay Mesa Existing Conditions Report (City of San Diego 2004), there are Class II bikeways along Old Otay Mesa Road, portions of SR-905, Dennery Road, Ocean View Hills Parkway, Del Sol Boulevard, portions of Siempre Viva Road, Heinrick Hertz, Paseo de las

Americas, a portion of Enrico Fermi Drive, and Roll Drive within the CPU area. Per the City Street Design Manual, a Class II bikeway should be between 5 and 6 feet in width, and may be 4 feet in width when abutting a mandatory right-turn lane, with signs and pavement markings (City of San Diego 2002). Informal trails exist throughout the CPU area and are used by recreational bicyclists as well. These informal bikeways are not designated trails and often travel through private property.

### **c. Pedestrian Facilities**

Sidewalk requirements for the City of San Diego are established through the Street Design Manual (City of San Diego 2002). The design requirements include a minimum 5-foot sidewalk, curb ramps at intersections, and compliance with the Americans with Disabilities Act (ADA). Sidewalks are generally required on both sides of streets. Sidewalks exist within the residential developments in the western CPU area. The majority of the commercial and industrial developments completed within the last 10 years provided sidewalks along their frontage roadways. However, sidewalks do not exist on many of the streets fronted by older developments and vacant properties. Informal trails exist throughout the CPU area, which are used by pedestrians but, as mentioned above, these trails are not designated and often are on private property.

## **5.12.2 Significance Determination Thresholds**

Based on the City's Significance Determination Thresholds, impacts related to traffic and circulation would be significant if the CPU would:

1. Result in an increase in projected traffic that is substantial in relation to the capacity of the circulation system;
2. Result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians;
3. Create alterations to present circulation movements in the area including effects on existing public access points; or
4. Conflict with the adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycle racks, etc.).

For this programmatic analysis, the CPU would result in a significant impact if a roadway segment, intersection, freeway segment, or freeway ramp meter would operate unacceptably in the Horizon Year Plus CPU condition (assumed buildout year of 2062). Since much of the community is undeveloped, a majority of the Circulation Element roadways are not built, are only partially built, or are not operating near capacity. The result of this is that for many facilities, an analysis of the CPU land uses on the existing

transportation network was not possible or meaningful for purposes of identifying significant impacts or recommended mitigations. Therefore, ~~the proposed CPU land uses were analyzed on the draft CPU transportation network.~~ in order to provide a meaningful analysis and identify ultimate recommendations, the traffic study analyzed roadways based on the Adopted Community Plan Classifications and the CPU transportation network instead of the existing functional classifications. The TIA (see Appendix J) analysis identifies recommended CPU classifications, which were incorporated into the CPU (Mobility Element). As stated previously, roadway segments, intersections, and freeway segments are considered to operate acceptably from LOS A to LOS D, and unacceptably at LOS E or F. Metered freeway ramps are considered to operate unacceptably if the delay exceeds 15 minutes and the downstream freeway segment operates at an unacceptable LOS E or F.

### **5.12.3 Issue 1: Capacity**

Would the CPU result in an increase in projected traffic that is substantial in relation to the capacity of the circulation system?

#### **5.12.3.1 Impacts**

##### **a. Horizon Year plus CPU Assumptions**

SANDAG's 2050 RTP indicates that substantial improvements would be made to the regional transportation system through Year 2050. Regional changes that would affect transportation/circulation include transit, managed/high-occupancy vehicle (HOV) lanes, highway, local roads, transportation demand management, land use, bicycle/pedestrian, and other related efforts. It should be noted that the RTP was updated several times during the development of the CPU. During its development, the TIS analysis was updated to reflect the current RTP. The travel forecast model used to develop future traffic volumes in the TIS was based on the Series 11 Regional Transportation Model which incorporates land use, population, and employment data then estimated for the year 2030. Land uses within the Otay Mesa Community Planning area were assumed to be built out within the traffic model using reasonable maximum development assumptions. The model network included the future transportation improvements that were assumed to be completed, and included Year 2030 Regional Transportation Plan "Reasonably Expected" projects in the region. The Otay Mesa model was modified to include a half-diamond interchange at SR-125 / Lone Star Road. Also, a portion of SR-125 was assumed as a toll facility and modeled to approximate toll conditions.

The differences in the vehicular circulation network between the existing conditions and the Horizon Year plus CPU primarily result from: (1) improvements completed or expected to be completed as a part of future subsequent development projects, consistent with the CPU Mobility Element; (2) funded and scheduled Otay Mesa Public



Facilities Financing Plan transportation projects; and (3) planned Caltrans improvements.

At the Horizon Year, the following improvements are assumed to be completed through buildout of the CPU Mobility Element roadway network (see Figure 3-6). Roadway improvements necessary to implement the CPU Mobility Element roadway network are included in the PFFP for Otay Mesa and would be implemented in conjunction with future projects, as conditions of approval or through payment of Facilities Benefit Assessment (FBA) fees.

- Otay Mesa Road as a 6-lane Primary Arterial from Caliente Avenue to the City limits.
- Airway Road as a 4-lane Collector street west of Caliente Avenue; as a 4-lane Major street from Caliente Avenue to west of Heritage Road; as a 6-lane Primary Arterial from Heritage Road to Cactus Road; as a 6-lane Major Street from Cactus Road to Britannia Boulevard; and as a 4-lane Major Street from Britannia Boulevard to Enrico Fermi Drive (City limits).
- Siempre Viva Road as a 6-lane Primary Arterial from Cactus Road to Paseo de las Americas; and as a 2-lane Collector with two-way left turn lane from Caliente to the west (not connecting to the community of San Ysidro).
- Sanyo Avenue as a four-lane Collector with two-way left turn lane, between Otay Mesa Road and Airway Road.
- Heinrich Hertz as a two-lane Collector with two-way left turn lane between Airway Road and Paseo de las Americas.
- Harvest Road as a 2-lane Collector from Otay Mesa Road to SR 905; and as a 4-lane Collector with two-way left turn lane from Airway to Siempre Viva Road.
- Otay Center Drive as a four-lane Collector with left-turn lane from Harvest Road to Siempre Viva Road.
- Piper Ranch Road as a 4-lane Collector with two-way left turn lane from Lone Star Road to Otay Mesa Road including a freeway underpass at SR 125.
- La Media Road as a 4-lane Major street from Lone Star Road to Otay Mesa Road; as a 6-lane Primary Arterial from Otay Mesa Road to Airway Road; and as a 5-lane Major Street from Airway Road to Siempre Viva Road.
- Lone Star Road as a 6-lane Primary Arterial from La Media Road to the City limits.

- Off-ramp from SR 125 Southbound to Lone Star Road and On-ramp from Lonestar Road to SR 125 Northbound.
- Britannia Boulevard as a 6-lane Primary Arterial from Otay Mesa Road to Airway Road; as a 6-lane Major street from Airway Road to Siempre Viva Road; and as a 4-lane Collector with two-way left turn lane from Siempre Viva Road to Britannia Court.
- Cactus Road as a 4-lane Major street from Otay Mesa Road to Siempre Viva Road, including a freeway overpass at SR 905.
- Heritage Road and Otay Valley Road as a 6-lane Primary Arterial from Main Street in Chula Vista to the proposed extension of Airway Road.
- Caliente Avenue as a 6-lane Primary Arterial from Otay Mesa Road to Airway Road; as a 6-lane Major street from Airway to the proposed Beyer Boulevard; and as a 4-lane Major street from Beyer Boulevard to the proposed Siempre Viva Road.
- Beyer Boulevard as a 4-lane Major Street from Enright Drive to the proposed extension of Caliente Avenue.
- Street A/Old Otay Mesa Road as a 4-lane Major Road from Ocean View Hills Drive to Airway Road including a freeway overpass at SR 905.
- Datsun Street as a 4-lane Collector with two-way left turn lane from Innovative Drive to Heritage Road.
- Aviator Road as a 4-lane Collector with two-way left turn lane from Heritage Road to La Media Road.
- Dennery Road as a 2-lane Collector from Topsail Drive to Avenida de las Vistas.
- Del Sol Boulevard as a 2-lane Collector from Riviera Pointe Street to Surf Crest Drive.
- Vista Santo Domingo/Exposition Way as a 2-lane Collector from Avenida de las Vistas to Corporate Center Drive.
- Emerald Crest Drive as a 4-lane Collector with two way left turn lane from Otay Mesa Road to SR 905.
- Corporate Center Drive as a 4-lane Collector with two way left turn lane from Otay Mesa Road to SR 905.

- Innovative Drive as a 2-lane Collector with two way left turn lane from Otay Mesa Road to SR 905.
- Continental Street as a 2-lane Collector from Otay Mesa Road to Camino Maquiladora; and as a 2-lane Collector with two-way left turn lane from Airway to the north.
- Otay Mesa Center Road as a 4-lane Collector with two-way left turn lane from Otay Mesa Road to Saint Andrews Avenue.
- Saint Andrews Avenue as a 4-lane Collector with two-way left turn lane from Otay Mesa Center Road to La Media Road.
- Paseo de las Americas as a 4-lane Collector with two-way left turn lane from Airway Road to Marconi Drive.
- Marconi Drive as a 2-lane Collector with two-way left turn lane from Paseo de las Americas to Enrico Fermi Drive.
- Avenida Costa Azul as a 4-lane Collector with two-way left turn lane from Otay Mesa Road to the south.

The SANDAG 2050 RTP includes the addition of two managed HOV lanes to the I-805 and a northbound auxiliary lane. As these projects were funded and planned by Caltrans, the analysis included these improvements. SR-905 was designed to allow for future HOV lanes as well; however, the funding for these improvements has not been secured. Therefore, the SR-905 HOV lanes are not included in the traffic analysis. The 2050 RTP also includes SR-11 which will continue east-west from SR-905 to the County to a future additional Port of Entry; a full interchange between SR-125 (toll), SR-905, and the future SR-11 (toll).

As the City of Chula Vista has recently approved a General Plan Amendment (GPA) with the elimination of the La Media Road bridge crossing the Otay River Valley, two 2050 Horizon Year scenarios were analyzed in the TIA (see Appendix J). The Horizon Year without the La Media Road Connection Scenario is utilized to determine the environmental impacts in this section of the PEIR because La Media Road is not reasonably expected to be completed.

As indicated in Section 5.12.2, in order to provide a meaningful analysis and identify ultimate recommendations, the traffic study analyzed roadways based on the Adopted Community Plan Classifications and CPU network instead of the existing functional classifications. The TIA (see Appendix J) analysis identifies recommended CPU classifications, which were incorporated into the CPU (Mobility Element). The proposed classifications incorporated into the CPU are shown in Table 5.12-4 below.

**TABLE 5.12-4  
PROPOSED CPU ROADWAY CLASSIFICATIONS**

Street	Segment	Existing CP Class	CPU Class
Otay Mesa Road	Street A to Caliente Ave.	6-PA	6-M
	Alisa Ct. to La Media Rd.	6-PA	6-PA
	La Media Rd. to Piper Ranch Rd.	7-M	6-PA
	Piper Ranch Rd. to SR-125	8-M	6-PA
	SR-125 to Harvest Rd.	4-P	6-PA
	Harvest Rd. to Sanyo Ave.	4-M	6-PA
Airway Road	Sanyo Ave. to Enrico Fermi Dr.	4-M	6-PA
	Heritage Rd. to Cactus Rd.	4-M	6-PA
Siempre Viva Road	Cactus Rd. to Britannia Blvd.	4-M	6-M
	Caliente Ave. to West Terminus	4-M	2-CL
Caliente Avenue	Otay Mesa Rd. to SR-905	6-M	6-PA
	SR-905 to Airway Rd.	6-M	6-PA
	Airway Rd. to Beyer Blvd.	4-M	6-M
Heritage Road/Otay Valley Road	Avenida De Las Vistas to Datsun St.	6-M	6-PA
	Datsun St. to Otay Mesa Rd.	6-M	6-PA
	Otay Mesa Rd. to SR-905	6-M	6-PA
	SR-905 to Airway Rd.	6-M	6-PA
Cactus Road	Otay Mesa Rd. to Airway Rd.	4-CL	4-M
	Airway Rd. to Siempre Viva Rd.	4-CL	4-M
Britannia Boulevard	Otay Mesa Rd. to SR-905	4-M	6-PA
	SR-905 to Airway Rd.	4-M	6-PA
	Airway Rd. to Siempre Viva Rd.	4-M	6-M
	Siempre Viva Rd. to South End	2-C	4-CL
La Media Road	Birch Rd. to Lone Star Rd.	6-PA	N/A
	Lone Star Rd. to Aviator Rd.	6-PA	4-M
	Aviator Rd. to Otay Mesa Rd.	6-PA	4-M
	Airway Rd. to Siempre Viva Rd.	4-M	5-M
Harvest Road	South of Otay Mesa Rd.	4-M	2-CL
	Airway Rd. to Otay Center Dr.	4-M	4-CL
	Otay Center Dr. to Siempre Viva Rd.	4-M	4-CL
Enrico Fermi Drive	Airway Rd. to Siempre Viva Rd.	4-M	4-CL
	Siempre Viva Rd. to Via de la Amistad	4-M	4-CL
Lone Star Road	SR-125 to Piper Ranch Rd.	4-M	6-PA
	Piper Ranch Rd. to City/County Boundary	4-M	6-PA
Aviator Road	Heritage Rd. to La Media Rd. <sup>1</sup>	2-C	4-CL
Corporate Center Drive	Progressive Ave. to Innovative Dr.	2-C	2-CL
Sanyo Avenue	Otay Mesa Rd. to Airway Rd. <sup>2</sup>	4-C	4-CL
Paseo de las Americas	Airway Rd. to Siempre Viva Rd.	2-C	4-CL
	Siempre Viva Rd. to Marconi Dr.	2-C	4-CL
Marconi Drive	Paseo de las Americas to Enrico Fermi Dr.	2-C	2-CL
Otay Center Drive	Harvest Rd. to Siempre Viva Rd. <sup>2</sup>	4-C	4-CL
St. Andrews Avenue	Otay Mesa Center Rd. to La Media Rd.	2-C	4-CL
Gailes Boulevard	Otay Mesa Rd. to St. Andrews Ave.	2-C	4-C
Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	2-C	4-CL
Datsun Street	Innovative Dr. to Heritage Rd. <sup>1</sup>	2-C	4-CL
Avenida Costa Azul	Otay Mesa Rd. to St. Andrews Ave. <sup>1</sup>	2-CL	4-CL
Excellante Street	Airway Rd. to Gigantic St.	4-C	2-C
Gigantic Street	Excellante St. to Centurion St.	4-C	2-C
Centurion Street	Airway Rd. to Gigantic St.	4-C	2-C

<sup>1</sup>A new roadway added to Circulation Plan by the CPU.

<sup>2</sup>Functional classification is identified in the table, as this roadway is not currently classified.

8-M = 8-lane Major Arterial  
 7-PA = 7-lane Primary Arterial  
 7-M = 7-lane Major Arterial  
 6-PA = 6-lane Primary Arterial  
 6-M = 6-lane Major Arterial  
 5-M = 5-lane Major Arterial (3SB /2NB)  
 4-P = 4-lane Primary Arterial

4-M = 4-lane Major Arterial  
 4-CL = 4-lane Collector (with continuous left-turn lane)  
 4-C = 4-lane Collector (without continuous left-turn lane)  
 2-CL = 2-lane Collector (with continuous left-turn lane)  
 2-CN = 2-lane Collector (no fronting property)  
 2-C = 2-lane Collector (without continuous left-turn lane)



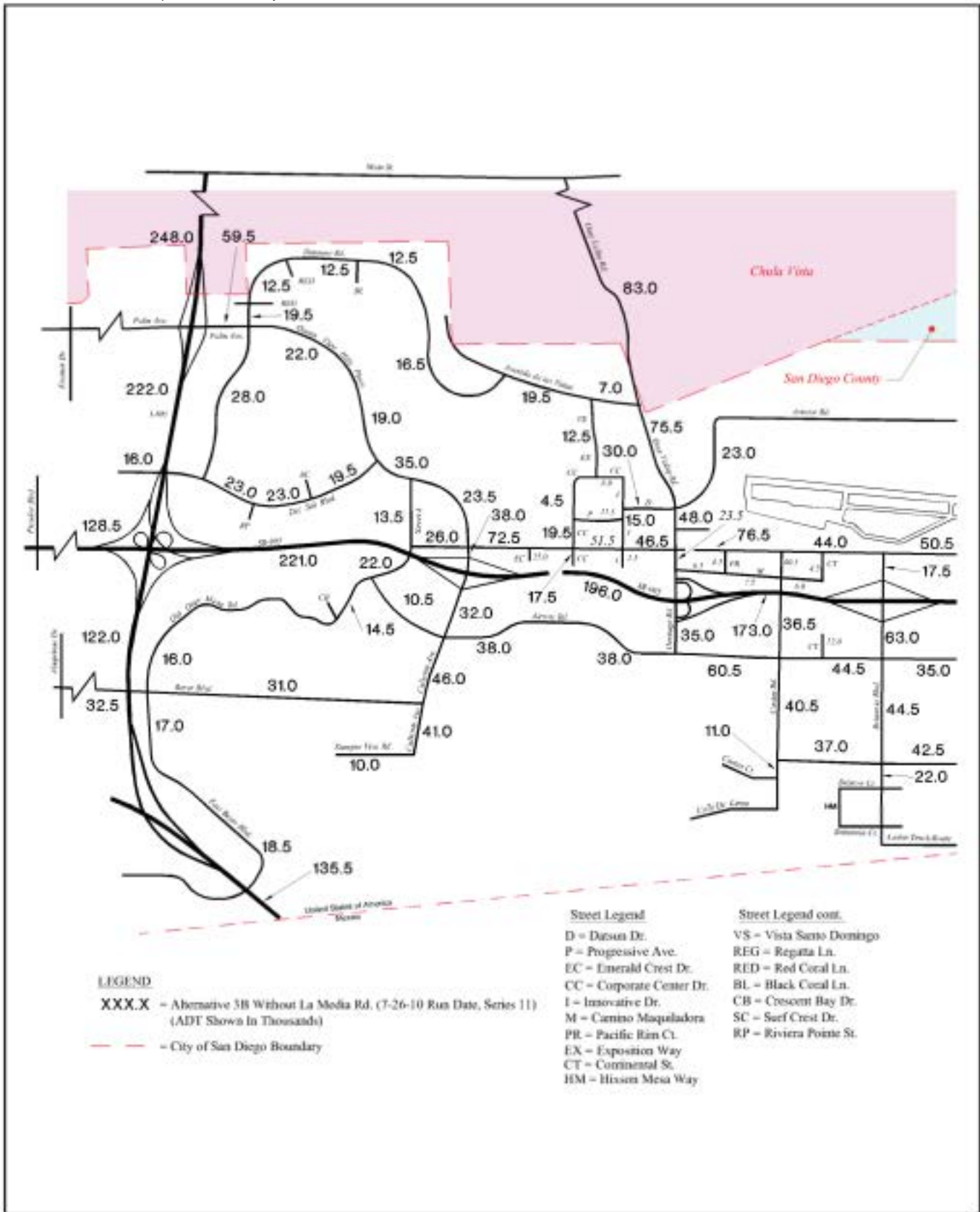
## **b. Horizon Year Plus CPU Condition**

### ***Roadway Segments***

The volumes under the Horizon Year Plus CPU conditions are shown on Figures 5.12-3a and 5.12-3b. With the specified proposed classifications, the following roadway segments would be expected to operate at unacceptable levels of service in the Horizon Year Plus CPU condition (Table 5.12-5).

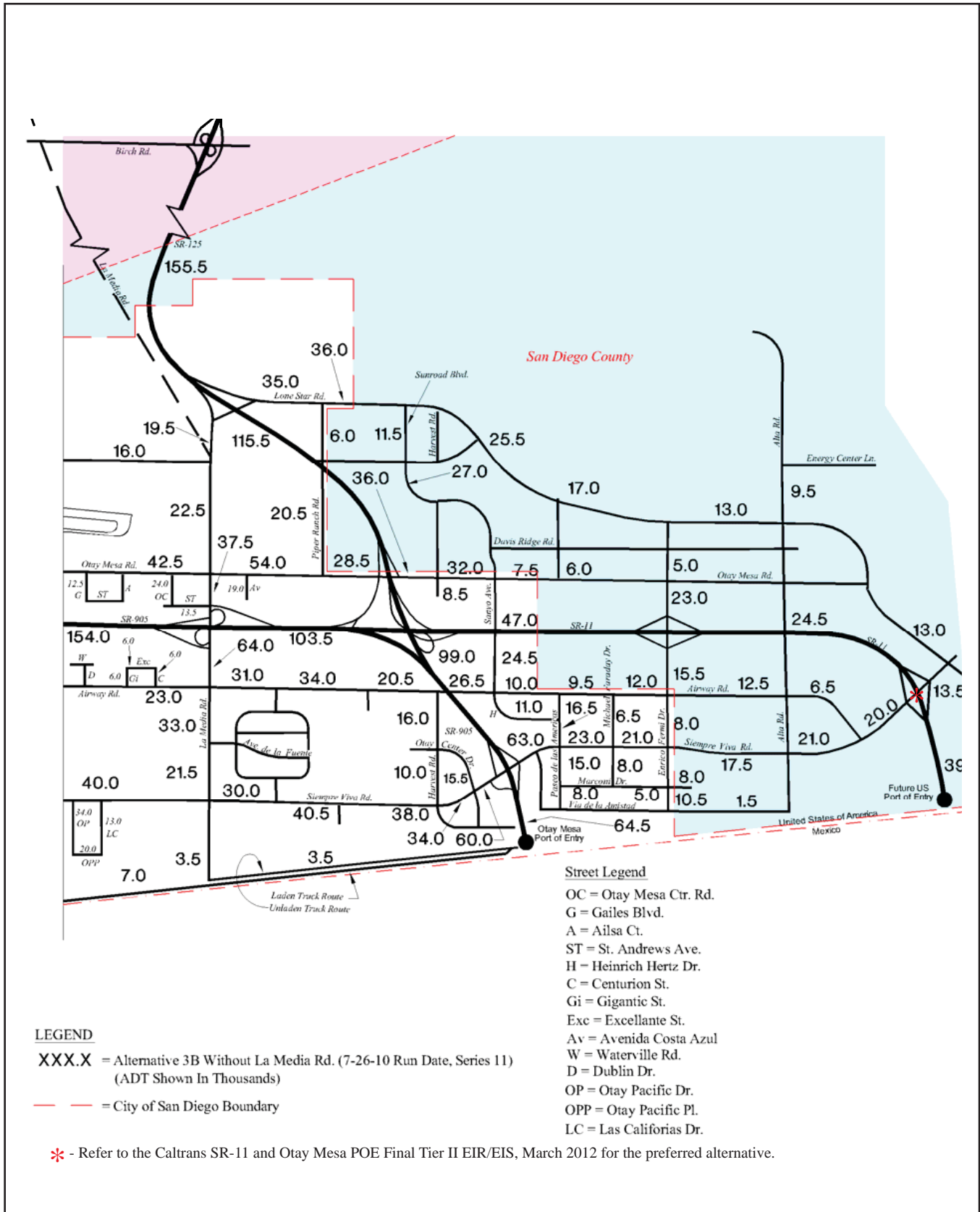
1. Otay Mesa Road, Caliente Ave. to Corporate Center Dr. (LOS F)
2. Otay Mesa Road, Heritage Rd. to Cactus Rd. (LOS F)
3. Airway Road, Caliente Ave. to Heritage Rd. (LOS E)
4. Airway Road, Heritage Rd. to Cactus Rd. (LOS F)
5. Siempre Viva Road, Otay Center Dr. to SR-905 (LOS E)
6. Siempre Viva Road, SR-905 to Paseo de las Americas (LOS F)
7. Caliente Avenue, Airway Rd. to Beyer Blvd. (LOS E)
8. Caliente Avenue, Beyer Blvd. to Siempre Viva Rd. (LOS F)
9. Heritage Road/ Otay Valley Road, Main St. to Avenida de Las Vistas (LOS F)
10. Heritage Road/ Otay Valley Road, Avenida De Las Vistas to Datsun St. (LOS F)
11. Cactus Road, Otay Mesa Rd. to Airway Rd. (LOS F)
12. Cactus Road, Airway Rd. to Siempre Viva Rd. (LOS F)
13. Britannia Boulevard, SR-905 to Airway Rd. (LOS F)
14. La Media Road, SR-905 to Airway Rd. (LOS F)
15. Dennery Road, Black Coral Ln. to East End (LOS F)
16. Avenida De Las Vistas, Vista Santo Domingo to Dennery Rd. (LOS F)
17. Del Sol Boulevard, Surf Crest Dr. to Riviera Pointe (LOS F)
18. Del Sol Boulevard, Riviera Pointe to Dennery Rd. (LOS F)
19. Old Otay Mesa Road, Crescent Bay Dr. to Beyer Blvd. (LOS F)
20. Camino Maquiladora, Heritage Rd. to Pacific Rim Ct. (LOS F)
21. Camino Maquiladora, Pacific Rim Ct. to Cactus Rd. (LOS E)
22. Progressive Avenue, Corporate Center Dr. to Innovative Dr. (LOS F)
23. Datsun Street, Innovative Dr. to Heritage Rd. (LOS F)
24. Exposition Way/Vista Santo Domingo, Avenida de las Vistas to Corporate Dr. (LOS F)

The CPU impacts to the above 24 roadway segments would be significant.



Not to Scale 

**FIGURE 5.12-3a**  
 Horizon Year Plus CPU Condition Roadway Segment Volumes (West)



Not to Scale 

**FIGURE 5.12-3b**  
Horizon Year Plus CPU Condition Roadway Segment Volumes (East)

**TABLE 5.12-5  
CPU HORIZON YEAR ROADWAY SEGMENT LEVEL OF SERVICE**

Street	Segment	Horizon Year					Horizon Year with CPU			Sig?
		Class <sup>1</sup>	LOS E ADT <sup>2</sup>	Segment ADT	V/C	LOS	New Class	New V/C	New LOS	
Otay Mesa Road	Street A to Caliente Ave.	6-PA	60,000	26,000	0.43	B	6-M	0.52	B	N
	Caliente Ave. to Corporate Center Dr.	6-PA	60,000	72,500	1.21	F	-	-	-	Y
	Corporate Center Dr. to Innovative Dr.	6-PA	60,000	51,500	0.86	D	-	-	-	N
	Innovative Dr. to Heritage Rd.	6-PA	60,000	46,500	0.78	C	-	-	-	N
	Heritage Rd. to Cactus Rd.	6-PA	60,000	76,500	1.28	F	-	-	-	Y
	Cactus Rd. to Britannia Blvd.	6-PA	60,000	44,000	0.73	C	-	-	-	N
	Britannia Blvd. to Ailsa Ct.	6-PA	60,000	50,500	0.84	D	-	-	-	N
	Alisa Ct. to La Media Rd.	7-M	55,000	42,500	0.77	C	6-PA	0.71	C	N
	La Media Rd. to Piper Ranch Rd.	8-M	70,000	54,000	0.77	C	6-PA	0.90	D	N
	Piper Ranch Rd. to SR-125	4-P	45,000	28,500	0.63	C	6-PA	0.48	B	N
	SR-125 to Harvest Rd.	4-M	40,000	36,000	0.90	E	6-PA	0.60	C	N
	Harvest Rd. to Sanyo Ave.	4-M	40,000	32,000	0.80	D	6-PA	0.53	B	N
Sanyo Ave. to Enrico Fermi Dr.	4-M	40,000	7,500	0.19	A	6-PA	0.13	A	N	
Airway Road	Old Otay Mesa Rd. to Caliente Ave.	4-CL	30,000	10,500	0.35	A	-	-	-	N
	Caliente Ave. to Heritage Rd.	4-M	40,000	38,000	0.95	E	-	-	-	Y
	Heritage Rd. to Cactus Rd.	4-M	40,000	60,500	1.52	F	6-PA	1.01	F	Y
	Cactus Rd. to Britannia Blvd.	4-M	40,000	44,500	1.11	F	6-M	0.89	D	N
	Britannia Blvd. to La Media Rd.	4-M	40,000	35,000	0.88	D	-	-	-	N
	La Media Rd. to Harvest Rd.	4-M	40,000	34,000	0.85	D	-	-	-	N
	Harvest Rd. to Sanyo Ave.	4-M	40,000	26,500	0.66	C	-	-	-	N
	Sanyo Ave. to Paseo de las Americas	4-M	40,000	10,000	0.25	A	-	-	-	N
	Paseo de las Americas to Michael Faraday Dr.	4-M	40,000	9,500	0.24	A	-	-	-	N
	Michael Faraday Dr. to Enrico Fermi Dr.	4-M	40,000	12,000	0.30	A	-	-	-	N
Enrico Fermi Dr. to Siempre Viva Rd.*	4-M	40,000	12,500	0.31	A	-	-	-	N	
Siempre Viva Road	Caliente Ave. to West Terminus	4-M	40,000	10,000	0.25	A	2-CL	0.67	C	N
	Cactus Rd. to Britannia Blvd.	6-PA	60,000	37,000	0.62	C	-	-	-	N
	Britannia Blvd. to La Media Rd.	6-PA	60,000	42,500	0.71	C	-	-	-	N
	La Media Rd. to Harvest Rd.	6-PA	60,000	40,500	0.68	C	-	-	-	N
	Harvest Rd. to Otay Center Dr.	6-PA	60,000	34,000	0.57	B	-	-	-	N
	Otay Center Dr. to SR-905	6-PA	60,000	60,000	1.00	E	-	-	-	Y
	SR-905 to Paseo de las Americas	6-PA	60,000	63,000	1.05	F	-	-	-	Y
	Paseo de las Americas to Michael Faraday Dr.	4-M	40,000	23,000	0.58	C	-	-	-	N
	Michael Faraday Dr. to Enrico Fermi Dr.	4-M	40,000	21,000	0.53	B	-	-	-	N
Enrico Fermi Dr. to SR-11*	4-M	40,000	17,500	0.44	B	-	-	-	N	



**TABLE 5.12-5  
CPU HORIZON YEAR ROADWAY SEGMENT LEVEL OF SERVICE  
(continued)**

Street	Segment	Horizon Year					Horizon Year with CPU			Sig?
		Class <sup>1</sup>	LOS E ADT <sup>2</sup>	Segment ADT	V/C	LOS	New Class	New V/C	New LOS	
Palm Ave.	I-805 to Dennery Rd.	7-PA	65,000	59,500	0.92	D	-	-	-	N
Ocean View Hills Parkway	Dennery Rd. to Del Sol Blvd.	4-M	40,000	22,000	0.55	C	-	-	-	N
	Del Sol Blvd. to Street "A"	6-M	50,000	35,000	0.70	C	-	-	-	N
	Street "A" to Otay Mesa Rd.	6-M	50,000	23,500	0.42	B	-	-	-	N
Caliente Avenue	Otay Mesa Rd. to SR-905	6-M	50,000	38,000	0.76	C	6-PA	0.63	C	N
	SR-905 to Airway Rd.	6-M	50,000	32,000	0.64	C	6-PA	0.53	B	N
	Airway Rd. to Beyer Blvd.	4-M	40,000	46,000	1.15	F	6-M	0.92	E	Y
	Beyer Blvd. to Siempre Viva Rd.	4-M	40,000	41,000	1.03	F	-	-	-	Y
Beyer Boulevard	Alaquinas Dr. to Old Otay Mesa Rd. Old Otay Mesa Rd. to Caliente Ave. <sup>3</sup>	4-M	40,000	32,500	0.81	D	-	-	-	N
		4-M	40,000	31,000	0.78	D	-	-	-	N
Heritage Road/ Otay Valley Road	Main St. to Avenida de Las Vistas**	6-PA	60,000	83,000	1.38	F	-	-	-	Y
	Avenida De Las Vistas to Datsun St.	6-M	50,000	75,500	1.51	F	6-PA	1.26	F	Y
	Datsun St. to Otay Mesa Rd.	6-M	50,000	48,000	0.96	E	6-PA	0.80	C	N
	Otay Mesa Rd. to SR-905	6-M	50,000	23,500	0.47	B	6-PA	0.39	A	N
	SR-905 to Airway Rd.	6-M	50,000	35,000	0.70	C	6-PA	0.58	B	N
Cactus Road	Otay Mesa Rd. to Airway Rd.	4-CL	30,000	40,500	1.35	F	4-M	1.01	F	Y
	Airway Rd. to Siempre Viva Rd.	4-CL	30,000	40,500	1.35	F	4-M	1.01	F	Y
	Siempre Viva Rd. to South End	2-CL	15,000	11,000	0.73	D	-	-	-	N
Britannia Boulevard	Otay Mesa Rd. to SR-905	4-M	40,000	17,500	0.44	B	6-PA	0.29	A	N
	SR-905 to Airway Rd.	4-M	40,000	63,000	1.58	F	6-PA	1.05	F	Y
	Airway Rd. to Siempre Viva Rd.	4-M	40,000	44,500	1.11	F	6-M	0.89	D	N
	Siempre Viva Rd. to South End	2-C	8,000	22,000	2.75	F	4-CL	0.73	D	N
La Media Road	Birch Rd. to Lone Star Rd.**	6-PA	60,000	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	Lone Star Rd. to Aviator Rd.	6-PA	60,000	19,500	0.33	A	4-M	0.49	B	N
	Aviator Rd. to Otay Mesa Rd.	6-PA	60,000	22,500	0.38	A	4-M	0.56	C	N
	Otay Mesa Rd. to SR-905	6-PA	60,000	37,500	0.63	C	-	-	-	N
	SR-905 to Airway Rd.	6-PA	60,000	64,000	1.06	F	-	-	-	Y
	Airway Rd. to Siempre Viva Rd.	4-M	40,000	33,000	0.83	D	5-M	0.73	C	N
Harvest Road	South of Otay Mesa Rd.	4-M	40,000	8,500	0.21	A	2-CL	0.57	C	N
	Airway Rd. to Otay Center Dr.	4-M	40,000	16,000	0.40	B	4-CL	0.53	C	N
	Otay Center Dr. to Siempre Viva Rd.	4-M	40,000	10,000	0.25	A	4-CL	0.33	A	N
Enrico Fermi Drive	SR-11 to Airway Rd.*	4-M	40,000	15,500	0.62	B	-	-	-	N
	Airway Rd. to Siempre Viva Rd.	4-M	40,000	8,000	0.20	A	4-CL	0.27	A	N
	Siempre Viva Rd. to Via de la Amistad	4-M	40,000	10,500	0.26	A	4-CL	0.35	B	N

**TABLE 5.12-5  
CPU HORIZON YEAR ROADWAY SEGMENT LEVEL OF SERVICE  
(continued)**

Street	Segment	Horizon Year					Horizon Year with CPU			Sig?
		Class <sup>1</sup>	LOS E ADT <sup>2</sup>	Segment ADT	V/C	LOS	New Class	New V/C	New LOS	
Lone Star Road	SR-125 to Piper Ranch Rd.	4-M	40,000	35,000	0.88	D	6-PA	0.58	B	N
	Piper Ranch Rd. to City/County Boundary	4-M	40,000	36,000	0.90	E	6-PA	0.60	C	N
Aviator Road	Heritage Rd. to La Media Rd. <sup>3</sup>	2-C	8,000	23,000	2.88	F	4-CL	0.77	D	N
Dennery Road	Palm Ave. to Del Sol Blvd.	4-M	40,000	28,000	0.70	C	-	-	-	N
	Palm Ave. to Regatta Ln.	4-M	40,000	19,500	0.49	B	-	-	-	N
	Regatta Ln. to Red Coral Ln.	4-CL	30,000	12,500	0.42	B	-	-	-	N
	Red Coral Ln. to Black Coral Ln.	2-CL	15,000	12,500	0.83	D	-	-	-	N
Avenida De Las Vistas	Black Coral Ln. to East End	2-CN	10,000	16,500	1.65	F	-	-	-	Y
	Otay Valley Rd. to Vista Santo Domingo	2-CN	10,000	7,000	0.70	C	-	-	-	N
Del Sol Boulevard	Vis ta Santo Domingo to Dennery Rd.	2-CN	10,000	19,500	1.95	F	-	-	-	Y
	Ocean View Hills Pkwy. to Surf Crest Dr.	4-CL	30,000	19,500	0.65	C	-	-	-	N
	Surf Crest Dr. to Riviera Pointe	2-CN	10,000	23,000	2.30	F	-	-	-	Y
	Riviera Pointe to Dennery Rd.	2-CL	15,000	23,000	1.53	F	-	-	-	Y
Street A	Dennery Rd. to I-805	4-CL	30,000	16,000	0.53	C	-	-	-	N
	Ocean View Hills Pkwy. to Otay Mesa Rd.	4-M	40,000	13,500	0.34	A	-	-	-	N
Old Otay Mesa Road	Otay Mesa Rd. to Airway Rd.	4-CL	30,000	22,000	0.73	D	-	-	-	N
	Airway Rd. to Crescent Bay Dr.	4-CL	30,000	14,500	0.48	C	-	-	-	N
	Crescent Bay Dr. to Beyer Blvd.	2-C	8,000	16,000	2.00	F	-	-	-	Y
Emerald Crest Dr.	Otay Mesa Rd. to South End <sup>3</sup>	4-CL	30,000	25,000	0.83	D	-	-	-	N
Corporate Center Drive	South End to Otay Mesa Rd. <sup>3</sup>	4-CL	30,000	17,500	0.58	C	-	-	-	N
	Otay Mesa Rd. to Progressive Ave.	4-CL	30,000	19,500	0.65	C	-	-	-	N
	Progressive Ave. to Innovative Dr.	2-C	8,000	8,000	1.00	E	2-CL	0.53	C	N
Innovative Drive	Otay Mesa Rd. to Corporate Center Dr.	4-CL	30,000	15,000	0.50	C	-	-	-	N
Piper Ranch Road	Lone Star Rd. to Otay Mesa Rd.	4-CL	30,000	20,500	0.68	D	-	-	-	N
Sanyo Avenue	Otay Mesa Rd. to Airway Rd. <sup>4</sup>	4-C	15,000	24,500	1.63	F	4-CL	0.82	D	N
Heinrich Hertz Drive	Airway Rd. to Paseo de las Americas <sup>4</sup>	2-CL	15,000	12,000	0.80	D	-	-	-	N
Paseo de las Americas	Airway Rd. to Siempre Viva Rd.	2-C	8,000	16,500	2.06	F	4-CL	0.55	C	N
	Siempre Viva Rd. to Marconi Dr.	2-C	8,000	15,000	1.88	F	4-CL	0.50	C	N
Marconi Drive	Paseo de las Americas to Enrico Fermi Dr.	2-C	8,000	8,000	1.00	E	2-CL	0.53	C	N
Otay Center Drive	Harvest Rd. to Siempre Viva Rd. <sup>4</sup>	4-C	15,000	15,500	1.03	F	4-CL	0.52	C	N
Michael Faraday Drive	Airway Rd. to Siempre Viva Rd. <sup>4</sup>	2-CL	15,000	6,500	0.43	B	-	-	-	N
	Siempre Viva Rd. to Marconi Dr. <sup>4</sup>	2-CL	15,000	8,000	0.53	C	-	-	-	N
St. Andrews Avenue	Otay Mesa Center Rd. to La Media Rd.	2-C	8,000	13,500	1.69	F	4-CL	0.45	C	N

**TABLE 5.12-5  
CPU HORIZON YEAR ROADWAY SEGMENT LEVEL OF SERVICE  
(continued)**

Street	Segment	Horizon Year					Horizon Year with CPU			Sig?
		Class <sup>1</sup>	LOS E ADT <sup>2</sup>	Segment ADT	V/C	LOS	New Class	New V/C	New LOS	
Gailes Boulevard	Otay Mesa Rd. to St. Andrews Ave.	2-C	8,000	12,500	1.56	F	4-C	0.83	D	N
Camino Maquiladora	Heritage Rd. to Pacific Rim Ct.	2-C	8,000	9,500	1.19	F	-	-	-	Y
	Pacific Rim Ct. to Cactus Rd.	2-C	8,000	7,500	0.94	E	-	-	-	Y
	Cactus Rd. to Continental St.	2-C	8,000	6,000	0.75	D	-	-	-	N
Pacific Rim Court	Otay Mesa Rd. to Camino Maquiladora	2-C	8,000	4,500	0.56	C	-	-	-	N
Progressive Avenue	Corporate Center Dr. to Innovative Dr.	2-C	8,000	11,500	1.44	F	-	-	-	Y
Otay Mesa Center Road	Otay Mesa Rd. to St. Andrews Ave.	2-C	8,000	24,000	1.60	F	4-CL	0.80	D	N
Datsun Street	Innovative Dr. to Heritage Rd. <sup>3</sup>	2-C	8,000	30,000	3.75	F	4-CL	1.00	E	Y
Avenida Costa Azul	Otay Mesa Rd. to St. Andrews Ave. <sup>3</sup>	2-CL	15,000	19,000	1.27	F	4-CL	0.63	B	N
Excellante Street	Airway Rd. to Gigantic St.	4-C	15,000	6,000	0.40	B	2-C	0.75	D	N
Gigantic Street	Excellante St. to Centurion St.	4-C	15,000	6,000	0.40	B	2-C	0.75	D	N
Centurion Street	Airway Rd. to Gigantic St.	4-C	15,000	6,000	0.40	B	2-C	0.75	D	N
Exposition Way/ Vista Santo Domingo	Avenida De Las Vistas to Corporate Dr. <sup>4</sup>	2-CN	10,000	12,500	1.25	F	-	-	-	Y
Continental Street	South of Otay Mesa Rd.	2-C	8,000	4,500	0.56	C	-	-	-	N
	North of Airway Rd.	2-CL	15,000	12,000	0.80	D	-	-	-	N

**NOTE:**

\*Segment in County of San Diego

\*\*Segment in City of Chula Vista

<sup>1</sup>Current Community Plan Classification, unless footnotes <sup>3</sup> or <sup>4</sup> apply.

<sup>2</sup>Source: City of San Diego Traffic Impact Study Manual, Table 2.

<sup>3</sup>Add to Circulation Plan.

<sup>4</sup>Functional classification shown, not currently classified.

Sig? = Significant impact, Yes (Y) or No (N).

New LOS = LOS after change in classification.

- = No reclassification is proposed by the CPU.

N/A = Not applicable, as this analysis assumes the segment of La Media Road between Birch Road and Lone Star Road is not completed since the City of Chula Vista has removed it from their facilities financing plan.

**Legend**

- 8-M = 8-lane Major Arterial
- 7-PA = 7-lane Primary Arterial
- 7-M = 7-lane Major Arterial
- 6-PA = 6-lane Primary Arterial
- 6-M = 6-lane Major Arterial
- 5-M = 5-lane Major Arterial (3SB /2NB)
- 4-P = 4-lane Primary Arterial
- 4-M = 4-lane Major Arterial
- 4-CL = 4-lane Collector (with continuous left-turn lane)
- 4-C = 4-lane Collector (without continuous left-turn lane)
- 2-CL = 2-lane Collector (with continuous left-turn lane)
- 2-CN = 2-lane Collector (no fronting property)
- 2-C = 2-lane Collector (without continuous left-turn lane)

### ***Intersections***

With the specified proposed classifications the following intersections would be expected to operate at unacceptable levels of service in the Horizon Year Plus CPU condition (Table 5.12-6):

1. Palm Ave./I-805 NB Ramps (LOS F in the AM and PM peak hours)
2. Palm Ave./Denney Rd. (LOS E in the PM peak hour)
3. Otay Mesa Rd./Caliente Ave. (LOS F in the AM and PM peak hours)
4. Caliente Ave./SR-905 WB Ramps (LOS F in the AM peak hour and LOS D with excessive queues blocking the intersection in the PM peak hour)
5. Caliente Ave./SR-905 EB Ramps (LOS F in the AM and PM peak hours)
6. Caliente Ave./Airway Rd. (LOS F in the AM and PM peak hours)
7. Caliente Ave./Beyer Blvd. (LOS F in the AM and PM peak hours)
8. Otay Mesa Rd./Heritage Rd. (LOS F in the AM and PM peak hours)
9. Heritage Rd./SR-905 WB Ramps (LOS E in the AM peak hour and LOS F in the PM peak hour)
10. Heritage Rd./SR-905 EB Ramps (LOS F in the AM and PM peak hours)
11. Heritage Rd./Airway Rd. (LOS F in the AM and PM peak hours)
12. Otay Mesa Rd./Cactus Rd. (LOS F in the AM and PM peak hours)
13. Airway Rd./Cactus Rd. (LOS F in the AM and PM peak hours)
14. Siempre Viva Rd./Cactus Rd. (LOS F in the PM peak hour)
15. Otay Mesa Rd./Britannia Blvd. (LOS F in the AM and PM peak hours)
16. Britannia Blvd./SR-905 WB Ramps (LOS F in the AM and PM peak hours)
17. Britannia Blvd./SR-905 EB Ramps (LOS F in the AM and PM peak hours)
18. Britannia Blvd./Airway Rd. (LOS F in the AM and PM peak hours)
19. Siempre Viva Rd./Britannia Blvd. (LOS F in the AM and PM peak hours)
20. Otay Mesa Rd./La Media Rd. (LOS F in the AM and PM peak hours)
21. La Media Rd./SR-905 WB Ramps (LOS F in the AM and PM peak hours)
22. La Media Rd./SR-905 EB Ramps (LOS F in the AM and PM peak hours)
23. La Media Rd./Airway Rd. (LOS F in the AM and PM peak hours)
24. La Media Rd./Siempre Viva Rd. (LOS F in the AM and PM peak hours)
25. Lone Star Rd./SR-125 SB Off Ramp (LOS E in the AM peak hour and LOS F in the PM peak hours)
26. Lone Star Rd./SR-125 NB On Ramp (LOS A with excessive queues blocking the intersection in the AM peak hour and LOS F in the PM peak hour)
27. Lone Star Rd./Piper Ranch Rd. (LOS A with excessive queues blocking the intersection in the PM peak hour)
28. Otay Mesa Rd./Piper Ranch Rd. (LOS F in the AM and PM peak hours)
29. Otay Mesa Rd./SR-125 SB Off Ramp (LOS F in the AM peak hour and LOS B with excessive queues blocking the intersection in the PM peak hour)
30. Otay Mesa Rd./Harvest Rd. (LOS F in the PM peak hour)
31. Siempre Viva Rd./Otay Center Dr. (LOS F in the AM and PM peak hours)

32. Siempre Viva Rd./SR-905 SB to EB Ramp (LOS C with excessive queues blocking the intersection in the AM peak hour and LOS F in the PM peak hour)
33. Siempre Viva Rd./SR-905 SB to WB Ramp (LOS F in the AM and PM peak hours)
34. Siempre Viva Rd./SR-905 NB Ramps (LOS D with excessive queues blocking the intersection in the AM peak hour and LOS F in the PM peak hour)
35. Siempre Viva Rd./Paseo de las Americas (LOS F in the AM and PM peak hours)
36. Ocean View Hills Pkwy./Del Sol Blvd. (LOS E in the AM and PM peak hours)
37. Ocean View Hills Pkwy./Street A (LOS E in the PM peak hour)
38. Old Otay Mesa Rd./Beyer Blvd. (LOS F in the AM and PM peak hours)
39. Otay Mesa Rd./Corporate Center Dr. (LOS F in the AM and PM peak hours)
40. Otay Mesa Rd./Innovative Dr. (LOS F in the AM and PM peak hours)
41. Harvest Rd./Airway Rd. (LOS F in the AM peak hour)
42. Harvest Rd./Siempre Viva Rd. (LOS E in the AM and PM peak hours)
43. Otay Mesa Rd./Sanyo Ave. (LOS F in the AM and PM peak hours)
44. Airway Rd./Sanyo Ave. (LOS F in the AM and PM peak hours)
45. Paseo de las Americas/Heinrich Hertz Dr. (LOS F in the AM and PM peak hours)
46. Paseo de las Americas/Marconi Dr. (LOS F in the AM and PM peak hours)
47. Heritage Rd./Otay Valley Rd. (LOS F in the AM and PM peak hours)
48. Aviator Rd./La Media Rd. (LOS F in the AM peak hour)
49. Otay Valley Rd./Avenida de las Vistas (LOS F in the AM and PM peak hours)

The CPU impacts at these 49 intersections would be significant.

### ***Freeway Segments***

Under the Horizon Year Plus CPU conditions, the following five segments of SR-905 would be expected to operate at unacceptable levels (Table 5.12-7):

1. SR-905, between Picador Boulevard and I-805 (LOS F0)
2. SR-905, between I-805 and Caliente Avenue (LOS F2)
3. SR-905, between Caliente Avenue and Heritage Drive (LOS F3)
4. SR-905, between Heritage Drive and Britannia Boulevard (LOS F1)
5. SR-905, between Britannia Boulevard and La Media Road (LOS F0)

While the SR-905 has been planned to allow future HOV lanes, such a project has not been funded and, therefore, is not included in the analysis. The CPU impacts to these five SR-905 segments would be significant.



**TABLE 5.12-6  
CPU HORIZON YEAR INTERSECTION LEVELS OF SERVICE**

	Intersection	Horizon Year Plus CPU				Mitigation	Horizon Year Plus CPU With Mitigation				Significant After Mitigation?
		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour		
		CD	LOS	CD	LOS		CD	LOS	CD	LOS	
1	Palm Ave./I-805 SB Ramps	48.9	D	51.3	D	Revise SB-LTR to LT; +1 SB-R*	24.8	C	35.7	D	-
2	Palm Ave./I-805 NB Ramps	116.1	F	122.6	F	+1 dedicated NB-L; +1EB-T; +1EB-R; +1WB-T; +1WB-R	4.6	A	5.5	A	No
3	Palm Ave./Denney Rd.	33.5	C	67.2	E	-	-	-	-	-	Yes
4	Otay Mesa Rd./Caliente Ave.	263.5	F	146.0	F	+1 dedicated NB-R	205.9	F	87.2	F	Yes
5	Caliente Ave./SR-905 WB Ramps	83.1	F	43.2	D <sup>1</sup>	+1 NB-L; +1 dedicated SB-R	34.0	C <sup>1</sup>	34.0	C <sup>1</sup>	Yes
6	Caliente Ave./SR-905 EB Ramps	165.7	F	150.5	F	+1 dedicated NB-R; +1SB-L; +1 dedicated EB-R	55.0	E	70.2	E	Yes
7	Caliente Ave./Airway Rd.	228.5	F	223.0	F	+1 dedicated NB-L; +1 dedicated EB-R	143.0	F	200.5	F	Yes
8	Caliente Ave./Beyer Blvd.	252.0	F	429.8	F	+2 dedicated SB-R; +1 dedicated EB-R	212.7	F	122.4	F	Yes
9	Otay Mesa Rd./Heritage Rd.	367.5	F	257.4	F	+1 dedicated NB-R; +1 dedicated SB-R; +1WB-R	272.0	F	161.2	F	Yes
10	Heritage Rd./SR-905 WB Ramps	69.9	E	81.1	F	+2 dedicated NB-R	15.9	B <sup>1</sup>	28.4	C <sup>1</sup>	Yes
11	Heritage Rd./SR-905 EB Ramps	113.0	F	86.4	F	+1 dedicated NB-L; +1 dedicated WB-R	39.5	D <sup>1</sup>	25.5	C <sup>1</sup>	Yes
12	Heritage Rd./Airway Rd.	162.7	F	402.8	F	+2 dedicated WB-R	144.5	F	88.3	F	Yes
13	Heritage Rd./Siempre Viva Rd.	N/A	N/A	N/A	N/A	-	N/A	N/A	N/A	N/A	-
14	Otay Mesa Rd./Cactus Rd.	437.9	F	290.5	F	+2 dedicated EB-R; +1 dedicated WB-R	139.6	F	199.7	F	Yes
15	Airway Rd./Cactus Rd.	361.5	F	437.7	F	+1 dedicated NB-R; +1 dedicated SB-R; +1 dedicated EB-R; +2 dedicated WB-R	188.6	F	306.2	F	Yes
16	Siempre Viva Rd./Cactus Rd.	48.7	D	127.7	F	+1 dedicated NB-R	47.6	D	117.3	F	Yes
17	Otay Mesa Rd./Britannia Blvd.	108.5	F	117.2	F	+1 dedicated EB-R; +1 dedicated WB-R	63.1	E	47.5	D	Yes
18	Britannia Blvd./SR-905 WB Ramps	240.5	F	577.4	F	Restripe 3 <sup>rd</sup> SB-T to SB-TR; +1 dedicated SB-R; Restripe WB-T to LTR	65.0	E	547.1	F	Yes
19	Britannia Blvd./SR-905 EB Ramps	353.3	F	235.1	F	+2 dedicated NB-R	305.9	F	67.1	E	Yes
20	Britannia Blvd./Airway Rd.	618.2	F	615.8	F	+1 dedicated NB-R; +2 dedicated SB-R; +1 dedicated EB-R; +2 dedicated WB-R	184.9	F	241.1	F	Yes
21	Siempre Viva Rd./Britannia Blvd.	363.3	F	362.8	F	+1 dedicated NB-R; +2 dedicated SB-R; +1 dedicated EB-R; +2 dedicated WB-R	177.5	F	143.2	F	Yes

**TABLE 5.12-6  
CPU HORIZON YEAR INTERSECTION LEVELS OF SERVICE  
(continued)**

	Intersection	Horizon Year Plus CPU				Mitigation	Horizon Year Plus CPU With Mitigation				Significant After Mitigation?
		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour		
		CD	LOS	CD	LOS		CD	LOS	CD	LOS	
22	Otay Mesa Rd./La Media Rd.	457.1	F	443.8	F	+2 dedicated NB-R; +2 dedicated SB-R; +2 dedicated EB-R; +2 dedicated WB-R	131.9	F	126.2	F	Yes
23	La Media Rd./SR-905 WB Ramps	266.1	F	227.2	F	+1 NB-T; +1 dedicated SB-L	129.8	F	112.7	F	Yes
24	La Media Rd./SR-905 EB Ramps	234.7	F	84.7	F	+1 SB-T	162.2	F	48.5	D <sup>1</sup>	Yes
25	La Media Rd./Airway Rd.	496.6	F	507.9	F	+1 dedicated NB-R; +2 dedicated SB-R; +1 dedicated EB-R; +2 dedicated WB-R	182.5	F	212.5	F	Yes
26	La Media Rd./Siempre Viva Rd.	244.0	F	112.1	F	Restripe SB to 1T and 2SB-R; +2 dedicated WB-R	81.6	F	37.1	D	Yes
27	La Media Rd./Lone Star Rd.	N/A	N/A	N/A	N/A	-	N/A	N/A	N/A	N/A	-
28	Lone Star Rd./SR-125 SB Off Ramp	63.6	E	96.8	F	-	-	-	-	-	Yes
29	Lone Star Rd./SR-125 NB On Ramp	2.1	A <sup>1</sup>	147.8	F	-	-	-	-	-	Yes
30	Lone Star Rd./Piper Ranch Rd.	8.1	A	9.3	A <sup>1</sup>	-	-	-	-	-	Yes
31	Otay Mesa Rd./Piper Ranch Rd.	129.2	F	166.2	F	+1 dedicated NB-R; +2 dedicated SB-R; +1 dedicated EB-R; +1 dedicated WB-R	44.6	D	47.5	D	No
32	Otay Mesa Rd./SR-125 SB Off Ramp	82.9	F	13.0	B <sup>1</sup>	Restripe SB to SB-L, SB-T/L, SB-R	30.4	C	11.0	B <sup>1</sup>	Yes
33	Otay Mesa Rd./SR-125 NB On Ramp	4.8	A	22.0	C	-	-	-	-	-	-
34	Otay Mesa Rd./Harvest Rd.	37.9	D	133.7	F	+1 NB-L; +1 dedicated EB-R	11.8	B	38.9	D <sup>1</sup>	Yes
35	Siempre Viva Rd./Otay Center Dr.	276.0	F	213.0	F	+1 dedicated NB-R; +1 SB-L; +1 dedicated SB-R; +1 EB-L; +1 dedicated EB-R; +1 WB-L; +1 dedicated WB-R	83.0	F	85.4	F	Yes
36	Siempre Viva Rd./SR-905 SB to EB Ramp	29.0	C <sup>1</sup>	146.2	F	-	-	-	-	-	Yes
36A	Siempre Viva Rd./SR-905 SB to WB Ramp	2,641 <sup>2</sup>	F <sup>1</sup>	205.7 <sup>2</sup>	F	Signalize; +1 SB-R	382.0	F	16.3	B <sup>1</sup>	Yes
37	Siempre Viva Rd./SR-905 NB Ramps	47.2	D <sup>1</sup>	262.7	F	+1 WB-R	39.3	D <sup>1</sup>	250.4	F	Yes
38	Siempre Viva Rd./Paseo de las Americas	188.8	F	367.1	F	NB restriped to L, LT, R; SB restriped to L, T, 2R; +1 dedicated WB-R	78.8	E	159.5	F	Yes
39	Denney Rd./Del Sol Blvd.	49.3	D	49.4	D	-	-	-	-	-	-

**TABLE 5.12-6  
CPU HORIZON YEAR INTERSECTION LEVELS OF SERVICE  
(continued)**

	Intersection	Horizon Year Plus CPU				Mitigation	Horizon Year Plus CPU With Mitigation				Significant After Mitigation?
		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour		
		CD	LOS	CD	LOS		CD	LOS	CD	LOS	
40	Ocean View Hills Pkwy./Del Sol Blvd.	67.8	E	67.3	E	+1 dedicated SB-R; restripe EB to L-LT-R	50.5	D	53.3	D	No
41	Ocean View Hills Pkwy./Street A	48.2	D	57.9	E	+1 NB-L; +1 dedicated EB-R	35.5	D	34.6	C	No
42	Old Otay Mesa Rd./Beyer Blvd.	381.2	F	396.5	F	+1 dedicated NB-R; +1 dedicated SB-R	194.3	F	181.8	F	Yes
43	Otay Mesa Rd./Corporate Center Dr.	119.3	F	184.3	F	Restripe SB to 2L-TRF-R; +1 dedicated EB-R	78.6	E	140.6	F	Yes
44	Otay Mesa Rd./Innovative Dr.	114.4	F	108.9	F	Restripe SB to 2L-TRF-R	113.7	F	89.8	F	Yes
45	Harvest Rd./Airway Rd.	116.7	F	13.8	B	+1 dedicated EB-R	42.5	D	13.5	B	No
46	Harvest Rd./Siempre Viva Rd.	76.6	E	69.2	E	+1 SB-L; +1 dedicated SB-R; +1 dedicated WB-R	28.7	C	51.5	D	No
47	Otay Mesa Rd./Sanyo Ave.	263.3	F	276.6	F	+1 NB-L; +1 dedicated NB-R; +2 dedicated EB-R; +1 dedicated WB-R	106.7	F	89.0	F	Yes
48	Airway Rd./Sanyo Ave.	225.6	F	229.8	F	+1 NB-L; +1 dedicated NB-R; +1 SB-L; +2 dedicated SB-R; +2 dedicated EB-R; +1 dedicated WB-R	49.7	D	38.6	D	No
49	Paseo de las Americas/Heinrich Hertz Dr.	988.3 <sup>3</sup>	F	244.6 <sup>3</sup>	F	Signalize; +1 NB-L	8.9	A	13.0	B	No
50	Paseo de las Americas/Marconi Dr.	869.6 <sup>4</sup>	F	108.0 <sup>4</sup>	F	Signalize; +1 SB-L	11.5	B	13.4	B	No
51	Heritage Rd./Otay Valley Rd.	516.4	F	837.9	F	+1 dedicated NB-R; +2 dedicated SB-R; +1 EB-L; +1 dedicated EB-R; +1 WB-L; +1 dedicated WB-R	178.7	F	382.7	F	Yes

**TABLE 5.12-6  
CPU HORIZON YEAR INTERSECTION LEVELS OF SERVICE  
(continued)**

	Intersection	Horizon Year Plus CPU				Mitigation	Horizon Year Plus CPU With Mitigation				Significant After Mitigation?
		AM Peak Hour		PM Peak Hour			AM Peak Hour		PM Peak Hour		
		CD	LOS	CD	LOS		CD	LOS	CD	LOS	
52	Aviator Rd./La Media Rd.	105.1	<b>F</b>	38.0	D	+1 dedicated SB-R	27.7	C	18.3	B	No
53	Otay Valley Rd./Avenida de las Vistas	764.4	<b>F</b>	298.6	<b>F</b>	-	-	-	-	-	<b>Yes</b>

SOURCE: Appendix J (Urban Systems Associates, Inc. 2012).

NOTE: Control delay results should be considered unreliable at delay volumes higher than two times the LOS E delay of 80.0 seconds.

\*This is a suggested improvement and is not mitigation for a CPU impact.

<sup>1</sup>Vehicles queues may extend through this intersection from a downstream intersection, resulting in degraded LOS from vehicles blocking this intersection.

<sup>2</sup>Unsignalized: SB to WB right turn at LOS F (AM and PM peak hours)

<sup>3</sup>Unsignalized: eastbound left turn at LOS F (AM Peak Hour); eastbound left and right turns at LOS F (PM Peak Hour).

<sup>4</sup>Unsignalized: westbound left turn at LOS F (AM and PM Peak Hours); westbound right turn at LOS F (PM Peak Hour).

**Bold** indicates a significant impact.

Legend

CD = Control Delay

LOS = Level of Service

SB=Southbound

NB=Northbound

EB=Eastbound

WB=Westbound

L = left turn lane

T = through lane

R = right turn lane

S = shared lane

Dedicated= change from a shared lane to an exclusive dedicated lane

**TABLE 5.12-7  
CPU HORIZON YEAR FREEWAY SEGMENT LEVELS OF SERVICE**

Segment		Lanes (1-Way)	Capacity	Horizon Year ADT	Peak Volume	V/C	LOS	Mitigation (with HOV lane) <sup>1</sup>	
								V/C	LOS
SR-905	Picador Blvd. to I-805	2 + AUX	6,500	128,500	6,853	1.05	<b>F0</b>	0.83	D
	I-805 to Caliente Ave.	3 + CL	8,550	221,000	11,787	1.38	<b>F2</b>	1.13	<b>F0</b>
	Caliente Ave. to Heritage Rd.	3	7,050	196,000	10,453	1.48	<b>F3</b>	1.18	<b>F0</b>
	Heritage Rd. to Britannia Blvd.	3	7,050	173,000	9,227	1.31	<b>F1</b>	1.04	<b>F0</b>
	Britannia Blvd. to La Media Rd.	3	7,050	154,000	8,213	1.16	<b>F0</b>	0.92	D
	La Media Rd. to SR-125	3	7,050	103,500	5,520	0.78	C	-	-
	SR-125 to Siempre Viva Rd.	3	7,050	99,000	5,280	0.75	C	-	-
Siempre Viva Rd. to Border	3	7,050	64,500	3,440	0.49	B	-	-	
I-805	Main St. to Palm Ave.	4+AUX+2HOV	14,400	248,000	13,227	0.92	D	-	-
	Palm Ave. to SR-905	4+AUX+2HOV	14,400	222,000	11,840	0.82	D	-	-
	SR-905 to I-5	4	9,400	122,000	6,507	0.69	C	-	-
	I-5 to Border	6	14,100	135,500	7,227	0.51	B	-	-
SR-125	Birch Rd. to Lone Star Rd.	4 (Toll)	9,400	155,500	8,293	0.88	D	-	-
	Lone Star Rd. to SR-905	4 (Toll)	9,400	115,500	6,160	0.66	C	-	-
SR-11	SR-905 to Enrico Fermi Dr.	2	4,700	47,000	2,507	0.53	B	-	-
	Enrico Fermi Dr. to Siempre Viva Rd	2	4,700	24,500	1,307	0.28	A	-	-
	Siempre Viva Rd. to Border	2	4,700	39,500	2,107	0.45	B	-	-

SOURCE: Appendix J (Urban Systems Associates, Inc. 2012)

<sup>1</sup>SR-905 would include one HOV lane in each direction. Note that the addition of 1 HOV lane in each direction to SR-905 is not in the RTP and is not funded. The addition of 2 HOV lanes to I-805 is in the RTP and is funded, and is included in the Horizon Year baseline conditions.

ADT = average daily traffic

V/C = volume-to-capacity ratio

LOS = Level of service

**Bold** indicates a significant impact.



### ***Freeway Ramp Metering***

As shown in Table 5.12-8, 11 of the freeway ramp metering locations would be expected to experience delays in excess of 15 minutes in the Horizon Year Plus CPU condition. Out of these locations, the following five ramp meter locations would also experience a downstream freeway operation of unacceptable LOS E or F in the Horizon Year Plus CPU condition:

1. SR-905/Caliente Avenue WB on-ramp (AM and PM peak hours)
2. SR-905/Heritage Road WB on-ramp (PM peak hour)
3. SR-905/Britannia Boulevard WB on-ramp (AM and PM peak hours)
4. SR-905/Britannia Boulevard EB on-ramp (PM peak hour)
5. SR-905/La Media Road WB on-ramp (AM and PM peak hours)

The CPU impacts at these five ramp meter locations would be significant.

### **5.12.3.2 Significance of Impacts**

#### **a. Roadway Segments**

A total of 24 roadway segments under the Horizon Year Plus CPU condition would be expected to operate at unacceptable LOS. Therefore, the CPU would have a significant impact at all of these 24 roadway segment locations.

#### **b. Intersections**

A total of 49 intersections would be expected to operate at unacceptable levels under the Horizon Year Plus CPU condition. Therefore, the CPU would have a significant impact at all 49 of these intersections.

#### **c. Freeway Segments**

With the planned and funded I-805 improvements, all I-805 freeway segments would be expected to operate at an acceptable LOS in the Horizon Year Plus CPU condition and therefore impacts would be less than significant. Five SR-905 freeway segments would be expected to operate at unacceptable levels in the Horizon Year Plus CPU condition. Thus, the CPU impact at these five SR-905 freeway segments would be significant.

#### **d. Freeway Ramp Metering**

Five SR-905 freeway ramps would be expected to experience delays over 15 minutes with downstream freeway operations at unacceptable levels in the Horizon Year Plus CPU condition. The CPU impact at these five freeway ramps would be significant.

**TABLE 5.12-8  
CPU HORIZON YEAR RAMP METER OPERATIONS**

Peak Hour	Location	Demand <sup>1</sup> (Veh/Hr)	Meter Rate <sup>2</sup> (Veh/Hr)	Excess Demand	Queue (Feet)	Delay <sup>3</sup> (Min)	Exceeds 15-Minute Delay?	Significant? (Exceeds 15 minutes and downstream freeway is LOS E or F)
AM	I-805/Palm Avenue NB (from WB)	1,280	960	320	8,000	20.0	Yes	No <sup>4</sup>
PM	I-805/Palm Avenue NB (from WB)	1,380	960	420	10,500	26.3	Yes	No <sup>4</sup>
AM	I-805/Palm Avenue NB (from EB)	655	960	None	None	None	No	No
PM	I-805/Palm Avenue NB (from EB)	540	960	None	None	None	No	No
AM	I-805/Palm Avenue SB	455	960	None	None	None	No	No
PM	I-805/Palm Avenue SB	645	960	None	None	None	No	No
AM	SR-905/Caliente Avenue WB	1,860	960	900	22,500	56.3	Yes	<b>Yes</b>
PM	SR-905/Caliente Avenue WB	1,550	960	590	14,750	36.9	Yes	<b>Yes</b>
AM	SR-905/Caliente Avenue EB	400	960	None	None	None	No	No
PM	SR-905/Caliente Avenue EB	400	960	None	None	None	No	No
AM	SR-905/Heritage Road WB	1,135	960	175	4,375	10.9	Yes	No
PM	SR-905/Heritage Road WB	2,550	960	1,590	39,750	99.4	Yes	<b>Yes</b>
AM	SR-905/Heritage Road EB	360	960	None	None	None	No	No
PM	SR-905/Heritage Road EB	800	960	None	None	None	No	No
AM	SR-905/Britannia Blvd. WB	1,350	960	390	9,750	24.4	Yes	<b>Yes</b>
PM	SR-905/Britannia Blvd. WB	3,355	960	2,395	59,875	149.1	Yes	<b>Yes</b>
AM	SR-905/Britannia Blvd. EB	710	960	None	None	None	No	No
PM	SR-905/Britannia Blvd. EB	1,400	960	440	11,000	27.5	Yes	<b>Yes</b>
AM	SR-905/La Media Road WB	2,050	960	1,090	27,250	68.1	Yes	<b>Yes</b>
PM	SR-905/La Media Road WB	3,025	960	2,065	51,625	129.0	Yes	<b>Yes</b>
AM	SR-905/La Media Road EB	1,000	960	40	1,000	2.5	No	No
PM	SR-905/La Media Road EB	1,950	960	990	24,750	61.8	Yes	No <sup>4</sup>
AM	SR-905/Siempre Viva Rd. NB	1,185	960	225	5,625	14.1	No	No
PM	SR-905/Siempre Viva Rd. NB	3,510	960	2,550	63,750	159.4	Yes	No <sup>4</sup>
AM	SR-905/Siempre Viva Rd. SB	750	960	None	None	None	No	No
PM	SR-905/Siempre Viva Rd. SB	1,670	960	710	17,750	44.4	Yes	No <sup>4</sup>
AM	SR-125/Otay Mesa Rd. NB	1,680	960	720	24,000	45.0	Yes	No <sup>4</sup>
PM	SR-125/Otay Mesa Rd. NB	2,455	960	1,495	37,375	93.4	Yes	No <sup>4</sup>
AM	SR-125/Lone Star Rd. NB	850	960	None	None	None	No	No
PM	SR-125/Lone Star Rd. NB	3,615	960	2,655	66,375	166.0	Yes	No <sup>4</sup>

SOURCE: Appendix J (Urban Systems Associates, Inc. 2012).

**Bold** indicates a significant impact.

<sup>1</sup>Total hourly volume entering from both directions.

<sup>2</sup>Most restrictive meter rate used, per Caltrans. This Veh/Hr assumes 2 lanes and 2 cars per green light on a 15-second cycle.

<sup>3</sup> $Delay = \frac{Excess\ Demand\ (vehicles)}{Meter\ Rate\ (vehicles\ per\ hour)} \times 60\ min.\ per\ hour$

<sup>4</sup>While the delay exceeds 15 minutes, the downstream freeway operates at acceptable LOS. Thus, this impact is considered less than significant.

### 5.12.3.3 Mitigation Framework

At the program-level, impacts shall be reduced through the proposed classifications of roadways and identification of necessary roadway, intersection and freeway improvements. Mitigation or construction of these improvements shall be carried out at the project-level via the Public Facilities Financing Plan and future development projects. Funding shall be through construction by individual development projects, collection of FBA fees, fair share contributions to be determined at the project-level, and potentially other sources.

The following standards apply to the area designated for commercial and industrial uses as shown in Figure 3-9 (Project Description) within OM-CPIOZ. Future commercial and industrial development applications for properties identified on Figure 3-9 that are consistent with the CPU, the based zone regulations, and these supplemental regulations will be processed ministerially (CPIOZ A) in accordance with the procedures of the CPIOZ (Municipal Code Chapter 13, Article 2, Division 14). Development that complies with all of the following shall be processed as CPIOZ A: Development that includes construction of the abutting street(s) to the street classification identified in the Mobility Element of the Otay Mesa Community Plan and intersection configurations identified in Figures 5.12-4a-g; and development projects that can provide documentation from a California Registered Traffic Engineer, confirmed and accepted by the City Engineer, stating that the proposed project's traffic volumes are based on the City's trip generation rates and are less than 1,000 ADTs.

Development proposals that do not comply with the supplemental regulations for CPIOZ Type A and the regulations of the underlying zone shall apply for a Process 3 CPIOZ Type B permit. Applications for a Process 3 CPIOZ Type B permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the City Manager in accordance with the procedures of the CPIOZ (Municipal Code Section 132.1403).

#### a. Roadway Segments

Even with incorporation of the recommended street classifications in Table 5.12-4 in the CPU, Public Facilities Financing Plan, and future project development review and (ministerial) and discretionary review through the CPIOZ, the proposed classifications, 24 roadway segments would operate unacceptably in the Horizon Year Plus CPU condition. The TIA identified additional potential improvement measures that are not recommended as part of the CPU and are not included as part of the project. The reasons for not recommending the improvements are detailed in the Findings and the Statement of Overriding Considerations include various factors such as adjacency to environmentally sensitive land and/or steep hillsides, existing development conflicts, and/or multi-modal and urban design context. The impacts are considered significant and unavoidable/unmitigated. At the project-level, partial mitigation may be possible in the

form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

The 24 roadway segments that would operate unacceptably in the Horizon Year plus CPU Condition are listed below.

1. Otay Mesa Road, Caliente Ave. to Corporate Center Dr.
2. Otay Mesa Road, Heritage Rd. to Cactus Rd.
3. Airway Road, Caliente Ave. to Heritage Rd.
4. Airway Road, Heritage Rd. to Cactus Rd.
5. Siempre Viva Road, Otay Center Dr. to SR-905
6. Siempre Viva Road, SR-905 to Paseo de las Americas
7. Caliente Avenue, Airway Rd. to Beyer Blvd.
8. Caliente Avenue, Beyer Blvd. to Siempre Viva Rd.
9. Heritage Road/Otay Valley Road, Main St. to Avenida de Las Vistas
10. Heritage Road/Otay Valley Road, Avenida de las Vistas to Datsun St.
11. Cactus Road, Otay Mesa Rd. to Airway Rd.
12. Cactus Road, Airway Rd. to Siempre Viva Rd.
13. Britannia Boulevard, SR-905 to Airway Rd.
14. La Media Road, SR-905 to Airway Rd.
15. Dennery Road, Black Coral Ln. to East End
16. Avenida de las Vistas, Vista Santo Domingo to Dennery Rd.
17. Del Sol Boulevard, Surf Crest Dr. to Riviera Pointe
18. Del Sol Boulevard, Riviera Pointe to Dennery Rd.
19. Old Otay Mesa Road, Crescent Bay Dr. to Beyer Blvd.
20. Camino Maquiladora, Heritage Rd. to Pacific Rim Ct.
21. Camino Maquiladora, Pacific Rim Ct. to Cactus Rd.
22. Progressive Avenue, Corporate Center Dr. to Innovative Dr.
23. Datsun Street, Innovative Dr. to Heritage Rd.
24. Exposition Way/Vista Santo Domingo, Avenida de las Vistas to Corporate Center Dr.

## **b. Intersections**

A total of 49 intersections would be significantly impacted by the CPU. Even with incorporation of the recommended land configurations shown in Figure 5.12-4a-4g for the 53 intersections analyzed into the projects to be funded through the Public Facilities Financing Plan, and through future development projects (ministerial and discretionary through the CPIOZ ~~With mitigation measures,~~ a total of 39 intersections would continue

to be significantly impacted. The TIA identified further potential improvement measures such as additional intersection turning movement lanes that are not recommended as part of the CPU and are not included as part of the project. The reasons for not recommending the improvements include considerations such as adjacency to environmentally sensitive land, steep hillsides, routes to schools, and multi-modal and urban design context, or because additional study would be required in order to make additional recommendations are detailed in the ~~Findings and Statement of Overriding Considerations~~. At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future ~~discretionary~~ subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

The impacts are considered significant and ~~unavoidable~~ unmitigated. To reduce impacts the following mitigation shall be provided:

**TRF-1:** Intersections shall be improved per the intersection lane designations identified in Figures 5.12-4a-g.

### **c. Freeway Segments**

While providing one HOV lane in each direction on the SR-905 would reduce impacts associated with buildout of the CPU, the additional lanes are not funded; therefore, impacts would remain significant and ~~unavoidable~~ unmitigated at the programmatic level. At the project-level, partial mitigation may be possible in the form of auxiliary lanes and/or transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future ~~discretionary~~ subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

### **d. Freeway Ramp Metering**

Mitigation that would reduce freeway ramp metering impacts at the five significantly impacted SR-905 locations consists of adding a lane to the freeway on-ramp, auxiliary lanes, and/or implementation of transportation demand management (TDM) measures that encourage carpooling and other alternate means of transportation. At the time future ~~discretionary~~ subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.



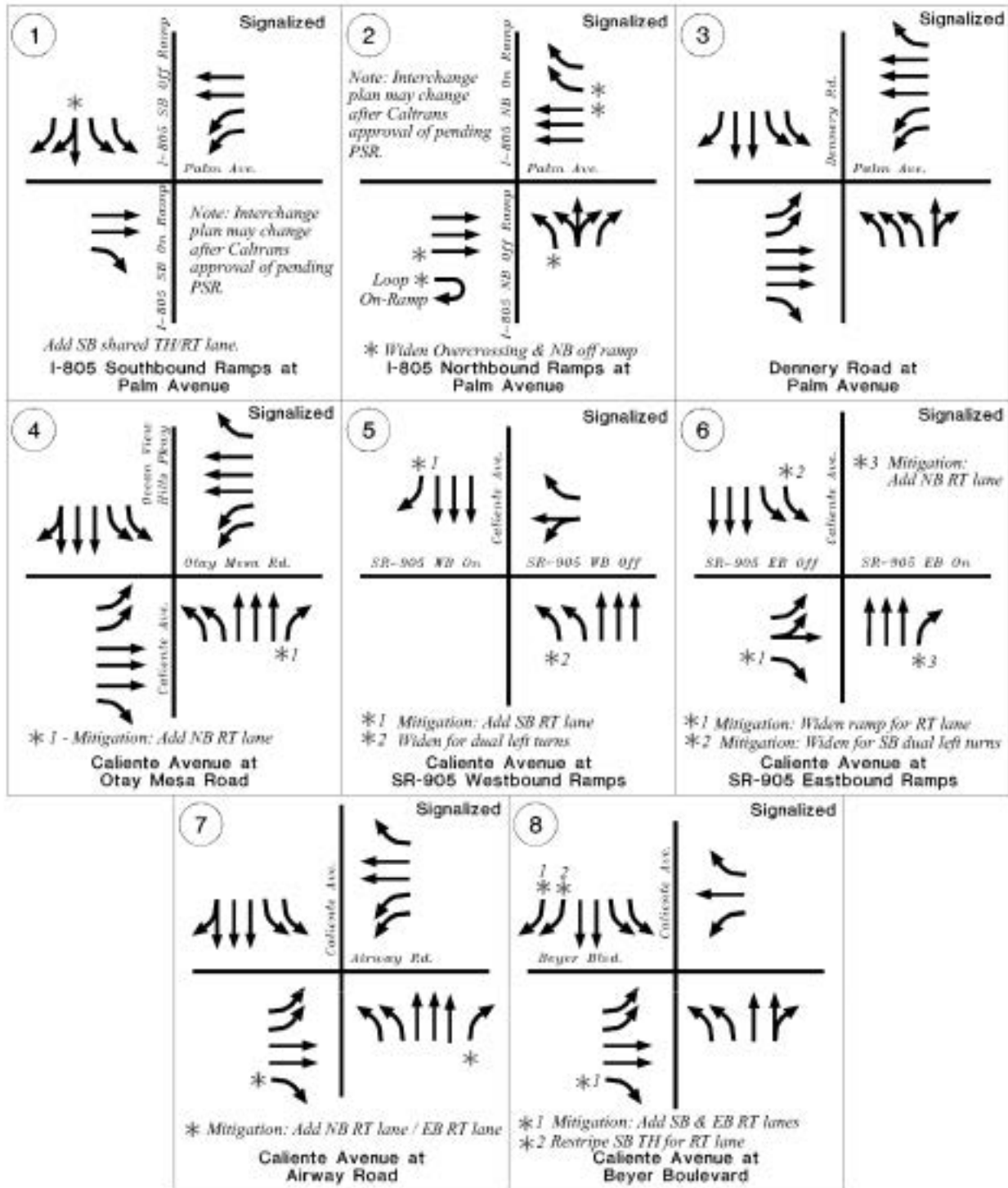


FIGURE 5.12-4a  
 Buildout Lane Configurations 1-8

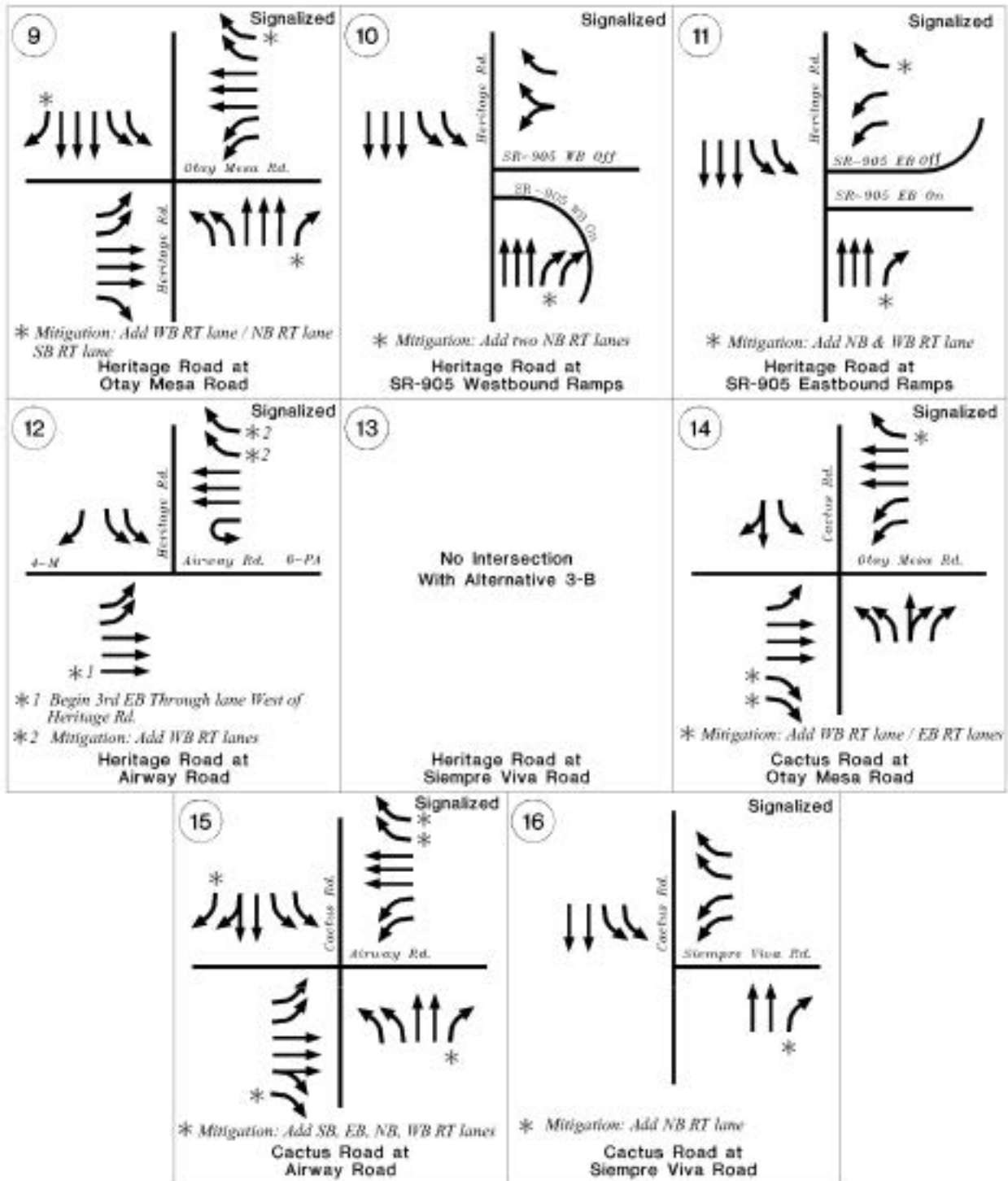


FIGURE 5.12-4b  
 Buildout Lane Configurations 9-16

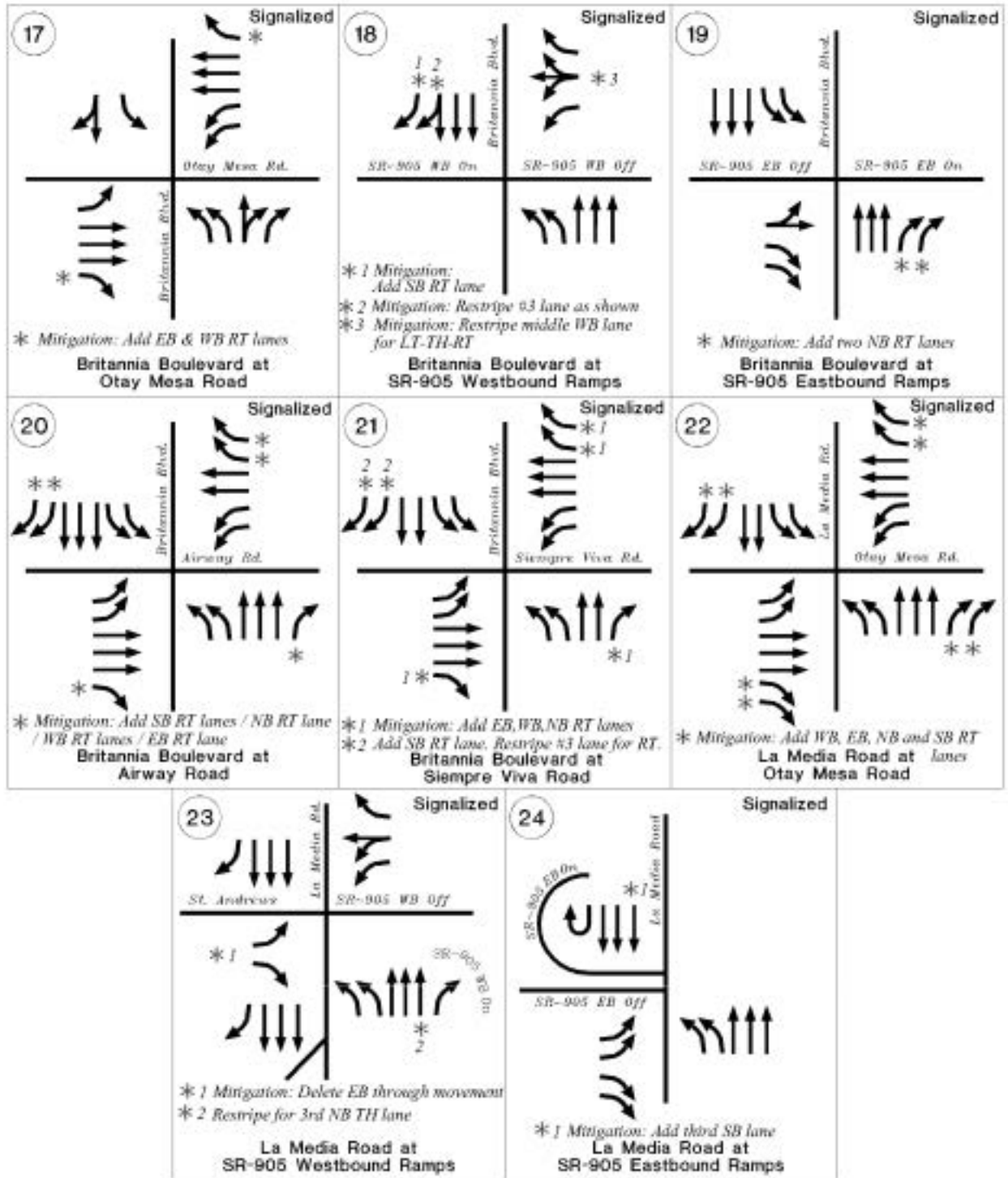


FIGURE 5.12-4c  
 Buildout Lane Configurations 17-24

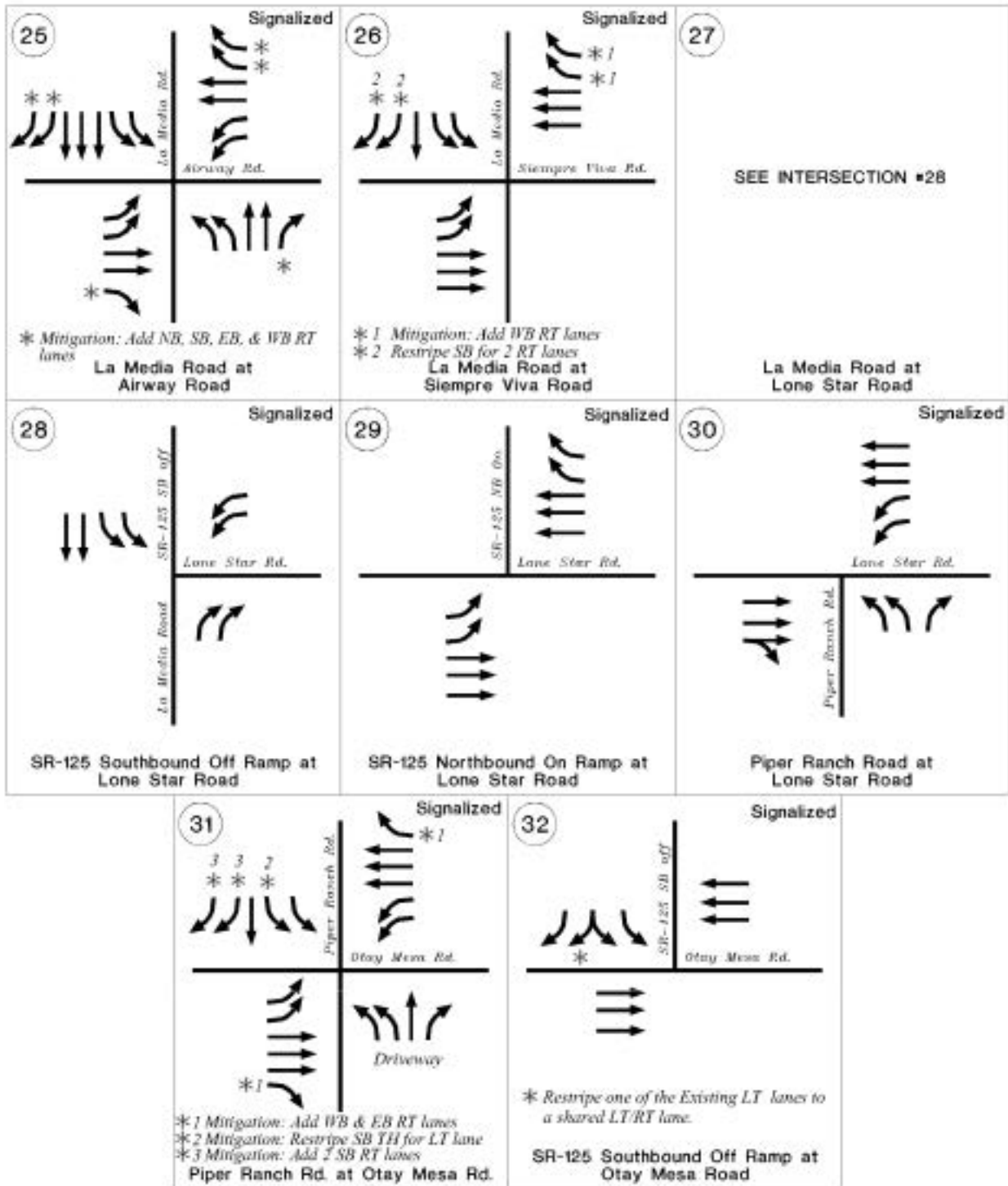


FIGURE 5.12-4d  
 Buildout Lane Configurations 25-32

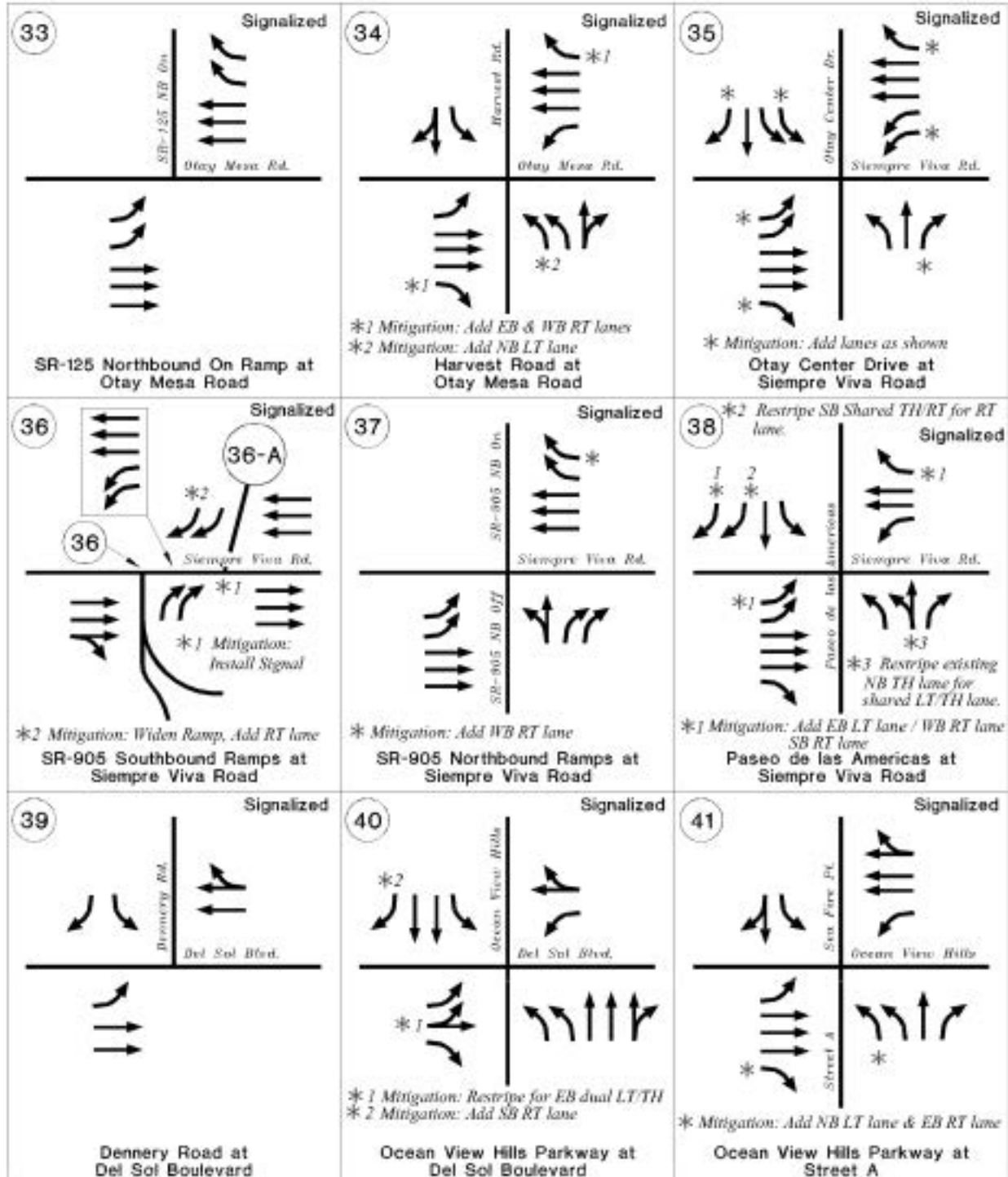


FIGURE 5.12-4e  
 Buildout Lane Configurations 33-41



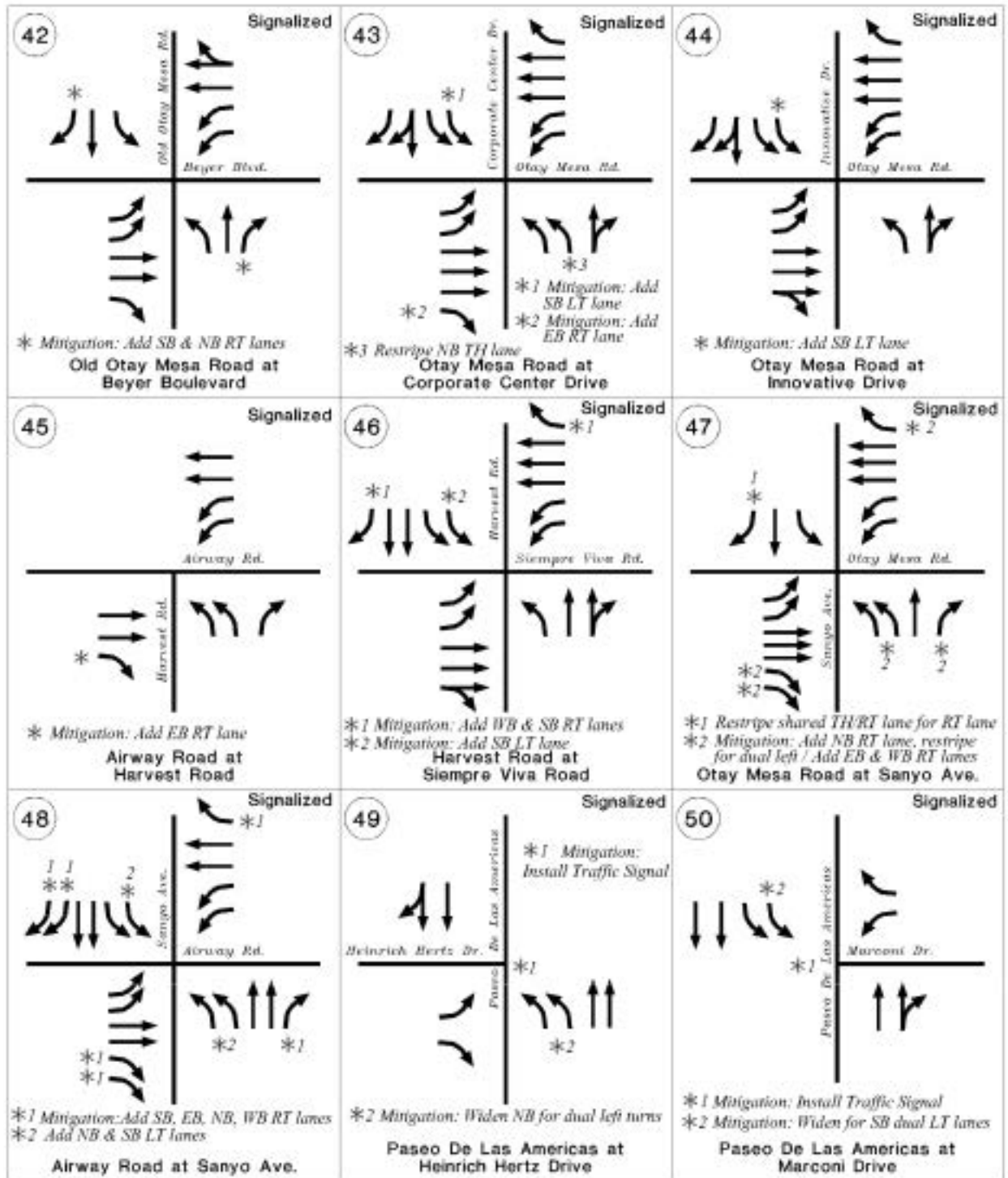


FIGURE 5.12-4f  
 Buildout Lane Configurations 42-50

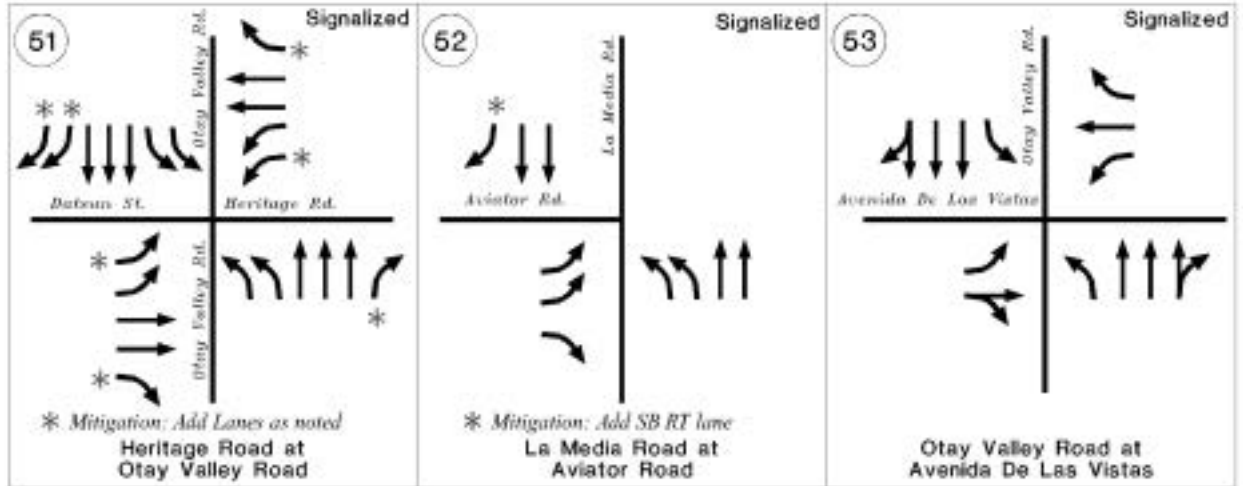


FIGURE 5.12-4g  
Buildout Lane Configurations 51-53

However, due to the uncertainty associated with implementing freeway ramp improvements, and uncertainty related to implementation of TDM measures, the freeway ramp impacts associated with the CPU would remain significant and unavoidable unmitigated at the program-level.

### 5.12.3.4 Significance After Mitigation

#### a. Roadway Segments

Implementation of roadway segment improvements proposed as part of the CPU (see Section 5.12.3.1(a) above) would resolve several traffic impacts that would occur under the Horizon Year. However, 24 significant impacts as shown in Table 5.12-5 would remain unavoidable unmitigated and would operate unacceptably in the Horizon Year plus CPU Condition as shown below-;

1. Otay Mesa Road, Caliente Ave. to Corporate Center Dr.
2. Otay Mesa Road, Heritage Rd. to Cactus Rd.
3. Airway Road, Caliente Ave. to Heritage Rd.
4. Airway Road, Heritage Rd. to Cactus Rd.
5. Siempre Viva Road, Otay Center Dr. to SR-905
6. Siempre Viva Road, SR-905 to Paseo de las Americas
7. Caliente Avenue, Airway Rd. to Beyer Blvd.
8. Caliente Avenue, Beyer Blvd. to Siempre Viva Rd.
9. Heritage Road/Otay Valley Road, Main St. to Avenida de Las Vistas
10. Heritage Road/Otay Valley Road, Avenida de las Vistas to Datsun St.
11. Cactus Road, Otay Mesa Rd. to Airway Rd.
12. Cactus Road, Airway Rd. to Siempre Viva Rd.
13. Britannia Boulevard, SR-905 to Airway Rd.
14. La Media Road, SR-905 to Airway Rd.
15. Dennery Road, Black Coral Ln. to East End
16. Avenida de las Vistas, Vista Santo Domingo to Dennery Rd.
17. Del Sol Boulevard, Surf Crest Dr. to Riviera Pointe
18. Del Sol Boulevard, Riviera Pointe to Dennery Rd.
19. Old Otay Mesa Road, Crescent Bay Dr. to Beyer Blvd.
20. Camino Maquiladora, Heritage Rd. to Pacific Rim Ct.
21. Camino Maquiladora, Pacific Rim Ct. to Cactus Rd.
22. Progressive Avenue, Corporate Center Dr. to Innovative Dr.
23. Datsun Street, Innovative Dr. to Heritage Rd.
24. Exposition Way/Vista Santo Domingo, Avenida de las Vistas to Corporate Center Dr.

## **b. Intersections**

Implementation of intersection improvements identified in TRF-1 above, would occur in conjunction with future development within the CPU area and with implementation of Public Facilities Financing transportation projects. The improvements would reduce significant impacts to below a level of significance at the following ten intersections (see Table 5.12-6):

- Palm Avenue/I-805 NB Ramps
- Otay Mesa Road/Piper Ranch Road
- Ocean View Hills Parkway/Del Sol Boulevard
- Ocean View Hills Parkway/Street A
- Harvest Road/Airway Road
- Harvest Road/Siempre Viva Road
- Airway Road/Sanyo Avenue
- Paseo de las Americas/Heinrich Hertz Drive
- Paseo de las Americas/Marconi Drive
- Aviator Road/La Media Road

The remaining 39 intersections would continue to operate at unacceptable levels with the proposed mitigation. Additional intersection mitigation measures are not desirable and not recommended as discussed in the Findings and Statement of Overriding Considerations. Additional mitigation such as TDM measures may be identified in the future at the project-level. Thus, these impacts would remain significant and not fully mitigated at the program-level.

## **c. Freeway Segments**

The CPU would significantly impact five segments of SR-905. Caltrans has designed the SR-905 to allow for the construction of HOV lanes, which would reduce the CPU impacts to below a level of significance at two of the five impacted freeway segments identified in Table 5.12-7. However, the addition of HOV lanes to SR-905 is not a funded or planned project at this time and improvements to these facilities cannot be guaranteed to be implemented by the City. Additional mitigation such as TDM measures may be identified in the future at the project-level. Thus, at the program-level, CPU impacts to the five SR-905 freeway segments would remain significant and unmitigated.

## **d. Freeway Ramp Metering**

As discussed above under 5.12.3.3(d), due to the uncertainty associated with implementing freeway improvements, limitations on increasing ramp capacity, and uncertainty regarding implementation of TDM measures, the freeway ramp impacts associated with the CPU identified in Table 5.12-8 would remain significant and unmitigated at the program-level.

## **5.12.4 Issue 2: Traffic Hazards**

Would the project result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians?

### **5.12.4.1 Impacts**

The CPU is intended to create a balanced and safe multi-modal transportation network. As a part of this effort, the residential and industrial interfaces have been reduced and designated truck routes have been established (refer to Figure 3-7) to avoid the potential transportation conflicts caused by large haul trucks on residential and other streets where pedestrian use is expected to be heavy. Where an interface of International Business and Trade and residential designations would be allowed, policies have been established to require a gradual transition between residential and industrial uses that would reduce traffic conflicts (see Section 5.1.4.1).

All roadway improvements that would occur as part of CPU implementation would be constructed to City standards, including standards for sight distance, turning radii, speed limits, etc., and to the satisfaction of the City Engineer. Therefore, implementation of the CPU would not result in an increase in traffic hazards for motor vehicles, bicyclists or pedestrians.

### **5.12.4.2 Significance of Impacts**

All roadway improvements would be designed and constructed in accordance with the CPU Mobility Element roadway network satisfactory to the City Engineer. Additionally, the CPU includes policies that would reduce potential conflicts between vehicle, pedestrian, and bicyclists. Conformance to City design standards and CPU policies would reduce impacts associated with traffic hazards to motor vehicles, bicyclists, or pedestrians to below a level of significance.

### **5.12.4.3 Mitigation Framework**

Impacts would be less than significant; therefore, no mitigation is required.

### **5.12.4.4 Significance After Mitigation**

Impacts would be less than significant.

## **5.12.5 Issue 3: Circulation and Access**

Would the CPU create alterations to present circulation movements in the area including effects on existing public access points?



### **5.12.5.1 Impacts**

As discussed in Section 5.12.3.1 above, the CPU proposes alterations to the existing circulation system through roadway reclassifications within the CPU area. Buildout of the CPU would result in increased circulation capacity and access for vehicles, bicycles, and pedestrians (see Figures 3-3). The existing Otay Mesa POE and Brown Field access would be maintained.

Temporary closures with detours may be required during street improvements and would be addressed through traffic control plans in accordance with City policy as construction plans for future projects are processed through the City. No existing public access points would be permanently closed as part of CPU implementation.

### **5.12.5.2 Significance of Impacts**

The CPU would not create alterations to present circulation movements in the area including existing public access points therefore impacts would be less than significant.

### **5.12.5.3 Mitigation Framework**

Impacts would be less than significant; therefore, no mitigation is required.

### **5.12.5.4 Significance after Mitigation**

Impacts would be less than significant.

## **5.12.6 Issue 4: Alternative Transportation**

Would the CPU conflict with the adopted policies, plans, or programs supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycle racks, etc.)?

### **5.12.6.1 Impacts**

#### **a. Network Configuration**

The CPU includes plans for a pedestrian, transit, and bicycle transportation network (see Figures 3-2, 3-3, 3-5 and 3-6). With implementation of the CPU, Airway Road would serve as the principal community transportation and activity corridor. An east-west high frequency bus corridor is proposed to link between the South Bay bus rapid transit (BRT) and San Diego Trolley. The transit route that travels along Airway Road would link villages, employment centers, and Southwestern College within Otay Mesa. Additional right-of-way for Airway Road would provide the option for dedicated transit lanes or other transit priority measures. Additionally, a north-south BRT route is planned on SR-125 and SR-905 from the Otay Mesa POE north.

All local bus service within the CPU area would remain with implementation of the CPU. The BRT along the SR-125 and other bus routes in the CPU would continue to be operated by MTS. While the CPU takes into consideration future bus service, the future bus service to the area would be developed and provided by MTS. Changes to MTS bus service are out of the control of the Lead Agency (City).

The CPU would provide several more designated bicycle routes compared to the existing network, including a completely connected path along Airway Road; extending the Siempre Viva route; a connection from Otay View Hills Parkway through Caliente and Beyer; extension from Denney Road through Ave de las Vistas/Exposition/Corporate Center Drive to Otay Mesa Road; a route around the airport to Lone Star Road; and extended north-south routes on Cactus Road, Britannia, and La Media. Existing pedestrian paths are connected within the residential/commercial areas in the western plan area; however, the eastern plan area pedestrian network is fragmented and inconsistent. Buildout of the CPU would improve this condition by providing a connected pedestrian sidewalk along roadways. The proposed mixed-use areas would be designed to increase walkability. In this way, the CPU would positively affect alternative transportation.

### **b. CPU Goals and Policies**

The CPU includes several goals and policies to promote alternative transportation consistent with the General Plan (see Section 5.12.1.1 for a summary of these goals and policies). The City of San Diego General Plan promotes alternative transportation through mixed-use villages, walkability, designs to promote transit, and bicycle access and transportation. As discussed in the Mobility Element (Chapter 3), the CPU includes the following alternative transportation goals:

- A pedestrian sidewalk and trails network that allows for safe and comfortable walking throughout the community.
- An effective transit network that provides fast and reliable service to local and regional destinations.
- A complete and interconnected street system that balances the needs of drivers, bicyclists, pedestrians, and others.
- A bicycle commuter network that links residents to transit, recreational, educational, and employment opportunities within the community.
- Transportation infrastructure and operations investments that facilitate goods movement and international travel, while fostering economic prosperity and a high quality of life within the community.

- Support for public health goals to increase the potential for walking and other forms of exercise to be incorporated into everyday life.

To implement these goals, the CPU includes a series of policies. Many of these policies promote alternative transportation by ensuring that such transportation would be safe, as detailed in Section 5.12.4 above. Also, several policies promote the future availability of transit, alternative transportation convenience (including connectivity and speed), and the appeal of alternative transportation. These policies include:

- 3.1-1 Provide a sidewalk and trail system with connections to villages, activity centers, and open spaces.
- 3.1-4 Enhance street or pedestrian connections within industrial superblocks through exterior improvements such as public art, pedestrian scale windows, entrances, signs, street furniture, landscape, and plazas.
- 3.1-5 Implement the Community Plan to contribute to more walkable, tree-lined streets, using identified drought-tolerant species.
- 3.2-1 Encourage SANDAG and MTS to expand transit investments and service in Otay Mesa.
- 3.2-2 Implement transit priority measures such as queue jumpers and signal priority measures to allow transit to bypass congestion and result in faster transit travel times at critical locations.
- 3.2-4 Emphasize transit orientation in village development plans including but not limited to those identified on the Community Plan Land Use Map, Community Plan Figure 2-1. See also OMCP Urban Design Element.
- 3.4-1 Refine and implement the Bicycle Master Plan in the Otay Mesa Community Plan area.
- 3.4-2 Provide multi-use trails in a manner consistent with the MSCP, ~~including but not limited to the following locations~~ (see also Recreation Element, Trails Figure 7-1). ~~Please n~~Note that south of Otay Mesa Road these alignments are conceptual, with trail head areas and trail alignments being required with future specific plans.

All of these CPU policies and goals would be consistent with the City of San Diego's General Plan.

### **5.12.6.2 Significance of Impacts**

The CPU would be consistent with existing policies supporting alternative transportation modes. There would be no conflict and, thus, there would be no impact.

### **5.12.6.3 Mitigation Framework**

Impacts would be less than significant; therefore, no mitigation is required.

### **5.12.6.4 Significance After Mitigation**

Impacts would be less than significant.

## 5.13 Public Services

Public services are those functions that serve residents on a communitywide basis. Existing conditions for public services are included under Section 2.4, Public Infrastructure in the Environmental Setting. These functions include parks and recreation, libraries, schools, and fire and police protection. The following provides a discussion of these services and facilities as they relate to the CPU. This section is based on letters prepared by the service providers, which are included in Appendix K of this EIR. The locations of existing and planned facilities are shown on Figure 5.13-1.

### 5.13.1 Existing Conditions

#### 5.13.1.1 Fire Protection

Fire protection services to the CPU area are provided by the City's Fire-Rescue Department (SDFD). The General Plan states that fire stations should be sited on lots that are at least three-quarters of an acre with room for expansion within two to two and a half miles apart and be staffed and equipped to respond to calls within their established standards. The SDFD's goal is one firefighter per 1,000 citizens. To ensure adequate fire protection response to fire calls, the SDFD adheres to national standards, which require an initial response of fire suppression resources, a four-person engine company, within 5 minutes, and an effective fire force, 15 firefighters, within 9 minutes of a call. In addition, emergency medical services (EMS) has ambulances, paramedics, and emergency medical technicians (EMTs) who respond to emergency calls.

The SDFD currently utilizes a four-level priority calls dispatch system. Level 1 is the most serious (e.g., heart attack, shortness of breath), and the closest fire engine and an advanced life support ambulance respond to this type of call. In this case, the fire crew response goal is within 8 minutes of being dispatched, and the ambulance response goal is within 12 minutes for Level 1 (the most serious) calls. A Level 2 call is the next most serious; however, these calls are either reprioritized up to a Level 1 call or down to a Level 3 call. Only the advanced life support ambulance responds to Level 2 calls; no fire station staff or equipment are deployed. The response time for a Level 2 call is 12 minutes, the same as for a Level 1 call. For a Level 3 call (e.g., someone having extended flu-like symptoms), either a basic or advanced life support ambulance would respond. A basic ambulance is staffed with two EMTs, whereas an advanced life support ambulance is staffed with one paramedic and one EMT. The response time for a Level 3 call is 18 minutes. For a Level 4 call, which is not an emergency (e.g., the patient could have driven him- or herself to a hospital), a basic ambulance would respond within 18 minutes of being dispatched. EMS is under contract to meet the 12- or 18-minute response times at least 90 percent of the time.



Fire station No. 43, located on the eastern end of Brown Field at 1590 La Media Road, serves the eastern portion of the CPU area. As of 2011, the western portion of the community, north of I-905, is served by Fire Station No. 6, located in the adjacent Otay Mesa-Nestor community planning area. The remaining portion of the CPU area, south of I-905, is served by Fire Station No. 29, located in the San Ysidro community planning area. Each fire station is equipped with at least one engine and four firefighters per day, per shift.

Table 5.13-1 shows the average response times for all calls for Fiscal Year (FY) 2011 for each of the fire stations that serve the CPU area, as well as the number of incidents responded to.

**TABLE 5.13-1  
FIRE STATION RESPONSE TIMES AND INCIDENTS**

Fire Station	FY2011 Average Response Time (minutes)	FY2011 Incidents Responded To
Fire Station 43*	7.25	570
Fire Station 6*	5.19	1,671
Fire Station 29		
Engine	5.06	1,441
Truck	5.09	1,618

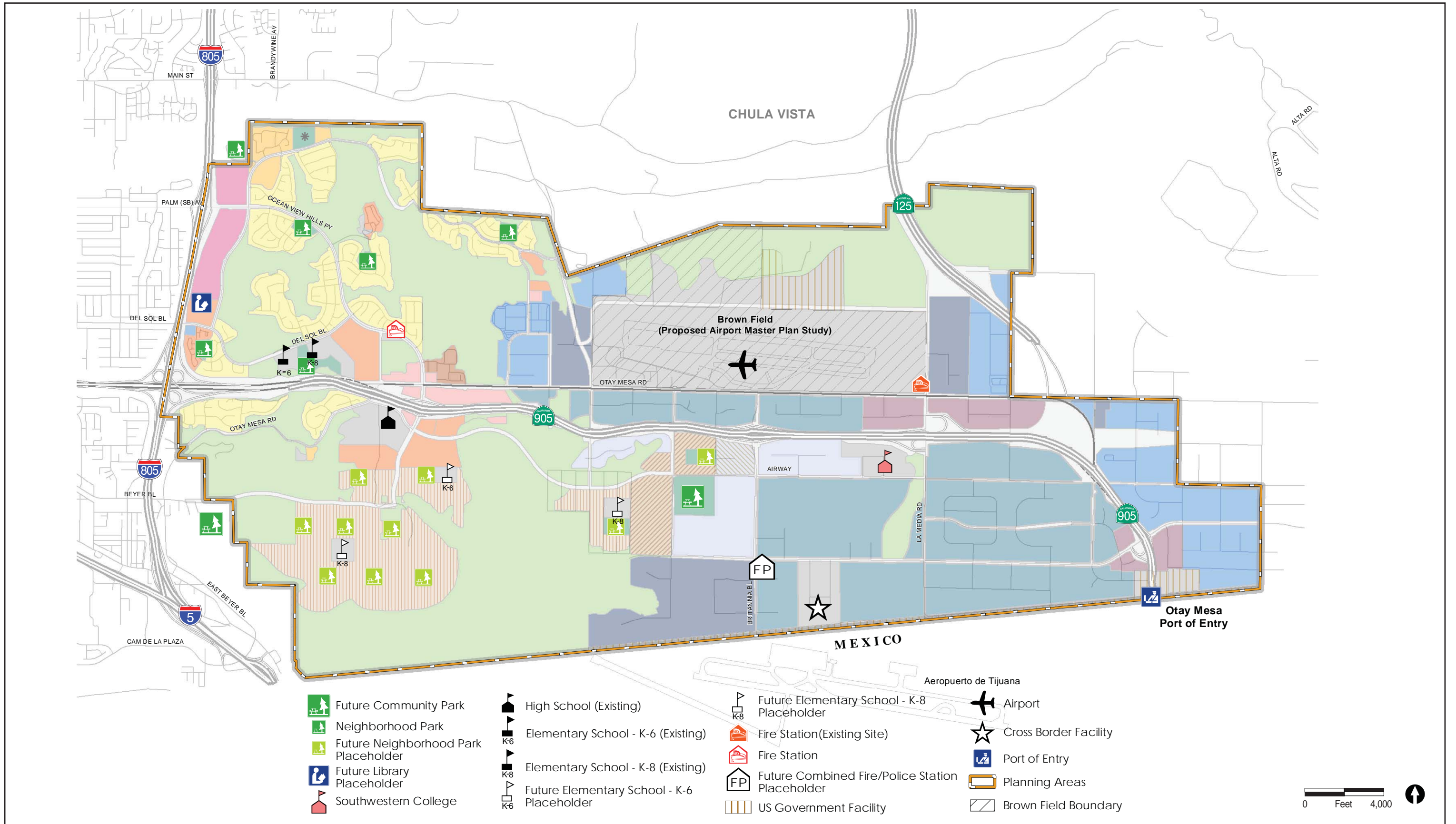
SOURCE: SDFD 2011.

\*Fire Stations No. 43 and 6 are only equipped with a single engine.

### 5.13.1.2 Police Protection

The CPU area is within the boundaries of Beat 713 of the San Diego Police Department's Southern Division. Southern Division, located at 1120 27<sup>th</sup> Street, provides police services to the following communities: Egger Highlands, Palm City, Nestor, Otay Mesa West, Ocean Crest, Tijuana River Valley, San Ysidro, Border, and Otay Mesa. The SDPD has mutual aid agreements with all other law enforcement agencies in San Diego County.

Southern Division is currently staffed with 84 sworn personnel and 1 civilian employee. The current patrol strength at Southern Division is 79 uniformed patrol officers (SDPD, pers. comm. with Lieutenant Kevin Mayer 2013). Officers work 10-hour shifts. Staffing is composed of three shifts that operate from 6:00 A.M. – 4:00 P.M. (First Watch), 2:00 P.M. – 12:00 A.M. (Second Watch), and from 9:00 P.M. – 7:00 A.M. (Third Watch). Using the department's recommended staffing guidelines, Southern Division currently deploys a minimum of 9 patrol officers on First Watch, 11 officers on Second Watch, and 7 officers on Third Watch.



**FIGURE 5.13-1**  
Community Facilities

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The SDPD does not staff individual stations based on ratios of sworn officers per 1,000-population ratio. The goal citywide is to maintain 1.48 officers per 1,000 population ratio. The SDPD is currently reaching its targeted staffing ratio of 1.48 sworn officers per 1,000 residents, based on 2011 estimate residential population of 1,311,882. The ratio is calculated to take into account all support and investigative positions within the SDPD. This ratio does not include the significant population increase resulting from citizens who commute to work from outside of the City or those visiting.

The SDPD currently utilizes a five-level priority calls dispatch system, which includes Priority E (Emergency), One, Two, Three, and Four. The calls are prioritized by the phone dispatcher and routed to the radio operator for dispatch to the field units. The priority system is designed as a guide, allowing the phone dispatcher and the radio dispatcher discretion to raise or lower the call priority as necessary based on the information received. Priority E and Priority One calls involve serious crimes in progress or those with a potential for injury. Priority Two calls include vandalism, disturbances, and property crimes. Priority Three includes calls after a crime has been committed, such as cold burglaries and loud music. Priority Four calls include parking complaints or lost and found reports.

Table 5.13-2 shows the year 2011 average response times for each priority level call within Beat 713. Also included in Table 5.13-2 are the citywide averages and police department goal response times.

**TABLE 5.13-2  
POLICE RESPONSE TIMES  
(minutes)**

Call Types	Beat 713 Average Response Times	Citywide Average Response Times	Department Goal Response Times
Emergency	8.3	6.6	7
Priority One	18.6	12.1	14
Priority Two	31.4	25.2	27
Priority Three	71.3	67.4	70
Priority Four	65.5	66.7	70

SOURCE: SDPD, personal communication with Lieutenant Kevin Mayer, January 11, 2013.

As shown in Table 5.13-2, the average response times for Beat 713 exceed the citywide average and department's goals for all calls, except Priority Four. The SDPD strives to maintain the response time goals as one of various other measures used to assess the level of service to the community.

### 5.13.1.3 Schools

The student population within the CPU area is served by the Sweetwater Union High School District (SUHSD), Chula Vista Elementary School District (CVESD), and San

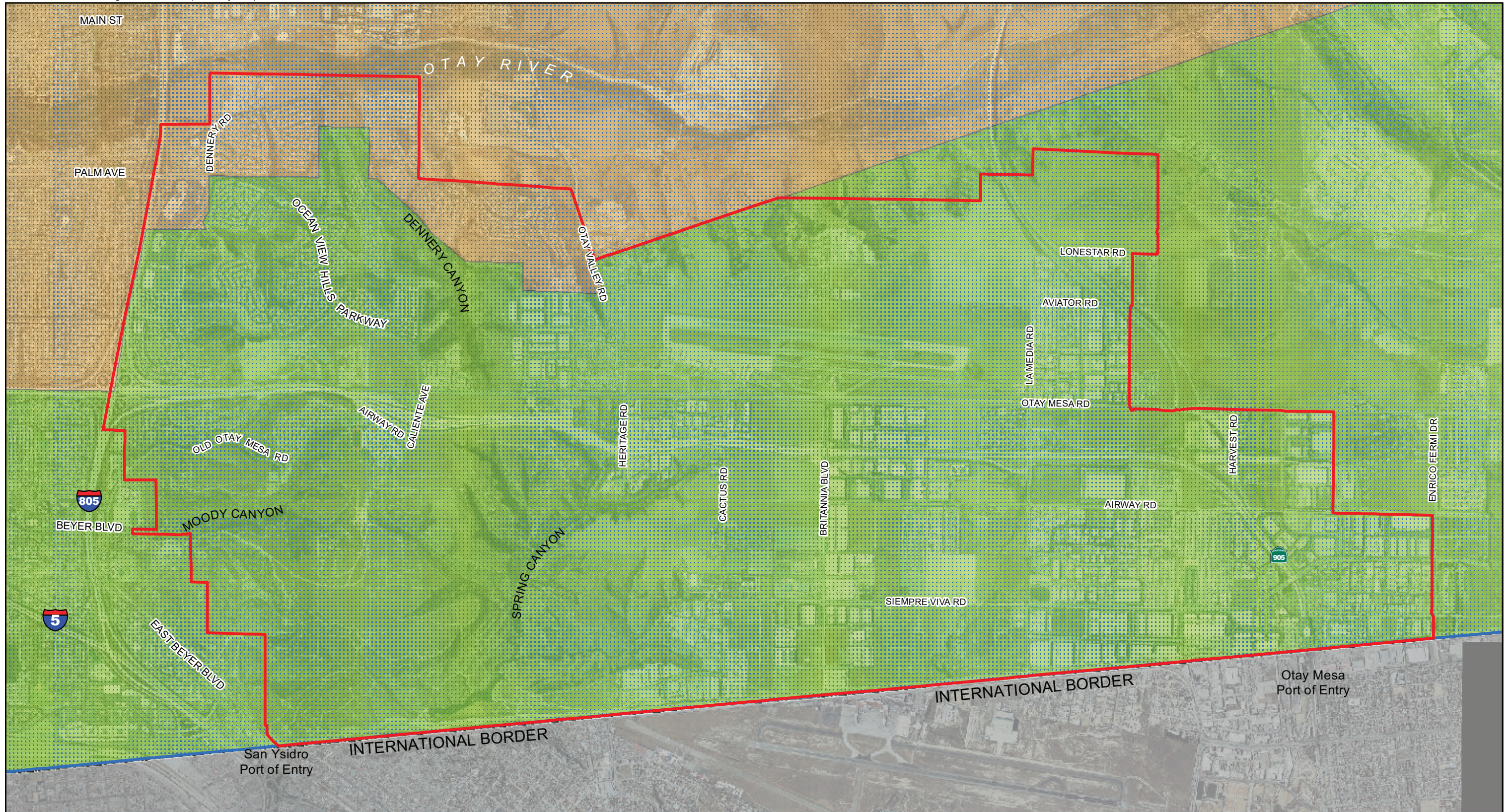
Ysidro School District (SYSD), as discussed below. Figure 5.13-2 shows the boundaries of each school district within the CPU area.

**San Ysidro School District.** SYSD serves the majority of the CPU area and extends easterly to the San Ysidro Mountains, covering areas within the jurisdiction of both the City and County of San Diego. The district has five elementary schools, one “paired” school, and one middle school (SYSD 2011). The paired school serves students in grades K-8, eliminating the need for a separate middle school. The schools within the SYSD that serve the CPU area are Beyer Elementary School (K-5), La Mirada Elementary School (K-5), Ocean View Hills (K-8), Smythe Elementary School (K-5), Sunset Elementary School (K-5), Willow Elementary School (K-5), and San Ysidro Middle School (6-8). The only SYSD school within the CPU area is Ocean View Hills (K-8), located at 4919 Del Sol Boulevard.

**Chula Vista Elementary School District.** CVESD serves a small northwestern portion of the CPU area. This district operates 34 schools, none of which are located within the CPU area.

**Sweetwater Union High School District.** SUHSD operates 18 junior and senior high schools and ancillary programs. The only SUHSD facility within the CPU area is the San Ysidro High School, located at 5333 Airway Road, just south of SR-905 in the western portion of the plan area. In addition, all middle school students not within SYSD attend Montgomery Middle School; Montgomery High School temporarily provides service for grades 9 through 12 for the portion of the CPU area between Del Sol Boulevard and I-805 and I-905 (SUHSD, pers. com. with Paul Woods, 2010). SUHSD also operates the San Ysidro Adult School near I-805 at the western edge of the CPU area. San Ysidro Adult School provides English language acquisition, literacy, adult secondary, and vocational education.





- Otay Mesa Community Plan Boundary
- Chula Vista Elementary School District
- Sweetwater Union High School District
- San Ysidro Elementary School District

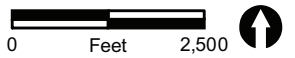


FIGURE 5.13-2  
School Districts within the CPU Area



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Table 5.13-3 provides a summary of the enrollment status and capacity of the existing schools in the three districts which serve the CPU area.

**TABLE 5.13-3  
ENROLLMENT AND CAPACITY FOR SCHOOLS SERVING THE CPU AREA**

School	Grades	2010-2011	Capacity
<b>San Ysidro School District (SYSD)</b>			
La Mirada Elementary School	K-5	528	642
Ocean View Hills School	K-8	1,211	1,001
Smythe Elementary School	K-8	536	924
Sunset Elementary School	K-6	758	888
Willow Elementary School	K-6	842	876
San Ysidro Middle School	7-8	894	1,022
Beyer Elementary School	K-6	372	774
<b>Chula Vista Elementary School District (CVESD)</b>			
Juarez Lincoln Accelerated	K-6	647	800
<b>Sweetwater Union High School District (SUHSD)</b>			
Montgomery Middle School	7-8	875	1,170
Montgomery High School	9-12	1,604	2,284*
San Ysidro High School	9-12	2,412	2,688*

SOURCE: SYSD, CVESD, and SUHSD 2010–2011 enrollment data from California Department of Education 2011.

SUHSD capacity data from SUHSD, November 2010.

\*Includes temporary, portable schools.

In addition to the schools addressed above, Southwestern College Higher Education Center opened in the fall of 2007 in the southeastern portion of the CPU area near the corner of La Media and Airway Road. The new facility offers general education and occupational courses and has a capacity to serve up to 5,000 students. Signature programs offered include police academy, nursing, environmental technology, fire science technology, and paramedic and emergency medical technician.

#### 5.13.1.4 Parks and Recreation

There are currently 2,624 acres combined of parkland and open space (54 and 2,570 acres, respectively) within the CPU area (City of San Diego 2011a). This acreage is composed of neighborhood, community, and resource-based parks, as well as open space lands which provide recreation opportunities.

Parks are categorized as resource-based and population-based. Resource-based parks are located at the site of distinctive scenic, natural, or cultural features and are intended for citywide use. Areas within resource-based parks may be developed with trails, sports fields, and recreational facilities. Population-based parks are usually located in close proximity to residential development or school facilities and are categorized as neighborhood parks and community parks depending on their size and the area they serve.

### **a. Population-based Parks and Facilities**

The City's Park and Recreation Department maintains more than 40,000 acres of developed and undeveloped open space and parkland categorized as population-based parks, resource-based parks, and open space. The physical facilities, plus classes, programs, and activities at these facilities constitute San Diego's municipal recreation system.

The General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents, or a combination of usable acreage and park equivalencies. It is noted that joint use agreements can be executed with the school district to obtain credit for park area associated with schools.

Usable acres means a graded pad not exceeding 2 percent rough grade, or gently sloping land not exceeding 10 percent grade, as required to provide for structured, public recreational programs of an active nature common to local parks in the City (such as ball games or court games) or unstructured public recreational activities, such as children's play areas, appreciation of open spaces, or a combination thereof, unconstrained by environmental restrictions that would prevent its use as a park and recreational facility, free of structures, roads, or utilities, and unencumbered by easements of any kind. The allowable amount of usable acres exceeding 2 percent grade at any given park site is determined on a case-by-case basis by the City.

Table 5.13-4 provides of the population-based park standards from the General Plan.

**TABLE 5.13-4  
POPULATION-BASED PARK STANDARDS**

Park Type	Guidelines	Typical Components
Major Park	<ul style="list-style-type: none"> <li>• 20 acres minimum; approximately 30 acres typical</li> <li>• Serves single or multiple community plan area(s) population(s)</li> <li>• Parking provided</li> </ul>	<ul style="list-style-type: none"> <li>• Specialized facilities that serve larger populations</li> <li>• Passive and active recreation facilities</li> <li>• Facilities found in Community Parks</li> <li>• Could include facilities found in Special Activity Parks</li> <li>• Community cultural facilities</li> <li>• Also called “Great Parks” or “Grand Parks”</li> </ul>
Community Park	<ul style="list-style-type: none"> <li>• 13-acre minimum (consistent with program and facilities on-site)</li> <li>• Serves population of 25,000</li> <li>• Typically serves one community plan area but depending on location, may serve multiple community planning areas</li> <li>• Parking provided</li> </ul>	<ul style="list-style-type: none"> <li>• Passive and active recreation facilities</li> <li>• Facilities found in Neighborhood Parks</li> <li>• Could include facilities found in Special Activity Parks</li> <li>• Community cultural facilities</li> <li>• Recreation centers</li> <li>• Aquatic complexes</li> <li>• Multi-purpose sports fields</li> </ul>
Neighborhood Park	<ul style="list-style-type: none"> <li>• 3 acres – 13 acres</li> <li>• Serves population of 5,000 within approximately 1 mile</li> <li>• Accessible primarily by bicycling and walking</li> <li>• Minimal parking as necessary, only if 5 acres or more</li> </ul>	<ul style="list-style-type: none"> <li>• Picnic areas, children’s play areas, multi-purpose courts, multi-purpose turf areas, comfort stations, walkways and landscaping</li> <li>• Also called “Greens” in urban settings</li> </ul>
Mini Park	<ul style="list-style-type: none"> <li>• 1 acre – 3 acres</li> <li>• Serves population within ½ mile</li> <li>• Accessible by bicycling and walking</li> <li>• No on-site parking, except for disabled access</li> <li>• May require funding source for extraordinary maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Picnic areas, children’s play areas, small multi-purpose courts, multi-purpose turf areas, walkways and landscaping</li> <li>• Also called “Squares” in urban settings</li> </ul>
Pocket Park or Plaza	<ul style="list-style-type: none"> <li>• Less than 1 acre</li> <li>• Serves population within ¼ mile</li> <li>• Accessible by bicycling and walking</li> <li>• No on-site parking, except for disabled access</li> <li>• May require funding source for extraordinary maintenance</li> </ul>	<ul style="list-style-type: none"> <li>• Primarily hardscape</li> <li>• Picnic areas, children’s play areas, walkways and landscaping</li> <li>• Multi-purpose courts</li> <li>• Multi-purpose turf areas</li> </ul>

SOURCE: City of San Diego 2008.

### ***Neighborhood Parks and Facilities***

There are two existing neighborhood parks within the CPU area: Vista Pacifica and Ocean View Hills. Vista Pacifica is a 6-acre park located in the Robinhood Ridge Precise Plan area. Ocean View Hills is a 5.1-acre park located on Ocean View Hills Parkway. Both of these neighborhood parks provide a children’s play area, picnic facilities, and passive lawn areas. The design of future neighborhood parks should be determined by the population and use characteristics of the neighborhood. Play areas, multi-purpose courts, picnic facilities, landscaping, and lawn areas are usual accommodations when



space permits and when appropriate for the specific neighborhood (City of San Diego 2011b).

The adopted PFFP and the CPU identify three neighborhood parks within the Northwest District of the CPU that are planned for construction: Dennery Ranch, Riviera del Sol, and Hidden Trails (City of San Diego 2011a). Dennery Ranch would be an 11.1-acre park east of I-805 and north of Ocean View Hills Parkway. Riviera del Sol would be a 4.9-acre park east of I-805 and north of SR-905. Hidden Trails would be a 3.7-acre park located in the Hidden Trails subdivision.

### ***Community Parks and Recreation Centers***

Community parks are intended to provide a wide range of facilities that supplement those of the neighborhood parks and are determined by the needs, preferences, and use characteristics of the community. Athletic fields, multipurpose courts, picnic facilities, play areas, recreation buildings, lawn areas, and landscaping are standard facilities when possible and desirable (City of San Diego 2011b).

Two community parks are being constructed within the CPU area: Beyer and Pacific Breezes. Pacific Breezes would be approximately 15 acres located adjacent to the 5-acre joint use area within the Ocean View Hills School north of SR-905. A 17,000-square-foot recreational building is planned for completion within the Pacific Breezes community park between 2013 and 2015. Beyer Community Park is located just west of Otay Mesa along Beyer Boulevard and the I-805 freeway. This 20.0-acre facility would be built as development occurs within Otay Mesa; however, it would only provide 7.5 usable acres of recreation and is not scheduled for completion until 2018. Although Beyer Community Park would be located in the adjacent San Ysidro community, it would jointly serve the needs of the communities of Otay Mesa and San Ysidro.

### **b. Resource-based Parks**

Resource-based parks are located at the site of distinctive scenic or natural or cultural features and are intended for citywide use. They are meant to supplement the neighborhood and community parks, and they serve the entire City and its visitors rather than any one community. However, they can also function to fulfill local neighborhood and community park needs of surrounding residents (City of San Diego 2011b). The OVRP is an important resource-based park located adjacent to the northern boundary of the CPU area. Approximately 206 acres of OVRP are within the CPU area. OVRP provides recreational opportunities ranging from playing fields and picnic areas to hiking, biking, and horse trails. At the same time, the park protects open space, wildlife, historic, agricultural, and archaeological resources. There are plans for multi-use areas and an extensive trail system within the park's boundaries.

### **c. Open Space Lands**

Approximately 2,748 acres (29 percent) of the CPU area is designated as open space; a majority (2,200 acres) of this acreage is within the MHPA. As of 2012, 1,837 acres have been conserved (see Figure 5.1-7). This important open space system is comprised of steep canyons and areas that contain sensitive biological resources. There are two open space areas within or adjacent to the plan area: Spring Canyon and Dennery Canyon. Spring Canyon, south of SR-905, is a series of long finger canyons that provide dramatic views and steep descents to the canyon floor. In addition, Dennery Canyon is an open space network within the OVRP system and wraps around the northwest neighborhoods of the plan area.

#### **5.13.1.5 Libraries**

The City operates a central library located in downtown San Diego and 35 branch libraries in neighborhoods throughout the City. A new central library, located in downtown San Diego, is 497,652 square feet within nine stories, and includes a charter high school on two floors, two levels of parking, and an auditorium. Total library attendance exceeded six million people in 2010, with branch libraries serving over 90 percent of those visitors (City of San Diego 2011c). Because the service area size of a branch library is a 2-mile radius, proximity to active commercial areas, town centers, and other municipal or civic uses, as well as access to public transportation and parking, are considered in the planning and siting of facilities.

There are currently no branch libraries within the CPU area. Primary library service is provided by the Otay Mesa-Nestor Branch Library, located at 3003 Coronado Avenue, west of I-805. This library reopened in April 2006 after being expanded to 15,000 square feet. Library service is also provided by the San Ysidro Branch Library, located at 101 W. San Ysidro Boulevard. The General Plan encourages branch libraries to be a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific need. According to the City's 2011 thresholds, "branch libraries should serve a resident population of 30,000 and may be established when a service area, which is expected to grow to 30,000 residents within 20 years of library construction, has a minimum population of 18,000 to 20,000" (City of San Diego 2011c).

#### **5.13.1.6 Regulatory Framework**

##### **a. State Legislation**

###### ***Senate Bill 50***

Section 17620 of the California Education Code authorizes school districts to collect fees to mitigate the impact of new development on enrollment in the district. The State Allocation Board determines the maximum level of fees a district can levy for residential

and commercial/industrial development (City of San Diego 2008a). Government Code Section 65996 also recites that the development fees authorized by SB 50 are deemed to be "full and complete school facilities mitigation" for the purposes of CEQA or for any other reason.

### **b. General Plan Policies**

The Public Facilities, Services, and Safety Element of the General Plan includes policies on the prioritization and provision of public facilities and services, evaluation of new growth, guidelines for implementing a financing strategy, and guidelines for the provision of specific facilities.

The Recreation Element of the General Plan seeks to acquire, develop, operate/maintain, increase, and enhance public recreation opportunities and facilities throughout the City. The element contains population-based guidelines for park and recreation facilities and presents alternative strategies to meet those guidelines.

Relevant policies from these elements are shown in Table 5.13-5.

**TABLE 5.13-5  
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES**

Policy	Description
<b>Public Facilities, Services and Safety Element</b>	
Fire-Rescue	
PF-D.1.	<p>Locate, staff, and equip fire stations to meet established response times. Response time objectives are based on national standards. Add one minute for turnout time to all response time objectives on all incidents.</p> <ul style="list-style-type: none"> <li>• Total response time for deployment and arrival of the first-in engine company for fire suppression incidents should be within four minutes 90 percent of the time.</li> <li>• Total response time for deployment and arrival of the full first alarm assignment for fire suppression incidents should be within eight minutes 90 percent of the time.</li> <li>• Total response time for the deployment and arrival of first responder or higher-level capability at emergency medical incidents should be within four minutes 90 percent of the time.</li> <li>• Total response time for deployment and arrival of a unit with advanced life support (ALS) capability at emergency medical incidents, where this service is provided by the City, should be within eight minutes 90 percent of the time.</li> </ul>
PF-D.2.	<p>Deploy to advanced life support emergency responses EMS personnel including a minimum of two members trained at the emergency medical technician-paramedic level and two members trained at the emergency medical technician-basic level arriving on scene within the established response time as follows:</p> <ul style="list-style-type: none"> <li>• Total response time for deployment and arrival of EMS first responder with Automatic External Defibrillator (AED) should be within four minutes to 90 percent of the incidents; and</li> <li>• Total response time for deployment and arrival of EMS for providing advanced life support should be within eight minutes to 90 percent of the incidents.</li> </ul>
PF-D.3.	<p>Adopt, monitor, and maintain service delivery objectives based on time standards for all fire, rescue, emergency response, and lifeguard services.</p>
PF-D.4.	<p>Provide a 3/4-acre fire station site area and allow room for station expansion with additional considerations:</p> <ul style="list-style-type: none"> <li>• Consider the inclusion of fire station facilities in villages or development projects as an alternative method to the acreage guideline;</li> <li>• Acquire adjacent sites that would allow for station expansion as opportunities allow; and</li> <li>• Gain greater utility of fire facilities by pursuing joint use opportunities such as community meeting rooms or collocating with police, libraries, or parks where appropriate.</li> </ul>

**TABLE 5.13-5  
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES  
(continued)**

Policy	Description
PF-D.5.	<p>Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.</p> <p>a. Provide additional response units, and related capital improvements as necessary, whenever the yearly emergency incident volume of a single unit providing coverage for an area increases to the extent that availability of that unit for additional emergency responses and/or non-emergency training and maintenance activities is compromised. An excess of 2,500 responses annually requires analysis to determine the need for additional services or facilities.</p>
PF-D.6.	Provide public safety related facilities and services to assure that adequate levels of service are provided to existing and future development.
PF-D.7.	Evaluate fire-rescue infrastructure for adherence to public safety standards and sustainable development policies (see also Conservation Element, Section A).
PF-D.8.	Invest in technological advances that enhance the City's ability to deliver emergency and fire-rescue services more efficiently and cost-effectively.
PF-D.10.	Buffer or incorporate design elements to minimize impacts from fire stations to adjacent sensitive land uses, when feasible.
<b>Police</b>	
PF-E.1.	Provide a sufficient level of police services to all areas of the City by enforcing the law, investigating crimes, and working with the community to prevent crime.
PF-E.2.	<p>Maintain average response time goals as development and population growth occurs.</p> <p>Average response time guidelines are as follows:</p> <ul style="list-style-type: none"> <li>• Priority E Calls (imminent threat to life) within seven minutes.</li> <li>• Priority 1 Calls (serious crimes in progress) within 12 minutes.</li> <li>• Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.</li> <li>• Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.</li> <li>• Priority 4 Calls (minor requests for police service) within 90 minutes.</li> </ul>
PF-E.3.	Buffer or incorporate design elements to minimize impacts from police stations to adjacent sensitive land uses, when feasible.
PF-E.4.	Plan for new facilities, including new police substations and other support facilities that will adequately support additional sworn and civilian staff.
PF-E.5.	Design and construct new police facilities consistent with sustainable development policies (see also Conservation Element, Section A).
PF-E.6.	Monitor how development affects average police response time goals and facilities needs (see also PF-C.5).



**TABLE 5.13-5  
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES  
(continued)**

Policy	Description
PF-E.7.	Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services. <p style="margin-left: 40px;">a. Analyze the need for additional resources and related capital improvements when total annual police force out-of-service time incrementally increases by 125,000 hours over the baseline of 740,000 in a given year. Out-of-service time is defined as the time it takes a police unit to resolve a call for service after it has been dispatched to an officer.</p>
Libraries	
PF-J.1.	Develop and maintain a central library to adequately support the branch libraries and serve as a major resource library for the region and beyond.
PF-J.2.	Design all libraries with a minimum of 15,000 square feet of dedicated library space, with adjustments for community-specific needs. Library design should incorporate public input to address the needs of the intended service area.
PF-J.3.	Plan for larger library facilities that can serve multiple communities and accommodate sufficient space to serve the larger service area and maximize operational and capital efficiencies.
PF-J.4.	Build new library facilities to meet energy efficiency and environmental requirements consistent with sustainable development policies (see also Conservation Element).
PF-J.5.	Plan new library facilities to maximize accessibility to village centers, public transit, or schools.
PF-J.6.	Design libraries to provide consistent and equitable services as communities grow in order to maintain service levels which consider operational costs and are based on established guidelines.
PF-J.7.	Pursue joint use of libraries with other compatible community facilities and services including other City operations.
PF-J.8.	Build and maintain a library system that adapts to technological changes, enhances library services, expands access to digital information and the internet, and meets community and library system needs.
PF-J.9.	Adopt an equitable method for securing contributions from those agencies and organizations which benefit from the central library's services.
Schools	
PF-K.1.	Assist the school districts and other education authorities in resolving problems arising over the availability of schools and educational facilities in all areas of the City.
PF-K.2.	Design schools as community learning centers, recognize them as an integral part of our neighborhoods, and encourage equitable access to quality schools and other educational institutions.
PF-K.3.	Consider use of smaller school sites for schools that have smaller enrollments, and/or incorporate space-saving design features (multi-story buildings, underground parking, placement of playgrounds over parking areas or on roofs, etc.).

**TABLE 5.13-5  
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES  
(continued)**

Policy	Description
PF-K.4.	Collaborate with school districts and other education authorities in the siting of schools and educational facilities to avoid areas with: fault zones; high-voltage power lines; major underground fuel lines; landslides and flooding susceptibility; high-risk aircraft accident susceptibility; excessive noise (see also Noise Element, Noise Compatibility Guidelines); industrial uses; hazardous material sites, and significant motorized emissions.
PF-K.5.	Work with school districts and other education authorities to better utilize land through development of multi-story school buildings and educational facilities.
PF-K.6.	Expand and continue joint use of schools with adult education, civic, recreational (see also Recreation Element, Section E) and community programs, and also for public facility opportunities.
PF-K.7.	Work with the school districts and other education authorities to develop school and educational facilities that are architecturally designed to reflect the neighborhood and community character, that are pedestrian-and cycling-friendly (see also Mobility Element, Policy ME-A.2), and that are consistent with sustainable development policies (see also Conservation Element, Section A) and urban design policies (see also Urban Design Element, Section A).
PF-K.8.	Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities.
PF-K.9.	Work with school districts and other education authorities in evaluating best use of underutilized school district and other educational authority facilities and land for possible public acquisition and/or joint-use.
<b>Recreation Element</b>	
Park and Recreation/Park Planning	
RE-A.2.	Use community plan updates to further refine citywide park and recreation land use policies consistent with the Parks Master Plan. <ul style="list-style-type: none"> <li>a. In the absence of a Parks Master Plan, utilize community plans to guide park and recreation facilities acquisition and development citywide.</li> <li>b. Coordinate public facilities financing plans with community plan and the Parks Master Plan recommendations to properly fund needed park and recreation facilities throughout the City.</li> <li>c. Identify the location of population-based parks when updating community plans so they are accessible and centrally located to most users, unless a community benefit can be derived by taking advantage of unique opportunities, such as adjacency to open space, park linkages, desirable views, etc.</li> </ul>
RE-A.3.	Take advantage of recreational opportunities presented by the natural environment, in particular beach/ocean access and open space.
RE-A.4.	Consider existing, long-term recreation facilities provided by not-for-profit organizations when establishing priorities for new facilities.
RE-A.5.	Improve distribution of the most specialized recreation facilities, such as water play areas, swimming pools, off-leash dog areas, and skate parks.

**TABLE 5.13-5  
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES  
(continued)**

Policy	Description
RE-A.6.	<p>Pursue opportunities to develop population-based parks.</p> <ul style="list-style-type: none"> <li>a. Identify underutilized City lands with potential for use as mini-parks, pocket parks, plazas and community gardens.</li> <li>b. Encourage community participation in development and maintenance of City-owned mini-parks, pocket parks, plazas, and community gardens.</li> <li>c. Pursue acquisition of lands, as they become available, that may be developed as mini-parks, pocket parks or plazas.</li> </ul>
RE-A.7.	<p>Establish a policy for park design and development which encourages the use of sustainable methods and techniques to address water and energy conservation, green buildings, low maintenance plantings and local environmental conditions, such as soil and climate (see also Conservation Element, Section A).</p>
<b>Park and Recreation/Park Standards</b>	
RE-A.8.	<p>Provide population-based parks at a minimum ratio of 2.8 useable acres per 1,000 residents (see also Parks Guidelines).</p> <ul style="list-style-type: none"> <li>a. All park types within the Population-based Park Category could satisfy population-based park requirements (see also Table RE-2, Parks Guidelines).</li> <li>b. The allowable amount of useable acres exceeding two percent grade at any given park site would be determined on a case-by-case basis by the City.</li> <li>c. Include military family housing populations when calculating population-based park requirements.</li> </ul>
RE-A.10.	<p>Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini-parks to supplement population-based parks. (see also Urban Design Policies, UD-B.8 and UD-C.5):</p> <ul style="list-style-type: none"> <li>a. Consider partial credit for the provision of private recreation facilities when it is clearly identified that the facilities and programs provide a public benefit and are intended to help implement the population-based park guidelines and are bound by easements and agreements that remain in effect in perpetuity according to adopted policies (see also RE-A.1.g).</li> </ul>
<b>Park and Recreation/Equity</b>	
RE-A.11.	<p>Develop a diverse range of recreation programs that are sensitive to and consider community needs, interests, and financial resources.</p>
RE-A.12.	<p>Ensure that appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide.</p>
RE-A.13.	<p>Designate as a priority, in economically disadvantaged and underserved neighborhoods, the identification of funding sources for acquisition and development of park and recreation facilities.</p>
RE-A.14.	<p>Designate as a priority, in economically disadvantaged and underserved neighborhoods, the development of population-based parks and recreation facilities for local youth activities.</p>

**TABLE 5.13-5  
GENERAL PLAN POLICIES RELATED TO PUBLIC SERVICES  
(continued)**

Policy	Description
<b>Park and Recreation/Implementation</b>	
RE-A.15.	Ensure that adequate funding is identified in public facilities financing plans for the acquisition and development of sufficient land necessary to achieve a minimum ratio of 2.8 useable acres per 1,000 residents or appropriate equivalencies, including any unmet existing/future needs.
RE-A.16.	Adopt an ordinance which authorizes implementation of the state Subdivision Map Act/Quimby Act and provides a methodology for collecting land and/or appropriate park fees from new subdivisions for population-based parks and recreation facilities to serve future residents.
RE-A.17.	Ensure that all development impact fees and assessments collected for the acquisition and development of population-based parks and recreation facilities be used for appropriate purposes in a timely manner.
RE-A.18.	Pursue joint use agreements for recreational facilities on other public agency-owned land to help implement the population-based park acreage requirements if they meet the criteria for equivalencies (see also Eligible Population-Based Park Equivalencies).

SOURCE: City of San Diego General Plan Public Facilities, Services, and Safety Element and Recreation Element 2008.

## 5.13.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, a significant public services impact would occur if the CPU would:

1. Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities, the construction of which could cause significant environmental impacts in order to maintain service ratios, response times, or other performance objectives.

### 5.13.3 Issue 1: Public Facilities

In order to maintain acceptable service ratios, response times, or other performance objectives, would the CPU promote growth patterns resulting in the need for the provisions of new or altered public facilities, the construction of which could cause significant physical impacts?

#### 5.13.3.1 Impacts

Implementation of the CPU would increase the demand for public services and facilities within the CPU area. Construction of new facilities has the potential to result in significant physical impacts. The General Plan and the CPU both include policies that would reduce construction impacts by requiring projects to minimize landform alteration and utilize sustainable building practices to help ensure that the actual construction of

public facilities would be as environmentally sensitive as possible. In addition, both plans incorporate the City of Villages strategy, which was designed to create a development pattern that could be efficiently served by public facilities and utilities. Compact, mixed-use development, as proposed by the CPU within village centers, would create an efficient land use pattern by concentrating growth into targeted areas.

Public facilities and services such as emergency services, schools, libraries, and parks are often supported through financing mechanisms such as development impacts fees, the establishment of FBAs, and a PFFP. The PFFP for Otay Mesa would serve to implement the CPU by identifying the specific public facilities needed to comply with General Plan and Otay Mesa Community Plan standards. The PFFP would include a description of public facilities with funding sources, and a schedule of proposed FBAs. The dollar amount of the assessment would be based upon the cost of each public facility equitably distributed over a designated area of benefit in the CPU area. Fees would be paid on the actual development when construction permits are issued.

#### **a. Fire Protection**

The projected population for the CPU at buildout is 67,035 residents. Implementation of the CPU would result in increased population within the project area, thus increasing demand for fire protection services. Based on this projected population, in order to maintain the current standards, a total of 67 firefighters would be needed upon buildout of the CPU. In addition, this increased population would increase the call volume for the engine companies assigned to the CPU area and would contribute to the need for new or altered facilities.

In addition to the aforementioned General Plan policies regarding fire protection, the CPU includes Public Facilities, Services and Safety Element Policies 6.1-1 through 6.1-3, which address the provision of fire protection services. Specifically, Policy 6.1-1 aims to maintain fire protection service levels to meet the demands of continued growth and development in the community by monitoring the effect of development on response times and facility needs. In accordance with General Plan Policy PF-D.4, Policy 6.1-2 calls for the construction of a minimum of 10,500-square-foot fire station (future Fire Station No. 49) and an additional 10,500-square-foot fire station to be collocated with the police facilities near Britannia Boulevard and Airway Road to ensure the department meets established response times (see Figure 5.13-1).

The construction of Fire Station No. 49 and the 10,500-square-foot collocated facility are specifically contemplated by the PFFP for the CPU. The construction of these facilities would be within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at the program-level of analysis, impacts related to the construction of new fire-rescue facilities would be less than significant.



## **b. Police Protection**

The CPU would result in increased population within the CPU area, thus increasing demand for police protection services. As shown in Table 5.13-2, above, the average response times for Beat 713 exceed both the citywide average and police department goals for all calls, except Priority Four. Police response times in the CPU area would continue to increase with the buildout of the CPU and the increase of traffic generated by new growth. The SDPD strives to maintain the response time goals as one of various other measures used to assess the level of service to the community.

The city-wide staffing ratio for police officers to population is 1.45 officers per 1,000 residents based on 2010 estimate residential population of 1,376,173 and a police force of 1,969.5 officers (FY 2012). The ratio is calculated using the department's total staffing to take into account the support and investigative positions within the department. As previously discussed under existing conditions, the SDPD does not staff individual stations based on ratios of sworn officers per 1,000-population ratio.

In addition to the aforementioned General Plan policies regarding police protection, the CPU includes Public Facilities, Services and Safety Element Policy 6.1-1, which aims to maintain police service levels to meet the demands of continued growth and development in the community by monitoring the effect of development on response times and facility needs. As discussed above under Fire Protection, this policy also calls for the identification and construction of a collocated fire and police protection facility. Crime Prevention through Environmental Design (CPTED) is also advocated by the police department to address general security concerns within the community (SDPD, pers. comm. with Captain Manny Guaderrama, 2010). CPTED is based on the idea that the proper design and effective use of the built environment can lead to a reduction in the incidence of crime.

A 10,000-square-foot collocated police/fire-rescue facility is contemplated by the PFFP for the CPU. The construction of this facility would be within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at the program-level of analysis, impacts related to the construction of a new collocated police/fire-rescue facility would be less than significant.

## **c. Schools**

Buildout of the CPU has the potential to result in a substantial increase in the student population in the community. This EIR addresses the student generation that would occur as a result of the implementation of the CPU, identifies the need for new schools, and the associated physical impacts of their construction.

Table 5.13-6 shows the student generation rates for single- and multi-family residential development for grades K-12 and associated number of students generated at buildout of the CPU.

**TABLE 5.13-6  
SINGLE-FAMILY AND MULTI-FAMILY STUDENT GENERATION RATES FOR SAN YSIDRO  
AND SWEETWATER HIGH SCHOOL DISTRICTS AND PROJECTED STUDENT  
POPULATION AT BUILDOUT OF THE CPU**

School Level	Student Generation Rate		Number of Units		Number of Students
	SF	MF	SF	MF	Total
K-8 (San Ysidro)	0.4628	0.5424	3,076	13,437	9,312
K-6 (750 Capacity) and K-8 (1200 Capacity) "Paired"	0.4628	0.5424			9,312
9-12 Sweetwater	0.1939	0.1171	4,273	14,501	2,527
<b>TOTAL</b>					<b>21,151</b>

SOURCE: City of San Diego (previous facilities consultant, PDC, est. 2006)

SF = single-family; MF = multi-family

The total number of students in Table 5.13-6 is based on the 18,774 dwelling units proposed under the CPU, which includes 4,273 single-family and 14,501 multi-family units.

### ***Chula Vista Elementary School District***

Student generation rates for the CVESD are not included within Table 5.13-6. The CVESD indicated in a response to a request for information that the portion of the CPU area that lies within the CVESD's boundary would not result in generation of additional students. Thus, there would be no need for additional schools or associated physical impacts.

### ***San Ysidro School District***

As shown in Table 5.13-6, buildout of the CPU would result in an increase in student population within the SYSD. The CPU indicates that it is the intent of the City to collaborate with SYSD on the locations for two to three additional K-8 schools and one to three additional K-6 schools within the Southwest and Central Village areas to meet increased demand associated with the proposed project (Policy 2.6-2.c, City of San Diego 2011a). While siting has not yet been determined, these schools would be clustered in areas of residential development to serve the increased population.

### ***Sweetwater Union High School District***

Buildout of the CPU would result in an increase in student population within the SUHSD that would exceed existing capacity (SUHSD, pers. com. with Paul Woods, 2010). While Montgomery High School has capacity for additional students, the California Department

of Education (CDE) recommends no more than 1,400 students on that campus because of site size (SUHSD, pers. com. with Paul Woods, 2010). As such, current enrollment exceeds this recommendation by approximately 204 students. In addition, based on current capacity, San Ysidro High School has room for approximately 276 additional students in temporary portables. However, based on the CDE recommended maximum capacity of 1,800 students for San Ysidro High School, current enrollment exceeds this recommendation by approximately 614 students (SUHSD, pers. com. with Paul Woods, 2010). The CPU indicates that it is the intent of the City to collaborate with SUHSD on the location of one additional high school to meet increased demand (Policy 2.6-2.d, City of San Diego 2011a). ~~While siting has not yet been determined, the CPU indicates that this facility would be located within the central portion of the planning area, south of Airway Road (see Figure 5.13-1).~~

Policies in the General Plan promote cooperation with educational agencies and school districts in the siting of future schools. As an example, the proximity of the school site to fault zones and noise generators as well as avoidance of hazardous areas and sensitive lands (biological and historical resources) are considered in the siting of new facilities. In addition, school sites would be designed to be compatible with the neighborhood or provide joint use facilities.

It is a goal of the CPU to provide educational opportunities within the community. In support of this goal, the CPU includes Public Facilities, Services and Safety Element Policy 6.6-3 which encourages coordination with SYSD and SUHSD to ensure that adequate public facilities and infrastructure are in place, and compliance with maximum school enrollments are achieved consistent with demand.

The individual school districts are responsible for planning, siting, building, and operating schools in their responsible districts within the CPU area. When additional demand warrants, the provision of school facilities is the responsibility of the San Ysidro School District and Sweetwater Union High School District. Government Code Section 65995 and Education Code Section 53080 authorize school districts to impose facility mitigation fees on new development as a method of addressing increased enrollment resulting from that development. State SB 50 significantly revised developed fee and mitigation procedures for school facilities as set forth in Government Code Section 65996. The legislation holds that the statutory fees are the exclusive means of considering and mitigating school impacts. SB 50 limits the mitigation that may be required to the scope of the review of any future project's impacts to schools, and the findings for school impacts. Payment of the statutory fees by future projects consistent with the CPU would constitute full and complete mitigation. Thus, the payment of statutory fees to the affected school district and adherence to the policies contained in the CPU would reduce impacts related to the provision of new educational facilities to less than significant. In addition, any new schools that would be built within the CPU would be subject to environmental review by the individual school districts in accordance with the provisions

of CEQA. Therefore, impacts associated with the construction of future school facilities would be less than significant.

#### **d. Parks and Recreation**

As discussed under existing conditions, there are currently 2,624 acres combined of parkland and open space (54 and 2,570 acres, respectively) within the CPU area. The demand for park and recreation opportunities will continue to grow as the population within the CPU area increases. Population-based park requirements for the community are calculated based on community plan densities and General Plan standards. The General Plan park standard is to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents (see the General Plan, Table RE-2, "Park Guidelines"). The General Plan also establishes population-based minimum guidelines for recreation centers (1 per 25,000 residents) and aquatic complexes (1 per 50,000 residents). In addition, the General Plan allows for the use of park equivalencies to help meet population-based requirements by providing upgrades, amenities, and recreation facilities where development of usable areas for active recreational purposes is limited. The projected population for the CPU at buildout is 67,035 residents.

According to General Plan Guidelines, Table 5.13-7 illustrates the parks and recreation needs of the project area at buildout of the CPU.

**TABLE 5.13-7  
CPU PARK ACREAGE NEEDS AT BUILDOUT**

Planning District	Total Units	Total Population	Park Acres*
Northwest Area	7,648	27,908	51**
Southwest Village	5,880	21,028	59
Central Village	5,246	18,099	51
<b>TOTAL</b>	<b>18,774</b>	<b>67,035</b>	<b>161</b>

SOURCE: City of San Diego 2011a.

\*Based on the City's General Plan Guidelines of 2.8 acres of population based parks per 1,000 residents.

\*\*Park standards governed by previously adopted Precise Plans.

It is the intent of the CPU to provide park and recreation services within the community. Under the CPU, approximately 2,748 acres are designated for parks and open space. Of this, 161 acres are designated for population-based parks consistent with the General Plan guideline; the remaining 2,587 acres would consist of open space. As stated in the General Plan, community parks may be provided in the form of major parks or community parks; and neighborhood parks may be provided in the form of neighborhood parks, mini parks, pocket parks or plazas. As shown on Figure 5.13-1, multiple neighborhood parks and a joint-use area are planned within the CPU area, with Pacific Breezes Community Park, Beyer Community Park, and Grand Park sited to equitably serve the community, as described below (City of San Diego 2011a).

As of 2011, there is approximately 51 acres of parkland within the Northwest District, or 1.8 acres per 1,000 residents, as stipulated in the previously approved precise plans that govern development in these areas. In addition, the 5-acre Ocean View Hills joint use area contributes to the population-based park requirements in this area.

The remaining 110 acres, or 2.8 acres per 1,000 residents, would be provided in the Southwest and Central Village areas. Of these 110 acres, a minimum of approximately 21 acres (13 acres per 25,000 residents) of community parks would be provided; the remaining acreage would be in the form of neighborhood parks. Some neighborhood park acreage has been allocated to Grand Park (described below).

Within the Southwest District, including the Southwest Village, approximately 53.5 acres of population-based parkland would be provided, including one shared community park and multiple neighborhood parks. In addition, this District would benefit from Beyer Community Park located in, and shared with, the San Ysidro community planning area. While specific siting has not yet been determined, it is anticipated that several of the parks would be located adjacent to Spring Canyon to enhance public views and provide staging areas for canyon trails. In addition, a portion of the required parkland would be allocated to the Grand Park located in the Central Corridor District (City of San Diego 2011a).

The Central District, including the Central Village, contains Grand Park and would be adjacent to open space and developed parks. As identified in the CPU, the Central Village would contain multiple neighborhood parks, some adjacent to schools. In addition, a portion of Beyer's Community Park acreage and some of the required neighborhood park acreage would be allocated to Grand Park (City of San Diego 2011a).

Grand Park, an approximately 36-acre community park, is planned in the center of the community along Airway Road. It is envisioned as a link between villages and surrounding employment centers and educational institutions to enhance the connectivity of the Airway Road transit corridor. Grand Park would provide a major community recreation destination for residents and workers and would include baseball, softball, and soccer areas, a recreation center, and an aquatics center as well as a venue for sports tournaments, running/walking races, youth events, and cultural festivals. The consolidation of required park acreage from the Southwest District and Central District into Grand Park would provide a central venue that would be served by transit and appropriately designed to address potential traffic, noise and lighting impacts associated with large-scale facilities.

In addition to the General Plan "Park Planning Policies" previously discussed, the CPU includes several policies related to the provision of parkland open space. These numerous goals and policies were designed to help ensure that the City maintains existing parks and park facilities as well as to provide additional parkland to serve the



growing population. Specifically, implementation of Policy 2.5-4 aims to “identify and provide population-based parks per the General Plan standards at locations that are accessible and centrally located to most users within the Southwest and Central Villages.” In addition, Recreation Element Policies 7.1-1 through 7.1-15 address the provision of parkland within the community. Specifically, implementation of these policies would ensure that park needs are assessed as the community continues to grow and ensure that parks are sited equitably and provide usable acreage of parkland required to meet General Plan population-based park standards. Recreation Element Policies 7.2-1 through 7.2-6 address open space lands and resource-based parks. These policies focus on balancing the goals to preserve MHPA and open space areas with efforts to provide recreation (i.e., biking and hiking trails), while minimizing the alterations of the natural environment.

In conclusion, the CPU would result in the need for and/or provision of new or physically altered public facilities, the construction of which could result in potentially significant environmental impacts. In order to provide a minimum of 2.8 usable acres of population-based parks per 1,000 residents, new parks, or equivalencies, would be required in the CPU area through buildout. The construction of new neighborhood and community park facilities (including Grand Park, Pacific Breezes, and Beyer Community Park) is specifically contemplated by the current PFFP for the CPU, and it is reasonable to assume that these facilities would be constructed in the future. The funding of recreational facilities is an implementation policy in the General Plan. If new parkland or recreational facilities are required as part of a development project, potential environmental effects would be analyzed on a case-by-case basis to ensure that population-based parks are provided for, either through development of park and recreation facilities or payment of the DIF. If new parkland or recreational facilities are proposed as part of a development project, potential environmental effects would be analyzed at that time. Based on these considerations, at the program level of analysis, impacts related to the construction of new parkland or recreational facilities would be less than significant.

#### **e. Libraries**

As discussed above, the existing Otay Mesa-Nestor Library serves the needs for both the Otay Mesa-Nestor and the Otay Mesa communities. In addition, the San Ysidro Library, located outside the planning area, is also available for the residents of the Otay Mesa community. The CPU states that as the Otay Mesa community further develops, a library facility would be provided within the community (City of San Diego 2011a). Specifically, implementation of Public Facilities, Services and Safety Element Policy 6.6-4 would “provide a library within the community planning area that meets community needs, and that would adapt to technological changes, enhance library services, and expand access to digital information and the internet.”

The specific location of a library within the CPU area has not yet been determined, but the funding of this new facility is an implementation policy in the General Plan. Construction of the new library would be subject to separate environmental review at the time that design plans are available. Therefore, based on these considerations, at the program-level of analysis, impacts related to the construction of new library facilities would be less than significant.

### **5.13.3.2 Significance of Impacts**

Buildout of the proposed CPU would increase demand for all public services—including fire and police protection, schools, parks and recreation, and libraries—which would in turn result in the need for new public facilities. The construction and operation of these facilities would occur within the footprint of the CPU area (although a future library site has not yet been identified). These facilities would be subject to numerous development regulations within the City, including policies within the General Plan and CPU and subject to environmental review as design plans are available. The individual school districts are responsible for planning, siting, building, and operating schools in their responsible districts within the CPU area.

#### **a. Fire Protection Services**

Buildout of the proposed CPU would increase demand for fire protection services and would contribute to the need for new or altered facilities. The planned construction of Fire Station No. 49, in addition to the collocated facility, is specifically indicated in the proposed CPU, and it is reasonable to assume that these facilities would be constructed in the future. The construction of these facilities would take place within the development footprint of the proposed CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at this program-level of analysis, impacts related to the construction of fire protection facilities would be less than significant.

#### **b. Police Protection Services**

Buildout of the proposed CPU would result in additional demand for police service in Beat 713. Currently, the average response times for Beat 713 exceed both the citywide average and police department goals for Emergency, Priority One, and Priority Two calls. Police response times would continue to increase with the buildout of community plans and the increase of traffic generated by new growth. A 10,500-square-foot collocated police/fire-rescue facility is contemplated by the PFFP for the proposed CPU. It is reasonable to assume that this facility would be constructed in the future in order to meet acceptable service levels. The construction of this facility would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at this program-level of analysis, impacts related to the construction of new fire facilities would be less than significant.

### **c. Schools**

As stated above, buildout of the proposed CPU would place additional demands on school services and additional facilities would be required to meet the needs of the CPU buildout. The construction of these facilities would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. SB 50 limits the mitigation that would be required to the scope of the review of any future project's impacts to schools, and the findings for school impacts. Payment of the statutory fee by future projects consistent with CPU would mitigate the impact because of the provision that the statutory fees constitute full and complete mitigation.

### **d. Parks and Recreation**

New parks would be required in the CPU area, in order to meet the increased demand associated with buildout of the proposed CPU. Under the CPU, approximately 2,909 acres would be designated for parks and open space. Of this, 161 acres are designated for population-based parks consistent with the General Plan guideline; this figure combines the existing 51 acres in the northwest district, which was calculated based on previously adopted Precise Plans, with 110 acres (2.8 per 1,000) for the other districts within the CPU. The CPU also stipulates that of the 110 acres, 21 acres would be in the form of a community park and the remainder as neighborhood parks.

The remaining 2,748 acres would consist of open space. The construction of additional park facilities is specifically indicated in the PFFP for the CPU; and it is reasonable to assume that these facilities would be constructed in the future. The construction of these facilities would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at this program-level of analysis, impacts related to the construction of new park and recreation facilities within the CPU area would be less than significant.

### **e. Libraries**

The CPU has identified the need for an additional library facility to serve the project area upon buildout of the proposed project CPU. Although the specific location of a library has not yet been determined, the construction of a new facility is specifically contemplated by the current PFFP for the CPU, and it is reasonable to assume that this facility would be constructed in the future. The construction of this facility would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at this program-level of analysis, impacts related to the construction of a new library within the CPU area would be less than significant.

### **5.13.3.3 Mitigation Framework**

Impacts associated with fire, police services, schools, parkland, and libraries would be less than significant; therefore, no mitigation is required.

### **5.13.3.4 Significance after Mitigation**

Impacts associated with fire, police services, schools, parkland, and libraries would be less than significant.

## **5.14 Utilities**

Utility services addressed in this PEIR include water, wastewater, reclaimed water, solid waste, storm water drainage, and communication systems. Utility providers include a variety of City, special district, quasi-public agencies, and private companies. The following discussion is focused on environmental impacts resulting from the need for new or alteration to existing utilities due to project implementation.

Water, sewer, and reclaimed water discussions herein are based on the Technical Infrastructure Study (2011) prepared by Atkins and included as Appendix L to this PEIR. The purpose of the Technical Infrastructure Study is to provide a summary of wet utility requirements (water, sewer, recycled water) for the CPU, as compared to the buildout of existing land use plans (Otay Mesa Community Plan 1981) to determine what additional infrastructure would be required to support the proposed changes in land use. Water supply to the CPU area is addressed separately within Section 5.15. A separate discussion of energy services and conservation is provided in Section 5.9, Energy Conservation.

### **5.14.1 Existing Conditions**

#### **5.14.1.1 Water Systems**

There are two water service providers in the CPU area: City of San Diego PUD and the Otay Water District (OWD). In general, the City provides water service to the western portion of the CPU area and OWD to the eastern portion, generally east of Heritage Road. Both agencies are members of the SDCWA, which imports both potable and raw (untreated) water to the San Diego region via the Second San Diego County Aqueduct.

##### **a. City of San Diego PUD**

The City purchased the water supply system in 1901, and through continual expansion, provides water service to more than 1.3 million residents over 404 square miles of developed land in the south central portion of San Diego County. The City's PUD purchases up to 90 percent of its water from the SDCWA, which in turn purchases most of its water from the Metropolitan Water District (MWD). Water supply is discussed in detail in Section 5.15 of this PEIR.

The City's water system consists primarily of nine raw water storage facilities with over 408,000 acre-feet (AF) of storage capacity, 3 water treatment plants, 31 treated water storage facilities, and more than 3,213 miles of transmission and distribution lines. The local surface raw water storage facilities are connected directly or indirectly to the City's water treatment operations, Otay Water Treatment Plant, Alvarado Water Treatment

Plant, and Miramar Water Treatment Plant. These three plants have a total capacity of 294.4 mgd.

From SDCWA, water is delivered to the City's Lower Otay Reservoir via Pipeline 3 and is treated by the 40 mgd Otay Water Treatment Plant. From the treatment plant, water is conveyed via two pipelines to the South San Diego Reservoir. The 15-million-gallon South San Diego Reservoir feeds three pipelines, including the South San Diego Pipelines 1 and 2 that provide water to the South San Diego and Otay Mesa areas. The South San Diego Pipelines connect to the Otay Mesa Pump Station (10.8 mgd) located off Otay Valley Road. This pump station provides service to Otay Mesa 680 Pressure Zone (Brown Field) and connects to the Ocean View Hills and Princess Park pump stations.

The Ocean View Hills and Princess Park pump stations were designed based on the South San Diego-Otay Mesa Water Study (1999). This study estimated the future water demand of 12.68 mgd based on projected land uses. Per the study, the Ocean View Hills pump station was designed to provide 2.8 mgd for the Ocean View Hills community. The Princess Park pump station was designed to provide 0.5 mgd.

## **b. Otay Water District**

The OWD receives water from Pipeline 4 at Flow Control Facility 13. Water from this facility is stored in Reservoir 571-1 that has a capacity of 36.7 million gallons. The 870-1 roll pump station (19.2 mgd capacity) pumps water through two 30-inch mains to Reservoir 870-1. From this 11-million-gallon reservoir, water is transported through a 30-inch main in Alta Road to the Otay Mesa pipeline network ranging from 8 to 30 inches. The eastern portion of the CPU area is serviced by the 870 Pressure Zone.

### **5.14.1.2 Wastewater**

The City PUD is responsible for wastewater service within the CPU area. Wastewater service to the CPU area is currently provided through the Otay Mesa sewer collection system via the Otay Mesa Trunk Sewer (OMTS), the Otay Valley Trunk Sewer (OVTS) system, and Metropolitan Sewerage System (Metro). The Metro facilities include the San Ysidro Interceptor, the South Metro Interceptor, and the City's wastewater treatment facilities. The OMTS has been planned for expansion to accommodate growth in the CPU area.

#### **a. Otay Mesa Sewer Collection System**

The wastewater from the eastern portion of the Otay Mesa Drainage Basin is currently collected via sewer pipelines ranging from 6 to 33 inches and conveyed to a 30-inch main in Siempre Viva Road. This flow, which averaged 1.2 mgd wet weather flows in 2009, is directed to pump station 23T. Pump station 23T has a capacity of 9 mgd and



pumps water through pipes in Cactus and Heritage roads to the 30-inch OVTS. The 7.3-mile-long OVTS conveys flows from Heritage Road, along Otay Valley Road, to I-805, along local roads to the South Metro Receptor. The OVTS bottleneck in Heritage Road has a capacity of 4.3 mgd and is nearing capacity.

### ***Otay Mesa Trunk Sewer***

In 2004, the OMTS Master Plan and Alignment Study was adopted by the City Council. Subsequently, the OMTS Refinement and Phasing Report prepared in 2009 recommended several sewer system upgrades in the Otay Mesa sewer basin to resolve capacity constraints in the near-term due to contracted capacity and to meet flows through year 2030. Per this report, the identified sewer improvements would enhance pumping and conveyance capabilities from the City's Otay Mesa sewer pump station 23T to the existing San Ysidro Trunk Sewer. Completion of the proposed upgrades would substantially complete the OMTS system and relieve the capacity issues in the Otay Valley.

The OMTS has been partially constructed to relieve the OVTS capacity. Currently the OMTS includes the 27- and 30-inch gravity sewer in Siempre Viva Road that is pumped to the OVTS on an interim basis via pump station 23T. In addition, a 42-inch gravity sewer in Old Otay Mesa Road connects to a 10-inch main in Old Otay Mesa Road on an interim basis. SR-905 includes pipeline sleeves at Cactus Road to allow for future upgrades of this system.

### **b. Otay Valley Trunk Sewer System**

The existing 27-inch OVTS conveys wastewater from the Otay Valley drainage basin from as far east as the Donovan Correctional Facility, west to the City's Metro System. This trunk sewer also temporarily conveys the wastewater generated in east Otay Mesa via sewer pump stations 23T and 48T. The eastern portions of the OVTS were constructed and funded under reimbursement agreements with the City, and are operated and maintained by the City's PUD. The 7.3-mile-long gravity main extends from Heritage Road, east along Otay Valley Road to I-805 and within existing roads north of the Otay River between I-805 and the South Metro Interceptor.

### **c. Metro Facilities**

The Metro system includes the San Ysidro Interceptor, South Metro Interceptor, and City's wastewater treatment facility. The OMTS in Old Otay Mesa Road within the western portion of the CPU discharge into the 30- to 42-inch San Ysidro Interceptor. The Grove Avenue pump station is located along this interceptor and redirects "skimmed flow" to the South Bay Water Reclamation Plant (SBWRP) via a 30-inch force main. The SBWRP can treat 15 mgd to a tertiary level for reuse, but treats 8 mgd on average. Excess water is released via the South Bay Land and Ocean Outfall.

The South Metro Interceptor collects wastewater from the OVTS and San Ysidro Interceptor in addition to several City of Chula Vista trunk sewers. The South Metro Interceptor conveys these flows to the Point Loma Water Treatment Plant via the Metro pump station 2. The Point Loma Water Treatment Plant treats water to a primary level and discharges via a deep ocean outfall. This treatment plant has a capacity of 190 mgd and is currently being expanded to 240 mgd.

### **5.14.1.3 Reclaimed Water**

OWD serves some customers with recycled water from the Ralph W. Chapman Water Reclamation Facility and from the City's South Bay Water Recycling Plant. There are, however, no recycled water distribution lines currently extending to the CPU area.

### **5.14.1.4 Solid Waste**

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (Municipal Code Section 66.0127), which was adopted in 1919 by the residents of San Diego. The City provides solid waste collection services to primarily single-family homes, and some multi-family; this service is paid for by the General Fund. Most multi-family residences are not served and are required to fund and contract directly with private haulers for trash and recycling collection.

Solid waste generated in the City is primarily taken to three landfills; either the City's Miramar Landfill, located north of SR-52; the Sycamore Sanitary Landfill, located within the City of San Diego east of I-15 and operated by Republic Services; or the Otay Landfill, located within Chula Vista, north of I-905 and also operated by Republic Services. Based on current and projected disposal rates, and permitted disposal limits, the San Diego region is anticipated to exceed the ability of existing landfills to accept waste within the next 10 years unless landfill expansions are approved.

The Miramar Landfill is permitted to receive 8,000 tons per day, and on average, it receives less than 1,000,000 tons per year. The anticipated closure date for the landfill is 2022.

The Sycamore Landfill is permitted to receive a maximum of 3,965 tons per day, although the permit and the facility franchise are inconsistent. The owner/operator is currently proposing a significant increase in throughput, together with a major expansion of the height and footprint of the facility. The Sycamore Landfill, based on a 3,965-ton-per-day limit, is expected to operate until 2031. The Sycamore Landfill Master Plan proposes to increase the landfill capacity to 157 million cubic yards, which would allow an increase from 3,965 tons per day to approximately 11,450 tons per day. With the proposed expansion, the landfill would be operational until approximately 2050. This

increase in landfill capacity is not currently approved or permitted, and therefore cannot be guaranteed to be completed at this time.

The Otay Landfill is permitted to receive 5,830 tons per day. Permits were recently modified, which reduced the overall height of the landfill with no loss of capacity. The Otay Landfill is expected to serve the region through 2021 (California Department of Resources Recycling and Recovery [CalRecycle] 2012). Currently, most single-family residential waste generated in the southern portion of the City, which includes the CPU area, is disposed at Otay Landfill. Waste collected from multi-family residential and commercial areas is disposed at area landfills as determined by the agreements of franchise haulers.

#### **5.14.1.5 Storm Water Infrastructure**

The City maintains drainage and conveyance systems to protect the beneficial uses of the San Diego Basin. In addition to flood control channels and detention basins, storm drain pipelines are in place for the conveyance of urban runoff and storm water.

Existing drainage and storm water conveyance facilities have been constructed throughout Otay Mesa in compliance with regulations according to the needs of private development projects. Existing storm drain facilities have been constructed for industrial uses distributed throughout the central and eastern portions of the CPU area. Although not included in the hydrology study performed for the CPU, storm drains are also present in existing residential neighborhoods in the northwest portion of the CPU area. Other existing storm drain facilities, such as those for San Ysidro High School in the western part of the CPU area, occur as needed throughout the CPU area in the immediate vicinity of development, to connect to existing channels.

#### **5.14.1.6 Communications**

Communications systems for telephone, computers, and cable television are serviced by utility providers such as AT&T, IBM, Cox, and other independent cable companies. Facilities are located above and below ground within private easements. In recent years, the City has initiated programs to promote economic development through the development of high-tech infrastructure and integrated information systems. The City also works with service providers to underground overhead wires, cables, conductors, and other overhead structures associated with communication systems in residential areas in accordance with proposed development projects.

## 5.14.2 Existing Regulatory Framework

The City's General Plan, Public Facilities, Services and Safety Element, presents goals and policies for water infrastructure, to assure the provision of safe, efficient, and sustainable distribution of water. Relevant policies are stated in Table 5.14-1, below.

**TABLE 5.14-1  
PUBLIC FACILITIES ELEMENT POLICIES RELATED TO UTILITIES**

Policy	Description
PF-H.2	Require the provision and maintenance of essential water storage, treatment, supply facilities and infrastructure to serve existing and future development.
PF-H.3	Coordinate land use planning and water infrastructure planning with local, state, and regional agencies to provide for future development.
PF-F.5	Construct and maintain facilities to accommodate regional growth projections that are consistent with sustainable development policies.
PF-F.6	Coordinate land use planning and wastewater infrastructure planning to provide for future development and maintain adequate service levels.
PF-H.1.e	Continue to develop the recycled water customer base, and expand the distribution system to meet current and future demands.
PF-I.2	Maximize waste reduction and diversion
PF-I.3	Provide environmentally sound waste disposal facilities and alternatives.
PF-I.3.f	Cooperate on a regional basis with local governments, state agencies, and private solid waste companies to find the best practicable, environmentally safe, and equitable solutions to solid and hazardous waste management.
PF I.5	Plan for sufficient waste handling and disposal capacity to meet existing and future needs. Evaluate existing waste disposal facilities for potential expansion of sites for new disposal facilities.
PF-G.1	Ensure that all storm water conveyance systems, structures, and maintenance practices are consistent with federal Clean Water Act and California Regional Water Quality Control Board NPDES Permit standards.
PF-G.4	Develop and employ a strategic plan for the City's watersheds to foster a comprehensive approach to storm water infrastructure improvements.

SOURCE: City of San Diego General Plan 2008.

### 5.14.2.1 Water

#### a. Otay Water District 2010 Water Resources Master Plan

The OWD Water Resources Master Plan (WRMP) outlines a comprehensive program for the orderly and phased development of potable and recycled water supply, storage, transmission, and distribution through ultimate buildout of the land within the OWD, according to local land use approvals and planning. The projects in the WRMP consist mostly of pipelines, reservoirs, and pump stations that are needed based on population projections, OWD criteria for the adequacy of facilities, and specific project development

plans in the OWD's service area. The OWD water model was updated in November 2010 as part of the 2010 WRMP Update to include increased potable water demands from the CPU. The WRMP Update determined that the increased potable water demands associated with the CPU would not warrant transmission main upgrades above those previously identified for the forecasted growth in the area.

The 2010 WRMP Update was also revised to include increased recycled water supply, storage and pumping conditions. No additional improvements, beyond those recommended in the 2008 WRMP, were identified.

### **b. City of San Diego**

The City developed a Long-Range Water Resources Plan (2002–2030) in 2002 in order to address the projected need for additional water supplies. This plan detailed existing water supplies, new water supply opportunities, objectives and performance measures, and ultimately conclusions and recommendations. Currently, the City is in the process of finalizing the 2012 Long-Range Water Resources Plan that reviewed and re-assessed the planning objectives and stakeholder values, discussed and evaluated emerging issues using the most recent information available to update the long-term water resources strategy for the City.

In July 2011, the City adopted the 2010 Urban Water Management Plan (UWMP) which addresses the City's water system, water supply sources, historic and projected water use, and provides a comparison of water supply to water demands during average, single-dry, and multiple-dry year periods. The UWMP was prepared in accordance with the Urban Water Management Act (as amended, California Water Code, Sections 10610 through 10656), which requires every urban water supplier that provides water for municipal purposes to more than 3,000 connections or supplying more than 3,000 acre-feet of water annually, to adopt and submit a plan every five years to the California Department of Water Resources.

## **5.14.2.2 Solid Waste/Recycling**

### **a. Collection Services**

The City provides refuse, recycling, and yard waste collection and disposal services to some residents under the People's Ordinance (Municipal Code Section 66.0127). The City provides solid waste collection services to primarily single-family homes, and some multi-family units; this service is paid for by the General Fund.

### **b. Diversion and Recycling**

In an effort to address landfill capacity and solid waste concerns, the California Legislature passed the Integrated Waste Management Act in 1989 (AB 939), which

mandated that all cities reduce waste disposed in landfills from generators within their borders by 50 percent by the year 2000. In response, the City Environmental Services Department (ESD) developed the Source Reduction and Recycling program that outlined waste management policies and programs to meet the City's long-term disposal needs and achieve the mandated waste reduction. Since 2004, the City has diverted more than 50 percent of its generated waste stream from disposal.

The State then enacted AB 341 in 2011, which established a policy goal for California that not less than 75 percent of solid waste that is generated be source-reduced, recycled, or composted by 2020. A report was prepared and issued in May 2012, detailing strategies to achieve this goal primarily through recycling.

The City has three ordinances that detail mandated waste diversion or recycling requirements for development activities, detailed below. In addition, pursuant to the City's Significance Determination Thresholds, any discretionary project that may generate approximately 60 tons of waste or more during construction and/or operation is required to prepare a project-specific Waste Management Plan (WMP) to address disposal of waste generated during short-term project construction and long-term post-construction operation. The WMP is required to identify how the project would reduce waste and achieve target reduction goals and must include: projected waste generation calculations and identification of the types of waste materials generated; description of how materials would be reused on-site; identification of source separation techniques for recycling; and identification of recycling facilities where waste would be taken if not reused on-site.

### ***Storage Ordinance***

Enacted in 2000, the Storage Ordinance (Section 142.0810 *et. seq.* of the Municipal Code) outlines standards to ensure that new residential and commercial development provide permanent, adequate, and convenient space for the storage and collection of refuse and recyclable material. The intent of the ordinance is to encourage recycling of solid waste to reduce the amount of waste material entering landfills and to meet the recycling goals established by the City Council and mandated by the state of California. This storage ordinance applies to the following type of developments: residential development involving two or more dwelling units, new non-residential development, and additions to existing developments where the gross floor area would be increased by 30 percent or more.

### ***Recycling Ordinance***

The City adopted the Recycling Ordinance (Section 66.0701 *et seq.* of the Municipal Code) in November 2007, and phased implementation of the ordinance over the next two years. In July 2012, the City updated the Recycling Ordinance to lower the exemption threshold for required recycling, thereby requiring all privately serviced



businesses, commercial/institutional facilities, apartments, and condominiums generating four or more cubic yards of trash per week to recycle. The purpose of the Recycling Ordinance was to establish requirements for recycling of recyclable materials generated from the aforementioned facilities and special events. The ordinance also requires the education of tenants or occupants on waste reduction or recycling. These requirements are intended to increase the diversion of recyclable materials from landfill disposal, conserve the capacity, and extend the useful life of the Miramar Landfill, and reduce greenhouse gas emissions.

### ***Construction and Demolition Debris Recycling Ordinance***

The City's Construction and Demolition Debris Recycling Ordinance (C&D Ordinance) (Section 66.0601, et seq. of the Municipal Code) is intended to increase the diversion of construction and demolition debris from landfill disposal, conserve the capacity, and extend the useful life of the Miramar Landfill. This ordinance requires applicants for a demolition or construction permit to estimate the volume of waste they will generate and post a deposit. The deposit is refunded after it is proven that a minimum of 50 percent of the construction and demolition debris generated by the development was recycled at an appropriate recycling or transfer facility.

### **5.14.2.3 Communications**

#### **a. San Diego Municipal Code Section 144.0240**

Individual projects consisting of more than four lots are subject to Section 144.0240 of the Municipal Code, which requires privately owned utility systems and service facilities to be placed underground.

### **5.14.3 Significance Determination Thresholds**

Based on the City's Significance Thresholds, impacts related to public utilities would be significant if the CPU would:

1. Result in a need for new systems, or require substantial alterations to existing utilities, including water, wastewater, reclaimed water, solid waste disposal, storm water infrastructure, and communication systems, the construction of which would create physical impacts.

### **5.14.4 Issue 1: Utilities**

Would the CPU result in a need for new systems, or require substantial alternations to existing utilities, the construction of which would create physical impacts? These

systems include water, wastewater, reclaimed water, solid waste disposal, storm water infrastructure, and communication systems.

### **5.14.4.1 Impacts**

The CPU would allow for additional residential, commercial, international business and trade, industrial, institutional, parks and open space, and right-of-way uses. As a programmatic document, this PEIR evaluates a worst-case scenario and also assumes that designated open space would remain entirely undeveloped. To project water/recycled water demands and sewer flows from new development, several types of planning criteria are typically defined: land use density criteria (dwelling units per acre), employment density criteria (employees per acre); population criteria (persons per dwelling unit); and unit flow generation criteria (gallons per person per day otherwise known as gallons per capita per day). Because the CPU does not exactly match the land use categories defined by the PUD or OWD criteria, a methodology for applying these criteria was developed in the Technical Infrastructure Study (Appendix L of the PEIR). Details of the planning criteria, which identify a uniform way to analyze the CPU across the two service providers, are located in Section 4.0 of the Technical Infrastructure Study (Appendix L of the PEIR).

The following is an analysis of the impacts for each applicable utility.

#### **a. Water**

As previously detailed, the CPU area would be served by the City's PUD and the OWD. The City PUD's Otay Mesa service area was evaluated and reviewed in the Otay Mesa Master Plan Optimization Baseline Report (City's Baseline Report, as referenced in Appendix L). The City's Baseline Report recommended the following backbone infrastructure improvements to the City's PUD system (Figure 5.14-1):

- A. Upgrade the Otay Mesa pump station to 11,500 gallons per minute (gpm) to meet ultimate demands. Additional capacity may also be installed at Ocean View Hills and Princess Park pump stations to meet demands, or an additional 1,000 gpm pumping capacity may be added to the Otay Mesa pump station.
- B. Install 12,380 feet of new 20-inch pipe between the South San Diego Reservoir and the Otay Mesa pump station or replace the 33-inch South San Diego Pipeline 1 with a new 48-inch pipe for redundancy.
- C. Install 2,400 feet of new 24-inch pipe in Otay Mesa Road between Hawken Drive and Crescent Bay Drive to provide redundancy in Otay Mesa and allow the Princess Park pump station to supply the 680 pumping zone.

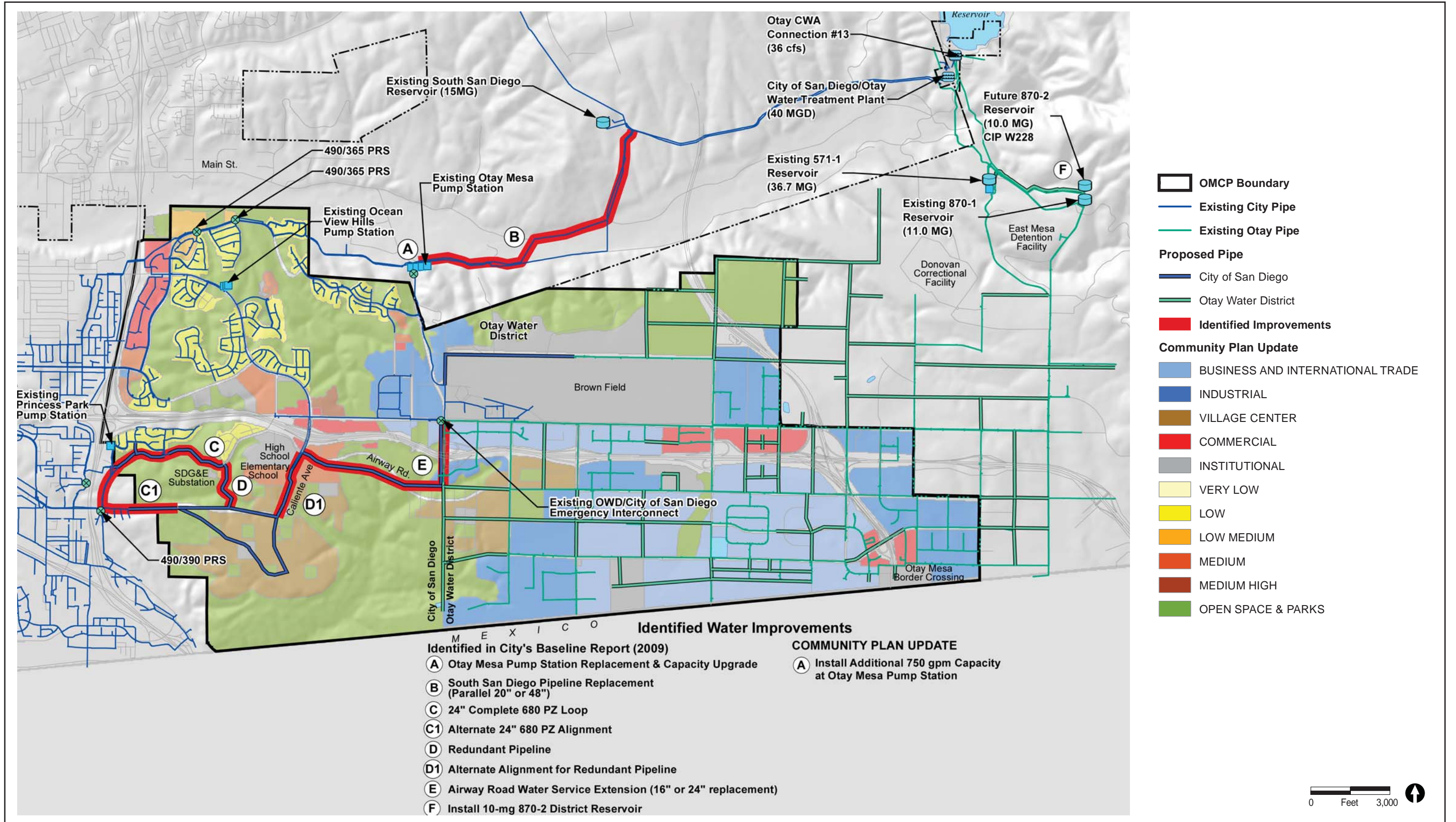


FIGURE 5.14-1  
Identified Improvements to the City of San Diego Water System

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The improvements identified are in response to projected growth within the PUD's Otay Mesa service area as a whole and not specific to the increase in potable water demand from the CPU.

The OWD's water system model was updated in October 2008 as part of the 2008 WRMP and again in November 2010, as part of the 2010 WRMP Update. Both the City's Baseline Report and the OWD's 2008 WRMP included water demands based on currently approved land uses.

In the OWD system, the 2008 WRMP did not identify any pumping deficiencies within the CPU area. A 10-million-gallon 870-2 Reservoir was recommended to be constructed to provide capacity for projected ultimate storage requirements. The proposed site for the 870-2 Reservoir is adjacent to the existing 870-1 Reservoir.

The City's Baseline Report did not evaluate demand under implementation of the CPU. The identified impacts and improvements for Otay Mesa detailed above are not capacity-based deficiencies. The CPU would increase potable water demands in the City's service area by only 0.36 mgd, which is not a significant increase to warrant transmission main upgrades. The improvements identified above would be required even if the CPU were not implemented, and thus are considered the minimum required improvements. Adding an additional 750 gpm of pumping capacity at the Otay Mesa pump station would provide sufficient capacity to serve the additional demands under buildout of the CPU.

In the OWD's 2010 WRMP Update, demands for the service area were revised to include potable water demands under implementation the CPU. The 2010 WRMP Update did not identify storage or pumping deficiencies under buildout of the CPU. As new development projects move forward, however, the OWD may require individual projects to submit detailed hydraulic studies.

The improvements identified above from the City's Baseline Report would be required regardless, and are not necessitated by implementation of the CPU. The addition of pumping capacity to the Otay Mesa pump station, which is necessitated by the CPU, would occur at an existing facility and would not result in significant new environmental impacts. The OWD has not identified any infrastructure improvements that are necessitated by implementation of the CPU.

Prior to approval of future projects implemented in accordance with the CPU, the City Director of the Public Utilities Department would determine, based on review of the project application, that future projects are sited and designed to avoid conflicts with existing public utilities in accordance with the CPU and City of San Diego Public Utilities Department Director and/or City Engineer guidance identified below. Future design of projects would be based on the recommendations of an anticipated detailed grade and alignment study that addresses potential conflicts with existing utilities and access road

realignments implemented in compliance with Council Policies 400-13 and 400-14. The realignments of utilities or access roads implemented in compliance with Council Policies 400-13 and 400-14 could result in secondary impacts on biological or archaeological resources. Biological and historical resource impacts are discussed in detail in Sections 5.4 and 5.5 of this PEIR.

Future applicants would be required to coordinate the location of improvements with the Development Services Department or the Director of the Public Utilities Department in compliance with the Sewer Design Guidelines and other utility agencies that require access to the facilities. If feasible, access to the sewer and water facilities would also be coordinated to provide combined access to storm water infrastructure facilities in order to minimize the impact on open space and canyons by having common access. The access would be proposed in a strategic location to facilitate Council Policies 400-13 and 400-14 and in accordance with the City of San Diego Canyon Sewer Cleaning Program & Long-Term Canyon Sewer Maintenance Program PEIR and Master Site Development Permit (when this is applicable within the CPU).

Therefore, impacts associated with utility system improvements would be less than significant at the program-level.

### **b. Wastewater**

As detailed in Section 5.14.1.2, the OMTS Master Plan (2004) and subsequent Refinement and Phasing Report (2009) have approved environmental documents that have previously analyzed wastewater system upgrades and their associated environmental impacts in the CPU area. These improvements were based on currently approved land uses.

The 2009 Refinement Report concluded that the following facilities and improvements to the existing collection system would be required (Figure 5.14-2):

- A. Upgrade Sewer Pump Station 23T from temporary to permanent status by adding 0.25 million gallons emergency storage and upgrading pumping capacity to 4.3 million mgd (8 mgd at buildout)
- B. Upgrade Sewer Pump Station 23T from temporary to permanent status by installing 8,000 feet of 24-inch force main from Sewer Pump Station 23T to Heritage Road
- C. Install diversion structure at Otay Mesa Road and Heritage Road to split flows between the OMTS and OVTS.
- D. Install 8,000 feet of dual 24-inch force main along Otay Mesa Road from the diversion structure to the gravity sewer located in Otay Mesa Road.



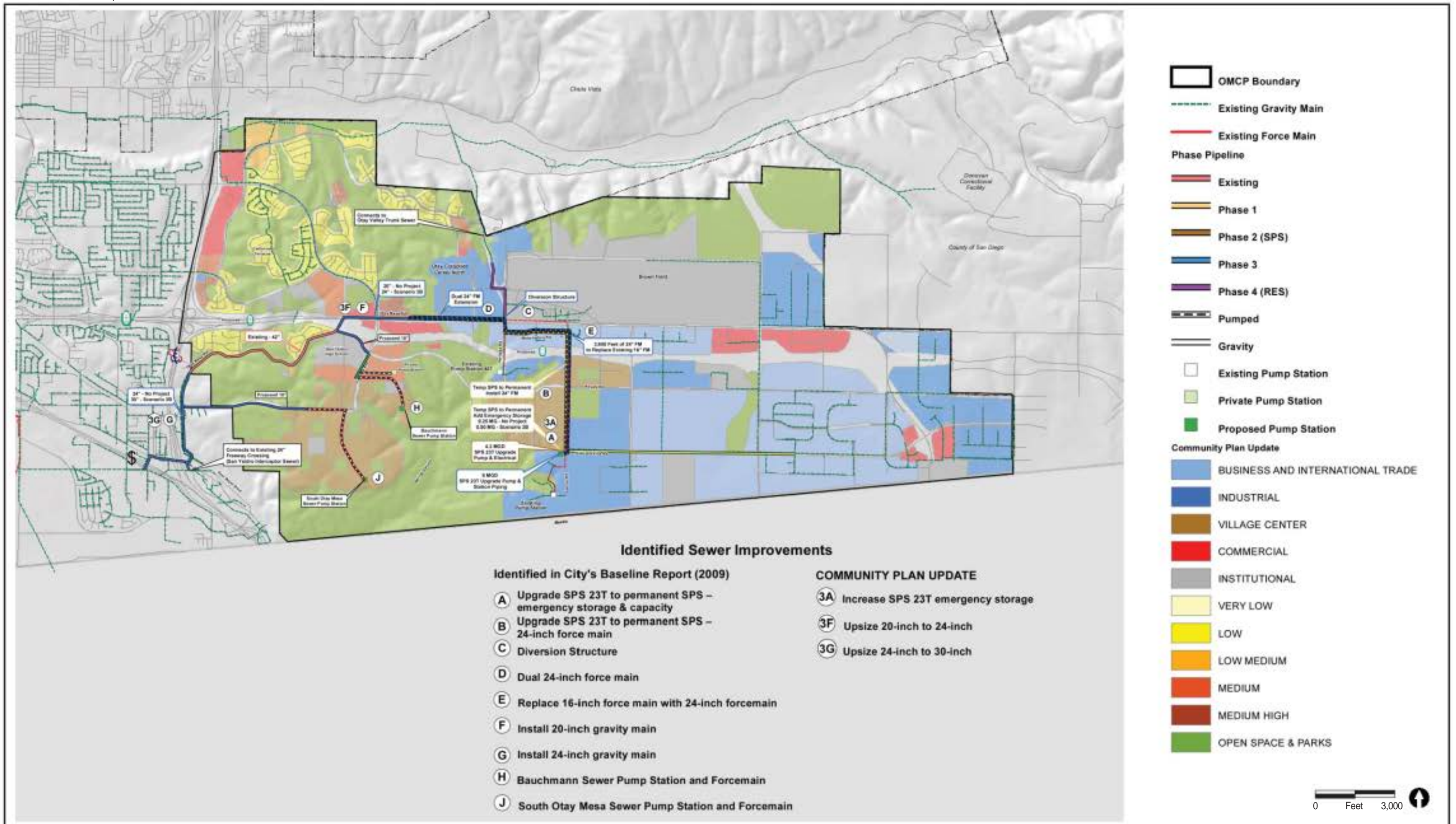


FIGURE 5.14-2  
Identified Improvements to the City of San Diego Wastewater System

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- E. Replace 3,600 feet of 16-inch force main with 24-inch force main from SR-905 to the diversion structure.
- F. Install 2,800 feet of 20-inch gravity main along Otay Mesa Road from proposed 24-inch dual force main (see, B above) to existing 42-inch gravity main.

The improvements identified are in response to projected growth within the Otay Mesa service area as a whole and not specific to the increase in demand from the CPU.

The increased growth from the CPU would increase wastewater flows by 1.33 mgd over buildout of the adopted community plan, for total projected wastewater generation of 9.68 mgd. This increase would trigger the need for the construction of additional sewer infrastructure, including an increase in the sizing of sewer pipelines. Overall, as shown in Figure 5.14-2, infrastructure improvements associated with the buildout of the CPU would include the following:

- A. Increase emergency storage at sewer pump station 23T to 0.50 million gallons. The increased flows generated under CPU implementation would not require any additional capacity of sewer pump station 23T beyond 8 mgd.
- B. Upsize 20-inch to 24-inch gravity main along Otay Mesa Road from force main to existing 42-inch gravity main.
- C. Upsize 24-inch to 30-inch gravity main from existing 42-inch gravity main to existing 24-inch San Ysidro Trunk Sewer.

The 2004 OMTS Sewer Master Plan and 2009 Refinement Report identified these improvements as potentially required in future phases to accommodate wastewater generation associated with buildout of the CPU area. The three additional improvements identified above would occur within existing utility line easements and facilities, and therefore, would not result in significant new impacts to the environment.

As discussed above in Section 5.14.4.1a, for future projects implemented in accordance with the CPU, the City Director of the Public Utilities Department shall determine, based on review of the project application, that future projects are sited and designed to avoid conflicts with existing public utilities. Future applicants shall coordinate the location of improvements with the Development Services Department or the Director of the Public Utilities Department in compliance with the Sewer Design Guidelines and other utility agencies that require access to the facilities.

Therefore, impacts associated with wastewater systems would be considered less than significant at the program-level.

### **c. Reclaimed Water**

Both the City PUD and OWD produce recycled water for use in the southern San Diego area. Currently, the OWD operates a 1.2-mgd reclamation plant and has an agreement to purchase up to 6 mgd of recycled water from the City. The City has the capability of producing up to 15 mgd of recycled water at its South Bay Water Reclamation Facility.

Recycled water service in the CPU area is planned to be provided by the OWD only. The ultimate buildout of the OWD's recycled water system is shown in Figure 5.14-3. The City currently has no specific plans to provide recycled water service to the CPU area; however, the provision of recycled water infrastructure would be a condition of approval for future discretionary projects within the CPU area. Because the City has no current plans to expand their distribution system in this area, recycled water service to the western side of the CPU area would likely require expansion of the OWD's recycled water system; however, no expansion is required or necessitated in conjunction with adoption of the CPU. An agreement between the OWD and the City would have to be negotiated to provide this service.

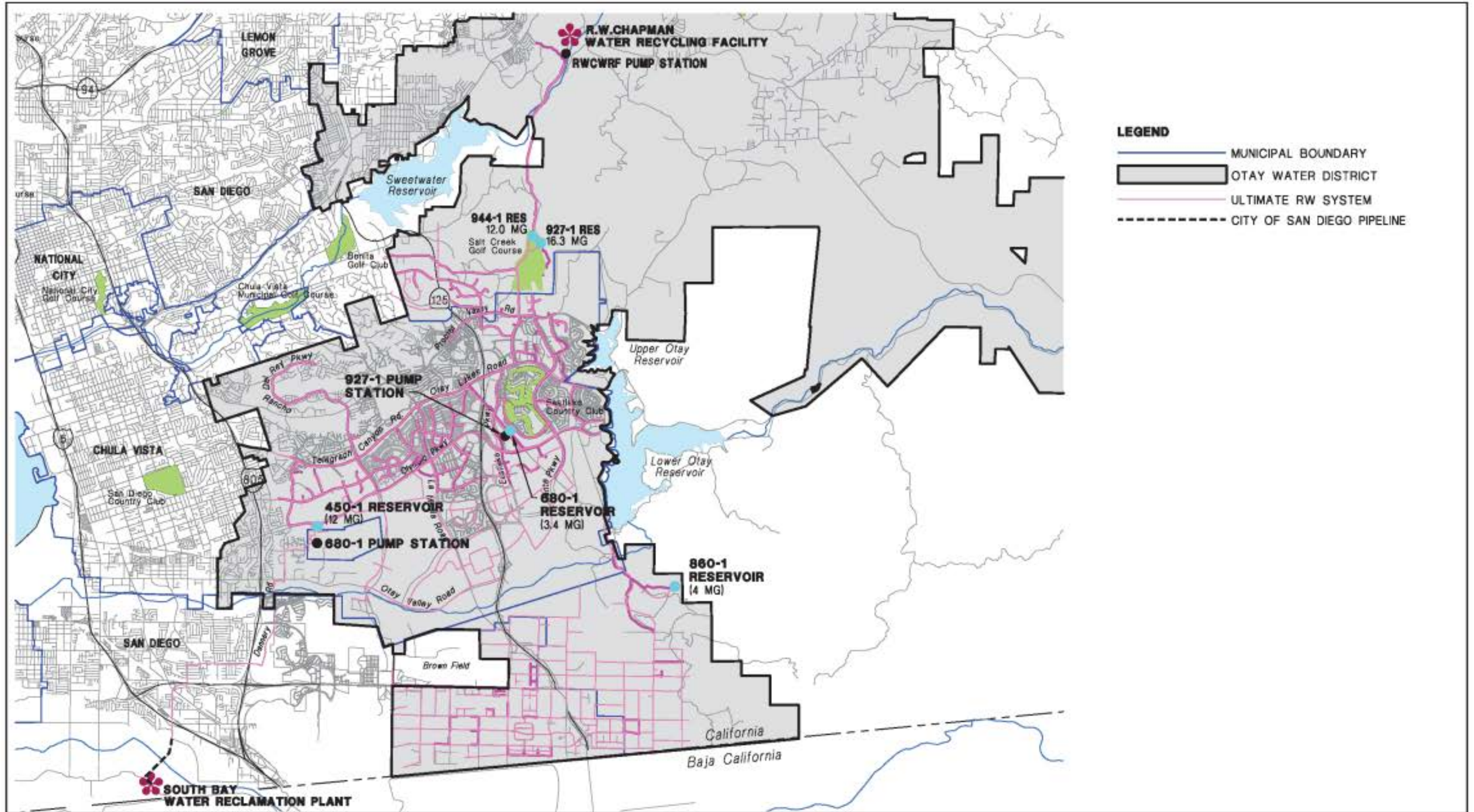
The OWD's 2008 WRMP included recycled water projections under the adopted community plan, while the 2010 WRMP incorporated projections under the CPU. The OWD's 2008 WRMP evaluated ultimate recycled water supply, storage, and pumping conditions, which would be required even if the CPU were not implemented. The CPU area is within the OWD's 860 pressure zone, which will ultimately be supplied from a new 860-1 reservoir through planned 30-inch diameter transmission mains.

The OWD's 2010 WRMP Update incorporated demands projected under the CPU, and did not identify additional storage or pumping deficiencies beyond improvements recommended in the 2008 WRMP.

The improvements identified above from the OWD's 2008 WRMP would be required regardless and are not necessitated by implementation of the CPU. The OWD has not identified any reclaimed water infrastructure improvements that are necessitated by implementation of the CPU.

As discussed above in Section 5.14.4.1a, for future projects implemented in accordance with the CPU, the City Director of the Public Utilities Department shall determine, based on review of the project application, that future projects are sited and designed to avoid conflicts with existing public utilities. Future applicants shall coordinate the location of improvements with the Development Services Department or the Director of the Public Utilities Department in compliance with the Sewer Design Guidelines and other utility agencies that require access to the facilities. Therefore, impacts associated with reclaimed water system improvements would be less than significant at the program-level.





Not to Scale

FIGURE 5.14-3  
Otay Water District – Ultimate Recycled Water System

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#### **d. Solid Waste**

A significant direct impact associated with solid waste would occur if the CPU would:

- Require a new solid waste facility.
- Not meet the 75 percent solid waste diversion rate as mandated by AB 341.
- An indirect impact associated with solid waste would occur if the CPU would:
  - Substantially increase collection and hauling services.
  - Result in the loss of recycling/collection facilities due to changes in land use.

##### ***New Solid Waste Facility***

Buildout of the CPU would not likely require the construction of a new solid waste facility. As previously detailed in Section 5.14.1.4, the three primary landfills used by the City and private franchise haulers have operating capacity beyond 2020. Furthermore, the distribution of where solid waste eventually ends up and the throughput of each landfill is difficult to track. Thus, at a program-level of analysis, it would not be feasible to accurately predict if solid waste would all end up at Otay Landfill, for example, thus causing it to become over capacity.

##### ***Solid Waste Diversion***

Nevertheless, calculations can be made regarding the increase in solid waste generation due to changes in land use under the CPU. CalRecycle develops solid waste generation rates for different types of land uses. Solid waste generation rates estimate the amount of waste created by residences or businesses over a certain amount of time (day, year, etc.). Waste generation includes all materials discarded, whether or not they are later recycled or disposed in a landfill. Waste generation rates for residential and commercial activities can be used to estimate the impact of new developments on the local waste stream. Table 5.14-2 shows the estimated solid waste generation rates under the CPU.

**TABLE 5.14-2  
ESTIMATED SOLID WASTE GENERATION RATES**

Use	Generation Rates	Existing Development		Proposed CPU (Buildout)	
		DUs/ Floor Area	Estimated Annual Generation	DUs/ Floor Area	Estimated Annual Generation
Single-family	7.8 lbs/unit/day	2,727 DUs	3,881 tons	4,273 DUs	6,082 tons
Multi-family	3.6 lbs/unit/day	1,106 DUs	726 tons	14,501 DUs	9,527 tons
Commercial	13 lbs/1000 sf/ day	2,653,000 sf	6,294 tons	4,522,000 sf	10,728 tons
Industrial	6.25 lbs/ 1000 sf/day	33,323,000 sf	38,009 tons	52,838,000 sf	60,268 tons
Institutional	0.007 lbs/sf/day	4,988,000 sf	6,372 tons	15,244,000 sf	19,474 tons
Agricultural				0	0
Total Estimated Annual Solid Waste Generation	--	--	55,282 tons	--	106,079 tons

NOTE: City Facilities and Transportation/Utilities not included in estimation.

DU = dwelling unit

sf= square feet

lbs = pounds

Implementation of the CPU would almost double the amount of waste generated within the CPU area under full buildout. However, projects implemented under the CPU would be required to comply with numerous regulations, including the City's Storage Ordinance, the Recycling Ordinance, and the C&D Ordinance. These regulations address the requirements for refuse and recyclable materials' deposit, diversion, and storage in an effort to achieve the City's overall 75 percent diversion goal, as set forth in AB 341.

The City's General Plan also addresses waste management through Policies PF-I.1 through PF-I.5, focusing in on waste recycling and diversion of materials in PF-I.2. Likewise, the CPU includes Public Facilities, Services and Safety Element Policies 6.5-1 through 6.5-5, which promote the planning for sufficient waste handling and disposal capacity to meet future needs, encourage future projects to divert construction and demolition debris beyond the 50 percent required by the City's C&D Ordinance, and require sufficient storage space for recycling containers in all new residential, commercial, and industrial development.

As previously detailed in Section 5.14.2.2, future discretionary projects under the CPU that would generate 60 tons of waste or more during construction and/or operation would be required to prepare a project-specific WMP to address disposal of waste generated during both short-term project construction and long-term operation.

Buildout of the CPU would not directly result in the need for a new landfill. However, compliance with the Storage, Recycling, and C&D ordinances alone would result in only a 40 percent diversion rate within in the CPU area. Future discretionary projects (that meet the threshold) would be required to prepare a WMP with site-specific waste

reduction measures in order to meet the state-mandated 75 percent diversion rate. Because all future projects within the CPU area may not be required to prepare a waste management plan or may not reduce project-level waste management impacts below a level of significance, the CPU cannot be guaranteed, at the program-level, to meet the 75 percent diversion requirement. Direct impacts associated with solid waste would be significant at the program-level.

### ***Collection Services***

The CPU would allow for residential development in areas that are currently undeveloped, thus resulting in the need for expanded solid waste collection services—either by the City as mandated by the People’s Ordinance, or by private franchise haulers. Though not a direct environmental impact, the expansion of collection services would increase the costs incurred by the City, as collection services are free to the citizens under the People’s Ordinance. Likewise, the increase in non-residential development under the CPU would increase the use of private franchise haulers. The City does not maintain an exclusive franchising agreement with private haulers. Several haulers compete for customers on an open market. This system does not promote efficient routing. This is a consideration when calculating trips generated by public services for new development anywhere in the City. As a result, solid waste collection in the Otay Mesa CPU area may result in a minor increase in traffic and its associated impacts (noise and air quality), but does not result in a separate significant impact.

### ***Closure of Collection Facilities***

Light industrial land uses, which include recycling and collection facilities, comprise approximately 8 percent of the CPU’s overall land uses (see Table 5.1-1). Industrial uses are distributed throughout the central and eastern portions of the CPU area, primarily south of Otay Mesa Road and east of Heritage Road. Auto wrecking and dismantling facilities are concentrated in the area immediately west of Brown Field.

The CPU would not result in the direct loss of recycling or collection facilities. As shown on Figures 3-2 and 5.1-1, parcels that are currently designated for industrial use would remain with an industrial designation under CPU implementation. Furthermore, as previously shown in Table 5.14-2, implementation of the CPU would result in an approximately 50 percent increase in industrial square footage. Therefore, no indirect impacts related to the closure of recycling/collection facilities would occur.

### **e. Storm Water Infrastructure**

As discussed in detail in Section 5.7, Hydrology/Water Quality, future development under the CPU would increase impervious surfaces, resulting in the potential for greater surface runoff and increased demands on existing storm water systems within the CPU area. No storm drains, or other community-wide drainage facilities are proposed for

construction in conjunction with adoption of the CPU. As individual development projects are implemented in accordance with the CPU, localized improvements to the storm water system would be required as part of the project design and review. All storm water facilities constructed in conjunction with future development would be reviewed for consistency with the Storm Water Standards.

Future projects implemented in accordance with the CPU may require storm water systems in undeveloped areas, or require improvements to existing storm water systems. Each project implemented in accordance with the CPU would be required to conduct a drainage study, design and build storm drain systems, as necessary, to serve the development. This storm water infrastructure would include components and methods to reduce and treat runoff and prevent pollutants from entering the storm drain system. The construction of these storm water systems could potentially result in physical impacts to the environment. However, projects would be required to reduce or provide mitigation for these impacts in accordance with the applicable Mitigation Framework, guidelines or through regulatory compliance prior to implementation.

Furthermore, all future projects would be required to adhere to regulations and General Plan and CPU policies and are required to comply with the City's Storm Water Standards as discussed in Section 5.7, Hydrology/Water Quality, of this PEIR. While the details of storm water infrastructure improvements would depend on the actual design of a future project, strict adherence to existing storm water regulations, conformance with General Plan and CPU policies, and project-specific review under CEQA would assure that impacts associated with the installation of storm water infrastructure would be reduced to below a level of significance.

## **f. Communications Systems**

There would be no significant impacts to cable and telephone services, as these are available through private utility companies that have the capacity to serve the CPU area. In addition, the City administers an undergrounding program and requires individual projects consisting of more than four lots to place utility systems and service facilities underground. Short-term construction impacts from installation of new communication systems or undergrounding for individual future projects under the CPU would not result in significant impacts because communication lines would be within existing or planned roadway right-of-way.

### **5.14.4.2 Significance of Impacts**

#### **a. Water, Sewer, and Reclaimed Water**

Improvements to water and recycled water systems have been previously identified in master planning documents detailed above, and would be required whether or not the

CPU were to be implemented. Therefore, impacts associated with water and reclaimed water system improvements would be less than significant at the program-level.

Additional wastewater system improvements beyond what have been identified in master planning documents would be necessitated by CPU implementation. The need for these improvements would not result in significant impacts, because the 2004 OMTS Sewer Master Plan and 2009 Refinement Report previously identified these improvements as required in future phases to accommodate buildout wastewater generation from the area. The three additional improvements identified above would occur within existing utility line easements and facilities and would not result in significant impacts to the environment. Therefore, impacts associated with wastewater systems would be considered less than significant at the program-level.

### **b. Solid Waste**

The CPU would not result in the direct need for a new landfill. Compliance with the Storage, Recycling, and C&D ordinances and the requirement to prepare a WMP (in some instances) would contribute to the CPU meeting the state-mandated 75 percent diversion rate. However, because all future projects within the CPU area may not be required to prepare a WMP or may not reduce project-level waste management impacts to below a level of significance, the CPU cannot be guaranteed, at the program-level, to meet the 75 percent diversion requirement. Direct impacts associated with solid waste would be significant at the program-level.

### **c. Storm Water Infrastructure**

No storm drains, or other community-wide drainage facilities are proposed for construction in conjunction with adoption of the CPU. All such facilities would be constructed in conjunction with future development projects implemented in accordance with the CPU, designed to the satisfaction of the City Engineer.

New storm water infrastructure systems would be required in previously undeveloped areas of the CPU, or improvements to existing storm water infrastructure systems would be required which could potentially result in physical impacts to the environment. As such, future projects implemented in accordance with the CPU would be sited and designed to minimize impacts on receiving waters; in particular, the discharge of identified pollutants to an already impaired water body. This would be accomplished through compliance with existing regulatory requirements contained in the City's Storm Water Runoff and Drainage Regulations of the LDC and as further outlined in HYD/WQ-1 and HYD/WQ-2 in Sections 5.7.3.3 and 5.7.6.3, Mitigation Framework.

At the project-level, adherence to existing storm water regulations, conformance with General Plan and CPU policies, and review under CEQA would assure that impacts

associated with the requirements for and/or construction of storm water infrastructure would be less than significant at the program-level.

#### **d. Communications Systems**

The CPU would not require new communication systems to be built; however, there would be the need to extend the existing systems to individual project sites. No significant impact is anticipated as a result of undergrounding these utility lines.

### **5.14.4.3 Mitigation Framework**

#### **a. Water, Wastewater, Reclaimed Water**

Impacts would be less than significant; therefore, no mitigation would be required.

#### **b. Solid Waste**

**UTIL-1:** Pursuant to the City's Significance Determination Thresholds, discretionary projects (including construction, demolition, and /or renovation) that would generate 60 tons or more of solid waste shall be required to prepare a Waste Management Plan (WMP). The WMP shall be prepared by the applicant, conceptually approved by the ESD and discussed in the environmental document. The WMP shall be implemented by the applicant and address the demolition, construction, and occupancy phases of the project as applicable to include the following:

- a. A timeline for each of the three main phases of the project (demolition, construction, and occupancy).
- b. Tons of waste anticipated to be generated (demolition, construction, and occupancy).
- c. Type of waste to be generated (demolition, construction, and occupancy).
- d. Describe how the project will reduce the generation of C&D debris.
- e. Describe how the C&D materials will be reused on-site.
- f. Include the name and location of recycling, reuse, and landfill facilities where recyclables and waste will be taken if not reused on-site.
- g. Describe how the C&D waste will be source separated if a mixed C&D facility is not used for recycling.



- h. Describe how the waste reduction and recycling goals will be communicated to subcontractors.
- i. Describe how a "buy recycled" program for green construction products, including mulch and compost, will be incorporated into the project.
- j. Describe how the Refuse and Recyclable Materials Storage Regulations (LDC Chapter 14, Article 2 Division 8) will be incorporated into design of building's waste storage area.
- k. Describe how compliance with the Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7) will be incorporated in the operational phase.
- l. Describe any International Standards of Operation 1, or other certification, if any.

### **c. Storm Water Infrastructure**

Impacts would be less than significant; therefore, no mitigation would be required.

### **d. Communication Systems**

Impacts would be less than significant; therefore, no mitigation is required.

## **5.14.4.4 Significance after Mitigation**

### **a. Water, Wastewater, and Recycled Water**

Prior to approval of future projects implemented in accordance with the CPU, the City would determine, based on review of the project application, that future projects are sited and designed to avoid impacts to resources in accordance with the applicable Mitigation Framework measures as well as regulatory requirements, and to avoid conflicts with existing public utilities satisfactory to the City of San Diego Public Utilities Department Director and/or City Engineer in conjunction with the regulatory requirements contained in the City's Storm Water Standards which would preclude the potential for significant impacts. Therefore, impacts would be less than significant.

### **b. Solid Waste**

Discretionary projects that would generate 60 tons or more of waste would be required to prepare a WMP that is subject to City approval. Projects that do not meet this threshold, or that would be ministerial, would be required to adhere to the ordinances previously detailed in Section 5.14.2.2.

However, compliance with the Storage, Recycling, and C&D ordinances alone would result in only a 40 percent diversion rate within in the CPU area. Because all future projects within the CPU area may not be required to prepare a WMP or may not reduce project-level waste management impacts to below a level of significance, impacts related to solid waste to meet the 75 percent diversion requirement cannot be assured at the program-level. Therefore, impacts associated with solid waste would be significant and unavoidable at the program-level.

### **c. Storm Water Infrastructure**

Although the details of storm water infrastructure improvements are unknown at this program-level analysis, strict adherence to existing regulatory requirements contained in the City's Storm Water Runoff and Drainage Regulations of the LDC and as further outlined in HYD/WQ-1 and HYD/WQ-2 in Sections 5.7.3.3 and 5.7.6.3, the applicable Mitigation Framework, and conformance with General Plan and CPU policies would assure that impacts associated with storm water infrastructure improvements would be less than significant at the project-level.

### **d. Communication Systems**

Impacts would be less than significant.

## **5.15 Water Supply**

This section addresses the availability of water supplies to serve the demands projected for the CPU area. Because the CPU area is serviced by two providers, two water supply assessments (WSAs) were prepared. The City's Public Utilities Department prepared a water supply assessment, on behalf of the City, dated September 2011. A water supply assessment for the portion of the CPU area serviced by the OWD was prepared by Robert Kennedy, P.E. Senior Civil Engineer, Otay Water District in consultation with Atkins and San Diego County Water Authority (March 2013). These water supply assessments are included as Appendices M-1 and M-2, respectively.

### **5.15.1 Existing Conditions**

#### **5.15.1.1 Water Supply**

As indicated above, water service to the CPU area is provided by both the City PUD and the OWD. Both of these retail water suppliers depend on wholesale water supply from the SDCWA. The SDCWA, in turn, obtains most of its imported supply from the MWD. The SDCWA and MWD are actively pursuing programs and projects to diversify their water supply resources. MWD, SDCWA, OWD, and the City are each required by the state to prepare an Urban Water Management Plan (UWMP), which are to be updated every five years.

##### **a. Metropolitan Water District**

MWD is the supplier of water for most of urban southern California and is a wholesale supplier of water to its member public agencies. MWD owns and operates the Colorado River Aqueduct, and holds the largest contract entitlement to supplies from the California State Water Project. MWD also provides funding and coordination support to its member agencies for the development of local water supply projects, water conservation programs, and other water management measures. MWD is the agency that is ultimately responsible for projecting water supply needs for southern California and for implementing and managing water supplies to reliably meet those needs.

In October 2010, MWD updated its Integrated Resources Plan (IRP). MWD's IRP identifies a mix of resources (imported and local) that, when implemented, would provide 100 percent reliability for full-service demands through the attainment of regional targets set for conservation, local supplies, State Water Project supplies, Colorado River supplies, groundwater banking, and water transfers. The 2010 update to the IRP includes a three-component approach to maintaining a balance between imported water supplies and developing additional local resources:

1. A core resources strategy represents baseline efforts to manage water supply and demand conditions and to stabilize Metropolitan's traditional imports from the Colorado River and northern California through the Sacramento-San Joaquin Delta;
2. A cost-effective "supply buffer" will enable the region to adapt to future circumstances and foreseeable challenges. The buffer seeks to help protect the region from possible shortages caused by conditions that exceed the core resources strategy; and
3. Foundational actions guide the region in determining alternative supply options for long-range planning.

MWD's Regional UWMP was updated in November 2010. The 2010 Regional UWMP provides MWD's member agencies, retail water utilities, cities, and counties within its service area with, among other things, a detailed evaluation of the supplies necessary to meet future demands, and an evaluation of reasonable and practical efficient water uses, recycling, and conservation activities.

#### **b. San Diego County Water Authority**

The SDCWA currently obtains imported supplies from MWD and purchases transfer supplies of conserved agricultural water from Imperial Irrigation District (IID). The SDCWA has made large investments in MWD's facilities and will continue to include imported supplies from MWD in the future resource mix. The SDCWA's 2010 UWMP, adopted June 23, 2011, identifies a diverse mix of water resources as goals to be developed through 2035 to ensure long-term water supply reliability for the region. As discussed in the 2010 UWMP, the SDCWA and its member agencies are planning to diversify the region's supply portfolio and reduce purchases from MWD.

Table 5.15-1 summarizes the SDCWA's water supplies for future years, as documented in its 2010 UWMP.

**TABLE 5.15-1**  
**PROJECTED WATER SUPPLIES – WATER AUTHORITY SERVICE AREA**  
**NORMAL YEAR**  
**(acre-feet per year [AFY])**

Water Supply Sources	2015	2020	2025	2030	2035
<b>Water Authority Supplies</b>					
Metropolitan Supplies	429,356	304,076	337,531	375,109	408,526
Water Authority/IID Transfer	100,000	190,000	200,000	200,000	200,000
AAC and CC Lining Projects	80,200	80,200	80,200	80,200	80,200
Proposed Regional Seawater Desalination	0	56,000	56,000	56,000	56,000
<b>Member Agency Supplies</b>					
Surface Water	17,932	17,932	17,932	17,932	17,932
Water Recycling	38,660	43,728	46,603	48,278	49,998
Groundwater	9,977	9,977	9,977	9,977	9,977
Groundwater Recovery	10,320	15,520	15,520	15,520	15,520
<b>Total Projected Supplies</b>	<b>686,445</b>	<b>717,433</b>	<b>763,763</b>	<b>803,016</b>	<b>838,153</b>

SOURCE: San Diego County Water Authority's 2010 Urban Water Management Plan.

The water supply update incorporates changes in water demands and projected water demands, taking into account changes in regional land use plans, including the CPU and evaluates adjustments to their water supply plans accordingly.

The SDCWA's 2010 UWMP contains a detailed shortage contingency analysis that addresses a regional catastrophic shortage situation and drought management. The analysis demonstrates that the SDCWA and its member agencies, through the Emergency Response Plan, Emergency Storage Project, and Drought Management Plan (DMP) are taking actions to prepare for and appropriately handle an interruption of water supplies.

### **c. City of San Diego**

The City purchases approximately 85 to 90 percent of its water from the SDCWA, which supplies the water (raw and treated) through two aqueducts consisting of five pipelines. While the City imports a majority of its water, it uses two local supply sources to meet or offset potable demands: local surface water and recycled water. The City's nine surface water reservoirs have more than 408,000 AF of capacity and are connected directly or indirectly to three water treatment plants. These reservoirs capture local rainwater and runoff to supply approximately 12 percent of the City's water; they include Barrett, El Capitan, Hodges, Miramar, Morena, Murray, Lower Otay, San Vicente, and Sutherland.

Table 5.15-2 summarizes the City's existing and planned water supplies, as documented in its 2010 UWMP.

**TABLE 5.15-2  
CITY OF SAN DIEGO PROJECTED WATER SUPPLY AND DEMAND  
AVERAGE YEAR CONDITIONS  
(AFY)**

	2015	2020	2025	2030	2035
Supply totals	240,472	260,211	276,375	288,481	298,860
Demand totals	240,472	260,211	276,375	288,481	298,860
Difference (supply minus demand)	0	0	0	0	0
Difference as a percent of supply	0	0	0	0	0
Difference as a percent of demand	0	0	0	0	0

SOURCE: City of San Diego 2010 UWMP.

The City has also planned for scenarios such as a single dry year and multiple dry year scenarios. As indicated in Tables 5.15-3 and 5.15-4, the City would be able to meet the water demands in the single dry and multiple dry year scenario from 2015 to 2035.

**TABLE 5.15-3  
CITY OF SAN DIEGO PROJECTED WATER SUPPLY AND DEMAND  
SINGLE DRY YEAR CONDITIONS  
(AFY)**

Supply and Demand	2015	2020	2025	2030	2035
Supply totals	255,040	276,526	293,895	307,230	318,586
Demand totals	255,040	276,526	293,895	307,230	318,586
Difference (supply minus demand)	0	0	0	0	0

SOURCE: City of San Diego 2010 UWMP.

**TABLE 5.15-4  
CITY OF SAN DIEGO PROJECTED WATER SUPPLY AND DEMAND  
MULTIPLE DRY YEAR CONDITIONS  
(AFY)**

Multiple Dry Year	Supply and Demand	Supply and Demand Comparison – Multiple Dry Year Events				
		2015	2020	2025	2030	2035
First year supply	Supply totals	257,587	278,451	296,319	309,230	320,382
	Demand totals	257,587	278,451	296,319	309,230	320,382
	Difference	0	0	0	0	0
	Difference as a percent of supply	0	0	0	0	0
	Difference as a percent of demand	0	0	0	0	0
Second year supply	Supply totals	267,323	288,723	306,726	320,467	332,038
	Demand totals	267,323	288,723	306,726	320,467	332,038
	Difference	0	0	0	0	0
	Difference as a percent of supply	0	0	0	0	0
	Difference as a percent of demand	0	0	0	0	0
Third year supply	Supply totals	281,466	303,004	322,166	334,720	346,823
	Demand totals	281,466	303,004	322,166	334,720	346,823
	Difference	0	0	0	0	0
	Difference as a percent of supply	0	0	0	0	0
	Difference as a percent of demand	0	0	0	0	0

SOURCE: City of San Diego 2010 UWMP.



#### d. Otay Water District

The OWD service area is generally located within the south-central portion of San Diego County and includes approximately 125 square miles. The OWD serves portions of the unincorporated communities of southern El Cajon, La Mesa, Rancho San Diego, Jamul, Spring Valley, Bonita, and Otay Mesa, the eastern portion of the City of Chula Vista, and a portion of the CPU area within the City of San Diego.

The OWD obtains an average of approximately 10 percent of its water supplies from local recycled water, but purchases most of its supply from the SDCWA. The District has documented its water supply projections based on their 2010 WRMP Update. Table 5.15-5 presents the existing and projected water supply needs for the OWD, as derived from their 2010 UWMP.

In evaluating the availability of sufficient water supply, future development within the CPU area would be required to participate in the development of alternative water supply project(s). This would be achieved through payment of the New Water Supply Fee adopted by the Otay Water District Board in May 2010 at the time that water connection applications are submitted to OWD for review. These water supply projects are in addition to those identified as sustainable supplies in the current Water Authority and MWD UWMP, IRP, Master Plans, and other planning documents and are in response to regional water supply issues related to climatological, environmental, legal, and other challenges that impact water supply source conditions.

**TABLE 5.15-5  
OTAY WATER DISTRICT WATER SUPPLY AND DEMAND  
(AFY)**

Water Supply Sources	2015	2020	2025	2030	2035
Water Authority <sup>1</sup>	40,483	41,321	44,015	45,974	48,614
Recycled Water	4,400	5,000	5,800	6,800	8,000
Groundwater	0	0	0	0	0
Supply Totals	44,883	46,321	49,815	52,774	56,614
District Demands <sup>2</sup>	44,883	53,768	63,811	70,669	77,171
Additional Conservation Target <sup>3</sup>	0	-7,447	-13,996	-17,895	-20,557
Demand Totals with Conservation	44,883	46,321	49,815	52,774	56,614
Difference	0	0	0	0	0

<sup>1</sup>Water Authority supplies assume that the District demands meet their 2010 and 2015 SBX 7-7 gpcd (gallons per capita per day) water use targets.

<sup>2</sup>District demand projections based on SANDAG population projections and near-term annexations.

<sup>3</sup>Additional conservation target is conservation required for District to meet their 2010 and 2015 SBX 7-7 gpcd target demands

SOURCE: Supply requirement and demand data based upon Otay Water District Draft 2010 UWMP.

### **5.15.1.2 Regulatory Framework**

#### **a. Senate Bills 610 and 221**

SB 610 and SB 221 amended state law, effective January 1, 2002, to improve the link between information on water availability and certain land use decisions made by cities and counties. Both statutes require detailed information regarding water availability to be provided to the City decision makers prior to approval of specified large development projects. Under SB 610, water assessments would be furnished to the City by the water-serving agencies for inclusion in any environmental documentation for future projects (as defined in the Water Code 10912[a] subject to CEQA).

In addition under SB 221, approval by the City of certain residential subdivisions requires an affirmative written verification that sufficient water supply is available prior to approval of any tentative map for that development. The City ensures that major projects are sited and designed to minimize impacts to water resources. Pursuant to SB 610, the City ensures that the water purveyor prepares a water supply assessment for the following developments:

- Residential development of more than 500 units.
- Shopping centers or businesses employing more than 1,000 people or having more than 500,000 square feet of floor space.
- Commercial office buildings employing more than 1,000 people or having more than 250,000 square feet of floor space or occupying more than 40 acres of land.
- Hotels or motels having more than 500 rooms.
- Industrial, manufacturing, or processing plants or industrial parks planned to house more than 1,000 people or having more than 650,000 square feet of floor space or occupying more than 40 acres of land.
- Mixed-use projects that include one or more of the above types of projects.
- Projects that would demand an amount of water equivalent to, or greater than, the amount of water required by a 500-dwelling-unit project.

Prior to approval by the City of certain residential subdivisions, SB 221 also requires an affirmative written verification that sufficient water supply is available prior to approval of the project.

## **b. Water Conservation Regulations/Programs**

### ***Senate Bill X7-7***

SB X7-7 (California Water Code Section 10608.20) was enacted to require retail urban water agencies within the state to achieve a 20 percent reduction in urban per capita water use by December 31, 2020. To support compliance with SB X7-7, the SDCWA offers incentives for water conservation measures to residential, commercial, industrial, and institutional users. The regional SoCal WaterSmart rebate program offers rebates to residences for high-efficiency clothes washers, weather-based irrigation controllers, rotating nozzles, and other devices. Through the program over 22,400 high-efficiency clothes washers and 1.5 million square feet of synthetic turf was installed. The installation of these devices and others rebated through the program are expected to generate a lifetime water savings of more than 22,000 AF. Commercial, Industrial and Institutional users are offered participation in SDCWA CII Voucher Incentive Program (VIP) and, more recently in MWD's regional CII Save A Buck Program. Through both the VIP and Save A Buck programs over 56,000 commercial, industrial, and institutional water-saving devices were installed that provided 18,400 AF of water savings from 1993 to 2009.

### ***SDCWA***

The SDCWA 2010 UWMP addresses plans to address supply shortages due to a catastrophe, drought, or other situations. The SDCWA's Integrated Contingency Plan (ICP) and Emergency Storage Plan (ESP) were developed to protect public health and safety and to prevent or limit economic damage that could occur from a severe shortage of water supplies. The ICP provides actions to be taken in the event of an earthquake or power outage. The ESP provides actions that the SDCWA will take to operate ESP facilities to address up to a 6-month supply interruption, which could result from earthquakes or other natural disasters. Likewise, the SDCWA has the Water Authority's Water Shortage and Drought Response Plan (WSDRP), which serves as the region's guide to managing water resources during draught.

### ***City of San Diego PUD***

***UWMP.*** The City's 2010 UWMP includes water conservation BMPs. These demand management measures are intended to support the conservation of water throughout the City. Incentive programs include water surveys, implementation of SoCal WaterSmart rebate program for residential properties and Save A Buck program for commercial, industrial and institutional and multi-family properties. The "No Time To Waste, No Water To Waste" public outreach and education campaign raises awareness to drought alert levels and new, mandatory water use restrictions and reduces water usage by 8 percent from SDCWA projections.

**Municipal Code.** The Emergency Water Regulations (Municipal Code Section 67.3801 et seq.) establishes water management requirements necessary to conserve water, enable effective water supply planning, assure reasonable and beneficial use of water, prevent waste of water, prevent unreasonable use of water, prevent unreasonable method of use of water within the City service area in order to assure adequate supplies of water to meet the needs of the public, and further the public health, safety, and welfare, recognizing that water is a scarce natural resource that requires careful management not only in times of drought, but at all times.

Municipal Code Section 147.0401 requires that all buildings, prior to a change in ownership, be certified as having water-conserving plumbing fixtures in place. All residential, commercial, and industrial water customers who receive water from the City's Public Utilities Department are affected by these regulations. Section 142.0401 of the Municipal Code requires the use of drought-tolerant landscaping as further means of reducing water consumption.

The City's Landscape Standards (Municipal Code Section 142.0401 et seq.) require all proposed planting and irrigation work to conserve water through low-water-using planting and irrigation design. The regulations provide detailed tables identifying specific restrictions in types of landscaping allowable for differing types of development. Likewise, the Landscape Standards, which are part of the City's Land Development Manual, establish the minimum plant material, irrigation, brush management, and landscape-related standards for work done in accordance with requirements of Land Development Code. They provide guidelines and alternative methods to meet regulations based on various site conditions. Additionally, the Landscape Standards provide the technical standards to create and maintain landscapes that conserve and efficiently use water.

### **OWD**

The OWD promotes water conservation at a variety of events, including those involving developers in its service area. In addition, the OWD developed and manages a number of its own programs such as the Cash for WaterSmart Plants retrofit program, the WaterSmart Irrigation Upgrade Program, and the Commercial Process Improvement Program. Pursuant to SB X7-7, the OWD focuses on water use reduction and measures including receiving additional recycled water from local recycling facilities and requiring new developments to use recycled water for irrigation purposes where allowed by the County.

**UWMP.** The OWD 2010 UWMP includes water conservation BMPs. These demand management measures are intended to support the conservation of water throughout the OWD service area. Incentive programs include water surveys, implementation of SoCal WaterSmart rebate program for residential properties and Save A Buck program for commercial, industrial and institutional and multi-family properties.

**WRMP.** The Otay Water District's WRMP outlines a comprehensive program for the orderly and phased development of potable and recycled water supply, storage, transmission, and distribution through ultimate buildout of the land within the OWD, according to local land use approvals and planning. The WRMP is updated at five- to seven-year intervals to reflect the most current land use information.

### c. General Plan

The General Plan includes policies pertaining to water conservation, as shown in Table 5.15-6.

**TABLE 5.15-6  
CONSERVATION ELEMENT POLICIES RELATED TO WATER  
CONSERVATION/LANDSCAPE DESIGN**

Policy	Description
CE-D.1	Implement a balanced, water conservation strategy as an effective way to manage demand by: reducing dependence on imported water supplies; maximizing the efficiency of existing urban water and agricultural supplies through conservation measures/programs; and developing alternative, reliable sources to sustain present and future water needs.
CE-D.2	Protect drinking water resources by implementing guidelines for future development that may affect water supply watersheds, reservoirs and groundwater aquifers. The guidelines should address site design, Best Management Practices (BMPs) and storm water treatment measures.
CE-D.4	Coordinate local land use planning with state and regional water resource planning to help ensure that the citizens of San Diego have a safe and adequate water supply that meets existing needs and accommodates future needs
UD-A.8.b	Use water conservation through the use of drought-tolerant landscape, porous materials, and reclaimed water where available.

SOURCE: City of San Diego 2008.

## 5.15.2 Significance Determination Thresholds

Based on the City's Significance Determination Thresholds, impacts related to water supply would be significant if the CPU would:

1. Result in the use of excessive amounts of potable water beyond projected available supplies.
2. Allow for the use of predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes.

### **5.15.3 Issue 1: Water Supply**

Would the CPU affect the ability of the water-serving agencies (City of San Diego, SDCWA, and OWD) to provide water?

#### **5.15.3.1 Impacts**

##### **a. City of San Diego Public Utilities Department**

Pursuant to SB 610 and SB 221, the City PUD prepared a WSA dated September 2011, to provide certification that there would be sufficient water supply available to support the portion of the CPU within the PUD service area. Specifically, the WSA evaluated water supplies that are or will be available during a normal, single dry year, and multiple dry years over a 20-year period, to meet the estimated demands of the CPU.

As shown in Tables 5.15-2, 5.15-3, and 5.15-4, above, the estimated PUD service area water supply for the year 2035 for a normal year, single dry year, and multiple dry years is 298,860 AFY, 318,586 AFY, and 346,823 AFY, respectively. Tables 6-5, 6-7 and 6-8 of the WSA (which is included as Appendix M-2 to this PEIR), show the estimated water supply will meet the City's projected water demands. These findings substantiate that there are sufficient water supplies over a 20-year planning horizon to meet the projected demands within the PUD service area in normal, dry year, and multiple dry year forecasts.

Water demand associated with accelerated forecasted growth is intended to account for a portion of SANDAG's residential land use development currently projected to occur between 2035 and 2050. However, this demand has the potential to occur on an accelerated schedule. Under this model, the difference between the planned and proposed water demands of the CPU is accounted for in the SDCWA 2010 UWMP.



**TABLE 5.15-7  
COMMUNITY PLAN UPDATE WATER DEMAND ANALYSIS (CITY PUD)**

Planned Water Demands for OMCP per the 2010 UWMP		
Single-family <sup>1</sup>	4,040 units	1,767 AFY
Multi-family <sup>2</sup>	8,487 units	2,540 AFY
Employees <sup>3</sup>	16,149	1,086 AFY
Total Planned		5,393 AFY
Projected Water Demands for the CPU (within the City's PUD Service Area)		
Land Use		
Single-family	4,273 units <sup>4</sup>	1,869 AFY
Multi-family	9,255 units <sup>4</sup>	2,769 AFY
Employees	13,758	925 AFY
Total Projected		5,563 AFY
Net Water Demands		
Projected CPU demand		5,563 AFY
Planned – City of San Diego 2010 UWMP		5,393 AFY
Planned from Water Authority's Accelerated Forecasted Growth		170 AFY
Net Unanticipated Demands		0

AFY = acre-feet per year.

<sup>1</sup>116 gallons per person per day is the City's acceptable standard for single-family water consumption. The SANDAG Series 12 forecast projects a residential occupancy of 3.42 persons per household and a vacancy rate of 1.6% for single-family units in 2035.

<sup>2</sup>80 gallons per person per day is the City's acceptable standard for multi-family water consumption. The SANDAG Series 12 forecast projects a residential occupancy of 3.42 persons per household and a vacancy rate of 2.3% for multi-family units in 2035.

<sup>3</sup>The utilization of 60 gallons per person per day is the City's acceptable standard for employment water use.

<sup>4</sup>The numbers of single- and multi-family units are based on the April 2011 draft CPU and represent a worst-case scenario for CPU area buildout within the City PUD Service area. The total number of CPU units is 18,774.

As demonstrated in Table 5.15-7, the projected water demand of the CPU with the City's PUD service area is estimated at 5,563 AFY. Per the City's 2010 UWMP, the planned water demand for the adopted Otay Mesa Community Plan is 5,393 AFY. The remaining portion of the estimated 170 AFY is accounted for through the Accelerated Forecast Growth demand increment of the SDCWA 2010 UWMP. Therefore, based on the findings of the City's 2010 UWMP and the Water Authority's 2010 UWMP, the CPU would result in no unanticipated demands.

In summary, the WSA concluded that the CPU is consistent with the water demand assumptions included in regional water resource planning documents. Current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, the SDCWA, and MWD. The projected demands of the CPU area, in addition to existing and planned future water demand of the PUD are capable of being served.

## b. Otay Water District

Pursuant to SB 610 and SB 221, a WSA for the CPU also has been prepared by OWD in consultation with Atkins, the SDCWA, and the City of San Diego. The WSA evaluates water supplies that are planned to be available during normal, single dry year, and multiple dry water years during a 20-year planning horizon to meet existing demands, expected demands of the CPU, and reasonably foreseeable planned future water demands served by OWD.

As shown in Table 5.15-8, below, the expected potable water demand for the CPU within the OWD service area is 4.7 million gallons per day (mgd) or about 5,273 AFY and is slightly less than what was projected in the District's WRMP, updated November 2010, which estimated 4.92 mgd for the CPU, or about 5,412 AFY.

**TABLE 5.15-8  
COMMUNITY PLAN UPDATE WATER DEMAND ANALYSIS (OWD)**

CPU Land Use	Quantity <sup>1</sup>	Potable Water Factor	Unit Rate	Net Potable Unit Rate	Average Demand (gpd)
Multi-family Residential	5,246 units <sup>2</sup>	85%	300 gpd/unit	255 gpd/unit	1,337,730
Commercial/Office	142 acres <sup>2</sup>	90%	1,785 gpd/acre	1,607 gpd/acre	228,123
Industrial	876 acres <sup>2</sup>	95%	893 gpd/acre	848 gpd/acre	743,155
IBT	1,286 acres <sup>2</sup>	90%	1,800 gpd/acre	1,620 gpd/acre	2,083,320
Institutional	220 acres <sup>2</sup>	80%	1,785 gpd/acre	1,428 gpd/acre	314,160
Parks	61 acres <sup>2</sup>	0%	2,155 gpd/acre	0 gpd/acre	0
<b>TOTAL</b>					<b>4,706,488</b>

<sup>1</sup>Acres and units are those CPU land uses located within the boundaries of the OWD Service Area

<sup>2</sup>The numbers of single and multi-family units are based on the April 2011 draft CPU and represent a worst-case scenario for CPU area buildout within the City PUD Service area. The total number of CPU units is 18,774.

The current projected recycled water demand for the proposed CPU within the OWD service area is provided in Table 5.15-9, and totals approximately 0.69 mgd or about 774 AFY, representing about 14 percent of total CPU demand, within the OWD service area. Future development implemented in accordance with the CPU located within OWD service area would be required to use recycled water for irrigation and other appropriate uses. The primary benefit of using recycled water is that it would offset the potable water demand by an estimated 774 AFY. The WRMP Update and the 2010 UWMP anticipated that future development within the CPU area would use both potable and recycled water.

As shown in Table 5.15-10 below, the estimated OWD service area water supply for the year 2035 for a normal year is 56,614 AF. As shown in Table 5.15-11, the estimated OWD service area water supply for the year 2012 for single dry year was 41,566 AF. As

shown in Table 5.15-11, the estimated OWD service area water supply for the year 2012 for multiple dry year was 50,291 AF.

**TABLE 5.15-9  
COMMUNITY PLAN UPDATE RECYCLED WATER AVERAGE DEMANDS (OWD)**

CPU Land Use	Quantity <sup>1</sup>	Recycled Water Factor	Net Recycled Acreage	Unit Rate	Average Demand (gpd)
Multi-family Residential	191 acres <sup>2</sup>	15%	29	2,155 gpd/acre	61,741
Commercial/Office	142 acres <sup>2</sup>	10%	14	2,155 gpd/acre	30,601
Industrial	876 acres <sup>2</sup>	5%	44	2,155 gpd/acre	94,389
IBT	1,286 acres <sup>2</sup>	10%	129	2,155 gpd/acre	277,133
Institutional	220 acres <sup>2</sup>	20%	44	2,155 gpd/acre	94,820
Parks	61 acres <sup>2</sup>	100%	61	2,155 gpd/acre	131,455
<b>TOTAL</b>			<b>321</b>		<b>690,139</b>

<sup>1</sup>Acres and units are located within the boundaries of the OWD Service Area

<sup>2</sup>The numbers of single- and multi-family units are based on the April 2011 draft CPU and represent a worst-case scenario for CPU area buildout within the City PUD Service area. The total number of CPU units is 18,774.

Table 5.15-10 presents the forecasted balance of water demands and required supplies for the OWD service area under average or normal year conditions. The total actual demand for FY 2010 was 33,270 AF. The demand for FY 2010 was 5,635 acre feet lower than the demand in FY 2005 of 38,905 AF. The drop in demand was a result of the unit price of water, the conservation efforts of users as a result of the prolonged drought, and the economy.

**TABLE 5.15-10  
PROJECTED BALANCE OF WATER DEMANDS AND  
SUPPLIES NORMAL YEAR CONDITIONS  
(AF)**

Description	FY 2015	FY 2020	FY 2025	FY 2030	FY 2035
<b>Demands</b>					
Otay WD Demands	44,883	53,768	63,811	70,669	77,171
Additional Conservation Target	0	(7,447)	(13,996)	(17,895)	(20,557)
<b>Total Demand</b>	<b>44,883</b>	<b>46,321</b>	<b>49,815</b>	<b>52,774</b>	<b>56,614</b>
<b>Supplies</b>					
Water Authority Supply	40,483	41,321	44,015	45,974	48,614
Recycled Water Supply	4,400	5,000	5,800	6,800	8,000
<b>Total Supply</b>	<b>44,883</b>	<b>46,321</b>	<b>49,815</b>	<b>52,774</b>	<b>56,614</b>
<b>Supply Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

Table 5.15-11 presents the forecasted balance of water demands and supplies for the OWD service area under single dry year and multiple dry year conditions as from the

OWD 2010 UWMP. Dry year demands assumed to generate a 6.4% increase in demand over normal conditions for each year in addition to new demand growth.

**TABLE 5.15-11  
PROJECTED BALANCE OF WATER DEMANDS AND SUPPLIES  
SINGLE DRY AND MULTIPLE DRY YEAR CONDITIONS  
(AF)**

	Normal Year FY 2011	Single Dry Year FY 2012	Multiple Dry Years		
			FY 2013	FY 2014	FY 2015
<b>Demands</b>					
Otay WD Demands	37,176	41,566	43,614	46,385	50,291
<b>Total Demand</b>	<b>37,176</b>	<b>41,566</b>	<b>43,614</b>	<b>46,385</b>	<b>50,291</b>
<b>Supplies</b>					
Water Authority Supply	33,268	37,535	39,460	42,108	45,891
Recycled Water Supply	3,908	4,031	4,154	4,277	4,400
<b>Total Supply</b>	<b>37,176</b>	<b>41,566</b>	<b>43,614</b>	<b>46,385</b>	<b>50,291</b>
<b>Supply Surplus/(Deficit)</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>

District Demand totals with SBX7-7 conservation target achievement plus single dry year increase as shown. The Water Authority could implement its Drought Management Plan (DMP). In this instances, the Water Authority may have to allocate supply shortages based on it equitable allocation methodology in its DMP.

The WSA assesses, demonstrates, and documents that sufficient water supplies are planned for and are intended to be acquired, as well as the actions necessary and status to develop these supplies, to meet projected water demands of the CPU as well as existing and other reasonably foreseeable planned development projects within the OWD for a 20-year planning horizon, in normal and in single and multiple dry years. In addition, the regional water suppliers along with OWD fully intend to maintain sufficient reliable supplies through the 20-year planning horizon under normal, single, and multiple dry year conditions to meet the projected demands of the CPU as noted above.

### 5.15.3.2 Significance of Impacts

#### a. City of San Diego PUD

Based on the findings of the WSA, there is sufficient water supply to serve existing demands, projected demands of the CPU, and future water demands within the PUD's service area in normal and dry year forecasts during a 20-year projection. Therefore, impacts would be less than significant.

#### b. Otay Water District

Based on the findings of the WSA, there is sufficient water supply to serve existing demands, projected demands of the CPU, and future water demands within the OWD's

service area for a 20-year planning horizon in normal, single and multiple dry year forecasts. Therefore, impacts would be less than significant.

### **5.15.3.3 Mitigation Framework**

#### **a. City of San Diego Public Utilities Department**

Impacts would be less than significant; therefore, no mitigation is required.

#### **b. Otay Water District**

Impacts would be less than significant; therefore, no mitigation is required.

### **5.15.3.4 Significance After Mitigation**

Impacts would be less than significant.

## **5.15.4 Issue 2: Landscape Plans**

Would the CPU allow for the use of predominantly non-drought resistant landscaping and excessive water usage for irrigation and other purposes?

### **5.15.4.1 Impacts**

Buildout under the CPU would result in the placement of new landscaping throughout the CPU area requiring water use for irrigation purposes. Future development would be required to adhere to existing regulations to assure that acceptable plants are selected for landscaping. Additionally, based on plants selected, an applicant would be granted a maximum applied water allowance according to Section II, Irrigation Systems, of the Landscape Standards in the City's Land Development Code, the maximum applied water allowance would be based on the landscape design package approved for the development project.

The Landscape Standards, found in the City's Land Development Manual, includes a section on Plant Material Guidelines, along with specific plant selection criteria, general information and resources for water conserving plants. Within the Landscape Regulations, three general categories of plants are further defined: Preferred, Acceptable, and Prohibited. Preferred plants are water-conserving plants that are easily maintained and have no known history of problems, and acceptable plants are those satisfying minimum performance standards. Acceptable plants are those which satisfy minimum performance standards for the special site area in question and are easily maintained. Prohibited plants are those which do not satisfy the minimum performance standards for the site area in question and are generally non-native or invasive species.

In addition to identifying specific plants, the Landscape Standards provide guidance for drainage installation and maintenance. This assures landscape systems are designed, constructed, and managed to maximize overall irrigation efficiency within the limits established by the maximum applied water allowance.

Adherence to the General Plan and the CPU policies would also serve to assure the use of drought-tolerant plantings for project landscape plans. Landscape design policies in the CPU Urban Design Element, like the General Plan Policy UD-A.8.b, require the use of sustainable landscape practices, including water conservation and storm water management (Policy 4.3-7(b)). Additionally, the CPU Mobility Element requires the planting of drought-tolerant landscaping along sidewalks and transit centers (Policies 3.2-2 and 3.3-5).

#### **5.15.4.2 Significance of Impacts**

All future development must conform with existing regulations, as well as the General Plan and CPU policies, which would ensure the use of predominantly drought-resistant landscaping and water conservation for landscape maintenance. Impacts would therefore be less than significant.

#### **5.15.4.3 Mitigation Framework**

Impacts would be less than significant; therefore, no mitigation is required.

#### **5.15.4.4 Significance After Mitigation**

Impacts would be less than significant.



## 5.16 Population and Housing

This section addresses the existing population and the proposed introduction of new housing and new density/land use allocation within the CPU area.

### 5.16.1 Existing Conditions

#### 5.16.1.1 Citywide and CPU Area Population and Housing

During the 2000 census, the population for the City was recorded at more than 1.2 million people, an estimated 10 percent increase over 1990 levels of 1.1 million. The population of San Diego continues to grow, and in 2012 was estimated to be more than 1.3 million people (SANDAG 2012a). The population estimates compiled by SANDAG indicate that the population of the City will increase approximately 46 percent to more than 1.9 million people by 2050 (SANDAG 2010a).

Citywide, the total housing units to accommodate the population growth will also increase. From 1990 to 2000, there was an increase in housing units from approximately 432,000 units to approximately 470,000 units. In 2012, total housing units were estimated at approximately 518,137 units (SANDAG 2012a), and this is anticipated to increase to more than approximately 722,000 units by 2050 (SANDAG 2010a). Single-family detached units currently make up just over 40 percent of the housing stock (SANDAG 2012a). This percentage has been dropping as new multi-family units are built.

According to SANDAG, the population for the CPU area was 15,323 residents in 2012 (SANDAG 2012b). By 2030, this population is projected to increase to 46,392; and to 65,368 by 2050 (SANDAG 2010b). In addition, the total housing units in the CPU area are expected to increase from 3,833 to 13,850 by 2030; by 2050, this number is estimated to be 19,600. Table 5.16-1 shows the projected population and housing for the CPU area between 2012 and 2050.

**TABLE 5.16-1  
SANDAG POPULATION AND HOUSING ESTIMATES IN THE CPU AREA  
(2012 to 2050)**

Population and Housing	2012	2030	2050	Percent Change 2012-2050
Total Population	15,323	46,392	65,368	326
Total Housing Units	4,213	13,850	19,600	365
Single-family housing units	2,745	5,125	5,125	87
Multi-family housing units	1,468	8,725	14,475	886

SOURCE: SANDAG 2010b and 2012b

Table 5.16-2 provides a comparison of the 2012 population and housing estimates for the CPU area and the City as a whole. As seen in this table, the CPU area makes up approximately 0.2 percent of the citywide population. In addition, while approximately 65 percent of the housing stock in the CPU area is single-family, single-family detached housing comprises just 41 percent of the housing stock citywide. At an average of 3.77 people per household (pph), the pph ratio in the CPU area is higher than that of the citywide average of 2.59 pph (SANDAG 2012a and 2012b). Finally, the median household income in the CPU area of approximately \$87,578 is approximately 28 percent higher than the median income citywide, which is approximately \$68,674 (SANDAG 2012a and 2012b).

**TABLE 5.16-2  
POPULATION AND HOUSING ESTIMATES (2012)**

Area and Population	Housing Stock				Household Size	Median Household Income
	Single-Family <sup>1</sup>		Multi-Family			
	Units	%	Units	%		
City of San Diego 1,321,315	280,289	55	232,556	45	2.59	\$68,674
Otay Mesa 15,323	2,745	65	1,468	35	3.77	\$87,578

SOURCE: SANDAG 2012a and 2012b.

<sup>1</sup>Includes both single-family attached and detached

Adoption of the MSCP in 1997 reduced the City's designated residential acreage in the CPU area by approximately 2,000 acres, thus deleting the potential for nearly 6,000 units from the CPU area that had been planned for by the 1981 community plan. Existing residential development has occurred within the Northwest District through the precise planning process. Most of the neighborhoods within the precise plans are developed or have been approved. The development pattern is predominantly single-family dwelling units, with several multi-family dwelling unit complexes dispersed throughout this area.

### 5.16.1.2 Plans and Policies

#### a. SANDAG's Regional Growth Forecast

SANDAG is the regional agency responsible for preparing population, housing, and employment projections for the San Diego region. In February 2010, SANDAG adopted the 2050 Regional Growth Forecast. This forecast represents SANDAG's estimate of population, housing, land use, and economic growth to the end of the TransNet program in 2048. According to this forecast, by 2050, the CPU area would experience a 405 percent increase in population and 417 percent increase in housing stock over what was identified for 2008 (SANDAG 2010b).

## **b. SANDAG Regional Comprehensive Plan and Regional Housing Element**

SANDAG's RCP provides a growth management strategy that aims to preserve natural resources and limit urban sprawl. In accordance with smart growth principles, the overall goal of the RCP is to strengthen the integration of local and regional land use, transportation, and natural resource planning. Strategies to locate new housing within already urbanized communities close to jobs and transit helps conserve open space and rural areas, rejuvenate existing neighborhoods, and shorten long commutes (SANDAG 2004).

The RCP is the principal planning tool for regional growth, planning, and infrastructure investment. In addition to stating the need for application of smart growth strategies in the siting and development of new housing, the RCP considers housing needs for the region, including housing choices in all price ranges. The RCP states that homes need to be affordable to persons of all income levels and accessible to persons of all ages and abilities.

The RCP also identifies the principal need to promote social equity and environmental justice via implementation of policy goals, objectives, or actions that focus on creating healthy, walkable communities; accessible transportation options; affordable and high-quality housing; maintenance or enhancement of natural areas; adequate buffering for sensitive uses (residential, schools, etc.) from industry and high-traffic corridors; improving living standards; and appropriate siting of energy and waste disposal facilities.

## **c. General Plan and Housing Element**

As discussed in previous chapters of this PEIR, the goal of the General Plan is to provide a long-term strategy to address the City's forecasted population growth and development needs, predominantly through effective and innovative redevelopment and infill. This strategy focuses growth into villages or mixed-use activity centers that are pedestrian friendly, offer a variety of housing types at a range of densities, and are linked to a transit system.

The City's 2013-2020 Housing Element, adopted in March 2013, more specifically analyzes the City's housing needs and identifies potential sites for the provision of additional housing for all segments of the City. The Housing Element is intended to be consistent with and implement the adopted goals of the General Plan. The Housing Element concludes that there is adequate residentially designated land to meet housing needs for the current seven-year cycle; however, it is noted that full realization of the adequate sites inventory cannot be achieved unless there is significant infrastructure investment in the City's communities. (City of San Diego 2013). The Housing Element emphasizes "the provision of sufficient housing for all income groups to accommodate San Diego's anticipated share of regional growth over the next housing element cycle, 2013 - 2020, in a manner consistent with the development pattern of the sustainable communities strategy (scs), that will help meet

regional greenhouse gas targets by improving transportation and land use coordination and jobs/housing balance, creating more transit-oriented, compact and walkable communities, providing more housing capacity for all income levels, and protecting resource areas.” (City of San Diego 2013b).

#### **d. City Inclusionary Affordable Housing Regulations (Land Development Code Section 142.1300)**

Consistent with the goals of the Housing Element to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities, the City adopted an ordinance pertaining to the provision of affordable housing in conjunction with market-rate development (City of San Diego 2013b). The ordinance generally applies to developments of two or more homes, except in the former North City Future Urbanizing Area (NCFUA). This program requires that 10 percent of the total dwelling units in a proposed development shall be affordable to targeted rental households or targeted ownership households, except in the NCFUA, where 20 percent of units must be affordable to specified income levels. This requirement can be met by building on-site or off-site in the same community or through payment of a fee. These fees go into an Inclusionary Housing Trust Fund administered by the Housing Commission, which finances affordable housing development.

In concert with housing shortages, regional housing authorities cite the current and projected lack of affordability of available housing as a major concern in the San Diego region.

A primary goal of the City’s Housing Element is to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities. The City’s Housing Element for 2013-2020 includes an introduction titled “San Diego’s Affordable Housing Crisis, the Great Recession and the Dissolution of Redevelopment,” which notes that “...lack of affordable housing is not only a problem for low-and very low- income residents and for those with special needs, it is also a major problem for a large number of moderate- income working families. Although housing prices have dropped somewhat in recent years due to the economic recession, so too have the number of building permits for housing at all levels of affordability, thus impacting the overall housing inventory.” (City of San Diego 2013).

To conform to state law that requires each jurisdiction to meet its fair share of the regional housing need, the City adopted an ordinance pertaining to the provision of affordable housing through inclusionary zoning, as discussed above. Inclusionary housing programs are one method for cities to ensure that units for low- and moderate-income families are built along with market rate units. The City’s ordinance is contained within Section 142.1300 et seq. of the LDC. The inclusionary zoning policies are consistent with the goals of the Housing Element to ensure the development of sufficient new housing for all income groups and significantly increase the number of affordable housing opportunities.

To minimize displacement of existing residents as communities redevelop over time, the General Plan contains policies to ensure that planning and development of balanced communities provides opportunities for local citizen involvement with a goal to disperse affordable housing projects throughout the City. These policies also aim to:

- Achieve a balance of incomes in all neighborhoods and communities.
- Provide a variety of housing types, sizes, and prices in residential and village developments.
- Provide affordable housing to offset the displacement of the existing population within the community, striving for balanced commercial development and accessible and equitably distributed social services throughout the City.
- Provide linkages between employment areas, housing, and villages via an integrated transit system and a well-defined pedestrian and bicycle network.
- Include a variety of different land use types in order to provide opportunities for a diverse mix of uses within the community.

As discussed above, residential development within the Northwest District of the planning area has been completed or is planned for future development, consisting of several multi-family dwelling units dispersed throughout the CPU area, thereby adding to the stock of affordable housing.

### **5.16.2 Significance Determination Thresholds**

Based on the City's Significance Determination Thresholds, population and housing impacts would be considered significant if the CPU would:

1. Result in substantial population growth, including growth inducing impacts; or
2. Not be in compliance with the City's Inclusionary Affordable Housing Ordinance.

### **5.16.3 Issue 1: Population Growth**

Would the land use modifications associated with the CPU induce substantial population growth in the area?

#### **5.16.3.1 Impacts**

SANDAG population projections prepared for the CPU area indicate that population will increase over time, regardless if the CPU were implemented. To accommodate expected growth, the CPU would redesignate some areas identified in the adopted Community Plan for industrial uses to mixed-use commercial/residential village, institutional uses and

parkland, and would increase density in areas presently designated for very-low to medium density residential uses.

As shown in Table 5.16-3, the CPU projected units and population buildout numbers differ slightly from the SANDAG forecast numbers. The CPU totals represent buildout numbers, with buildout projected to be beyond 2050. The housing unit totals were projected for traffic modeling purposes, and the population projection was derived from the analysis provided in the Community Planning Survey conducted by SourcePoint (City of San Diego 2006b). The CPU proposes an increase of approximately 6,374 residential dwelling units as compared to the adopted community plan and approximately 14,500 additional units above existing units (as of 2012) (SANDAG 2012b). The number of single-family dwelling units would increase under the CPU; however, single-family dwelling units would continue to become a smaller percentage of overall housing in the community. The number of multi-family units would increase by 888-percent (13,033 units) with buildout of the CPU, and the availability of mixed-use housing (Village Areas) also would be substantially increased with buildout of the CPU.

**TABLE 5.16-3  
RESIDENTIAL BUILDOUT**

	Existing <sup>1</sup>	Adopted Community Plan <sup>2</sup>	Proposed CPU
Total Population	15,323	45,136 <sup>3</sup>	67,035 <sup>4</sup>
Residential Acreage	528 <sup>5</sup>	1,269	802
Village Area Acreage (Mixed-use and Residential) <sup>6</sup>	0	0	560
Dwelling Units Total	4,213	12,400	18,774
Single-family	2,745	--	4,273
Multi-family	1,468	--	14,501
Village Area <sup>7</sup>	0	--	11,126

<sup>1</sup>Current Estimates, 2012 (SANDAG 2012b).

<sup>2</sup>As amended in 1997 with the deletion of approximately 5,300 housing units resulting from Multiple Species Conservation Program (MSCP) approval.

<sup>3</sup>Estimate based on number of permitted dwelling units, assuming 3.64 pph (see Section 5.16.1)

<sup>4</sup>Draft CPU, Table 2-5 (City of San Diego 2013a).

<sup>5</sup>SANDAG Land Use Data (SANDAG 2012c).

<sup>6</sup>Acreage within "Neighborhood Village" and "Community Village."

<sup>7</sup>Includes multi-family and single-family units.

Under the CPU, the acreage designated for residential and/or village uses would increase almost three-fold compared to the amount of acreage developed with residential uses in 2012.

The CPU indicates that the Northwest District is mostly developed and is considered as an area with little opportunity for change (City of San Diego 2013a). Upon buildout of the CPU, the anticipated population within this district is 27,908 residents. Based on the housing mix proposed within the Southwest and Central Village areas, estimated population at buildout for these areas of the CPU is 21,028 and 18,099 residents, respectively.



The increase in projected population within the CPU area would be primarily accommodated in multi-family dwelling units rather than single-family housing, thus substantially increasing the intensity of residential development within the CPU area. In this fashion, buildout of the CPU would accommodate the projected population in 2050, as estimated by SANDAG (65,368) (SANDAG 2010b).

Future growth and implementation of the CPU would be supported through ongoing implementation of major programs outlined in the General Plan, which include the following:

- Affordable Housing and Sustainable Buildings Expedite Program (2003), which reduces processing time by up to 50 percent for projects that meet established criteria as affordable/infill projects or sustainable projects; and
- Housing Trust Fund (1990), which utilizes fees collected from nonresidential development to subsidize the construction of affordable housing units.

Buildout of the CPU would require expansion and upgrades to infrastructure, including public services and utilities and transportation/circulation to serve the demands of the increased population. A discussion of impacts to public utilities and services, as well as transportation/circulation, is included in Sections 5.12, 5.13, and 5.14. In addition, implementation of the CPU would provide affordable housing units consistent with the City's objective of increasing the stock of affordable housing, as further discussed under Issue 2, below.

### **5.16.3.2 Significance of Impacts**

Projected population growth, as estimated by SANDAG, would be primarily accommodated in multi-family dwelling units rather than single-family housing, thus substantially increasing the intensity of residential development within the CPU area. While this growth is considered substantial, the CPU would:

- Implement SANDAG's RCP and Regional Housing Element and the City's General Plan and Housing Element by providing a mix of housing types within mixed-use centers linked to public transportation.
- Increase the City's and region's supply of needed housing consistent with SANDAG's regional growth forecast.
- Focus increased housing supply within compact villages conducive to supporting frequent transit service in accordance with the RCP and General Plan goals and policies.

As such, the CPU provides comprehensive planning for the management of population growth and necessary economic expansion to support economic development efforts where none currently exist; therefore, impacts would be less than significant.

For a discussion of the growth inducing effects at the CPU, refer to Section 7.0, Growth Inducement.

### **5.16.3.3 Mitigation Framework**

Impacts are less than significant; therefore, no mitigation is required.

### **5.16.3.4 Significance After Mitigation**

Impacts would be less than significant.

## **5.16.4 Issue 2: Affordable Housing**

Would the land use modifications associated with the CPU not comply with the City's Inclusionary Affordable Housing Ordinance?

### **5.16.4.1 Impacts**

The CPU provides opportunities for a variety of housing types catering to a diversity of economic needs including market rate, work force, and affordable housing. The land use designations and design guidelines contained in the CPU are intended to foster the development of housing for all income levels. The CPU indicates that additional affordable housing is needed within the CPU area to "ensure a diverse mixture of incomes and housing" opportunities (City of San Diego 2013a). After recovering the units displaced by the MSCP, the CPU would result in an increase in housing supply over that which had been planned for in 1981. As shown in Table 5.16-3, approximately 77 percent of the residential dwelling units anticipated at buildout of the CPU would consist of multi-family units. A portion of the increase in residential land use would result from increasing densities in the southwestern portion of the CPU area, the only area designated for residential development in the adopted community plan.

According to 2010 Census data, approximately 50 percent of the households' earnings in the CPU area are at or below the median income for the plan area. By allowing for a variety of density ranges and housing types, the CPU would help to facilitate continued affordable housing production. The very-low and low density designations proposed as part of the CPU, at 0–4 and 5–9 du/ac (respectively), would allow development of single-family detached homes. The low-medium density designation, with 10–14 du/ac, would allow development of multi-plex or attached row homes. The medium designation, at 15–29 du/ac, would allow development of garden style multi-family apartments, typically up to three stories in height. The medium-high density residential designation, at 30–44 du/ac and higher, would allow development of high density multi-family apartment or condominium buildings served by structured or podium parking. As such, the CPU would create a more integrated and balanced community than the adopted community plan.

The City's Housing Element includes goals to "ensure the development of sufficient new housing for all income groups" and "provide affordable housing opportunities consistent with a land use pattern, which promotes infill development and socioeconomic equity;" (City of San Diego 2013b). In accordance with the City's Housing Element, the CPU provides appropriate policies to address the community's affordable housing needs. In support of this goal, the CPU includes Land Use Policy 2.1-2.h, which aims to provide a diversity of housing types that includes market rate and affordable housing, as well as encourage inclusionary housing on-site (City of San Diego 2013a). In addition, Policies 2.2-5 through 2.2-8 promote affordable housing through the development of a variety of housing types, as well as promote the production of low and very low income housing in all areas designated for village and residential uses.

While the increase in housing stock as a result of CPU implementation is considered substantial (approximately 14,500 additional units over 2012 stock; 6,400 over the adopted community plan), this growth would implement the housing goals of SANDAG's RCP and Regional Housing Element and the City's General Plan and Housing Element, not only in terms of quantity, but also diversity and location of residentially designated land. These land use modifications associated with the CPU would also be in compliance with the City's Inclusionary Affordable Housing Ordinance. As such, the CPU would provide affordable housing units consistent with federal and state regulations and the City's objective of increasing the stock of affordable housing impacts to affordable housing; therefore, impacts would be less than significant.

#### **5.16.4.2 Significance of Impacts**

It is the intent of the CPU to provide affordable housing within the community. In support of this, the land use designations and design guidelines contained in the CPU are intended to foster the development of housing for all income levels. Of the additional units proposed under the CPU, approximately 77 percent of the residential dwelling units anticipated at buildout of the CPU would consist of multi-family units. In addition, implementation of Land Use Policies 2.2-5 through 2.2-8 provide for affordable housing within the community. As such, the CPU would provide affordable housing units consistent with federal and state regulations and the City's objective of increasing the stock of affordable housing impacts to affordable housing; therefore, impacts would be less than significant.

#### **5.16.4.3 Mitigation Framework**

Impacts are less than significant; therefore, no mitigation is required.

#### **5.16.4.4 Significance After Mitigation**

Impacts would be less than significant.

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## **5.17 Agricultural and Mineral Resources**

This section addresses the potential for impacts to agricultural and mineral resources on or within the vicinity of the CPU area.

### **5.17.1 Existing Conditions**

#### **5.17.1.1 Agriculture**

##### **a. Otay Mesa Agriculture**

Existing agricultural uses within the CPU are located to the south of Otay Mesa Road between Spring Canyon and La Media Road. Agricultural land in the CPU area occupies approximately 306 acres (see Figure 5.1-1). Most of these agricultural uses are not contiguous, and they are not a primary source of economic vitality in the community. While historically a rural farming community, farmland in the CPU area has steadily declined as a result of urbanization and the rising water and labor costs. Agriculture serves as an interim use pending conversion to nonagricultural uses.

The CPU area contains soils that are of relatively poor quality, as described in more detail below. However, the relatively poor soils are partially compensated by the fact that the CPU area lies within a climate zone which is supportive of most vegetable crops and is especially suited to truck crops and tomatoes, as well as flowers, avocados, and citrus crops.

From a topographic standpoint, the areas most suitable for farming within the CPU area are the Otay riverbed and the mesa area. Temperature differentials, particularly in the canyons and riverbeds, restrict farming of frost-sensitive plants. Most of the cultivated mesa and riverbed areas are either relatively flat or managed so that cropping patterns mitigate temperature hazards.

##### **b. Important Farmland Mapping**

The Farmland Mapping and Monitoring Program (FMMP) is implemented by the California Department of Conservation, Division of Land Resource Protection, and recognizes the suitability of land for agricultural production. The FMMP is non-regulatory and was developed to inventory land and provide categorical definitions of important farmlands to provide consistent and impartial data to decision makers for use in assessing present status, reviewing trends, and planning for the future of California's agricultural land resources. The program does not necessarily reflect local community plan actions, urban needs, changing economic conditions, proximity to market, and other factors which would be taken into consideration when government considers agricultural land use policies. Important Farmland Maps, which are a hybrid of resource quality (soils) and land use

information, are produced by the California Department of Conservation. Agricultural land is rated according to soil quality and irrigation status. The Important Farmland Map Categories are described below.

**Prime Farmland.** Land with the best combination of physical and chemical features able to sustain long-term production of agricultural crops. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. The land must have been used for the production of irrigated crops at some time during the four years prior to the mapping date.

**Farmland of Statewide Importance.** Land similar to the Prime Farmland but with minor shortcomings, such as greater slopes or with less ability to hold and store moisture. In order to be classified as Farmland of Statewide Importance, the land must have been used for the production of irrigated crops at some time during the four years prior to the mapping date.

**Unique Farmland.** Land of lesser-quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards as found in some climatic zones of California. In order to be classified as Unique Farmland, the land must have been cropped at some time in the four years prior to the mapping date by the Natural Resources Conservation Service (NRCS).

**Farmland of Local Importance.** Land of importance to the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee. The County of San Diego defines Farmland of Local Importance as land that meets all the characteristics of Prime and Statewide Important farmland, with the exception of irrigation.

**Other Land.** Land not included in any other mapping category. Common examples include low density rural developments; brush, timber, wetland, and riparian areas not suitable for livestock grazing; confined livestock, poultry or aquaculture facilities; strip mines, borrow pits; and water bodies smaller than 40 acres. Vacant and nonagricultural land surrounded on all sides by urban development and greater than 40 acres is mapped as Other Land.

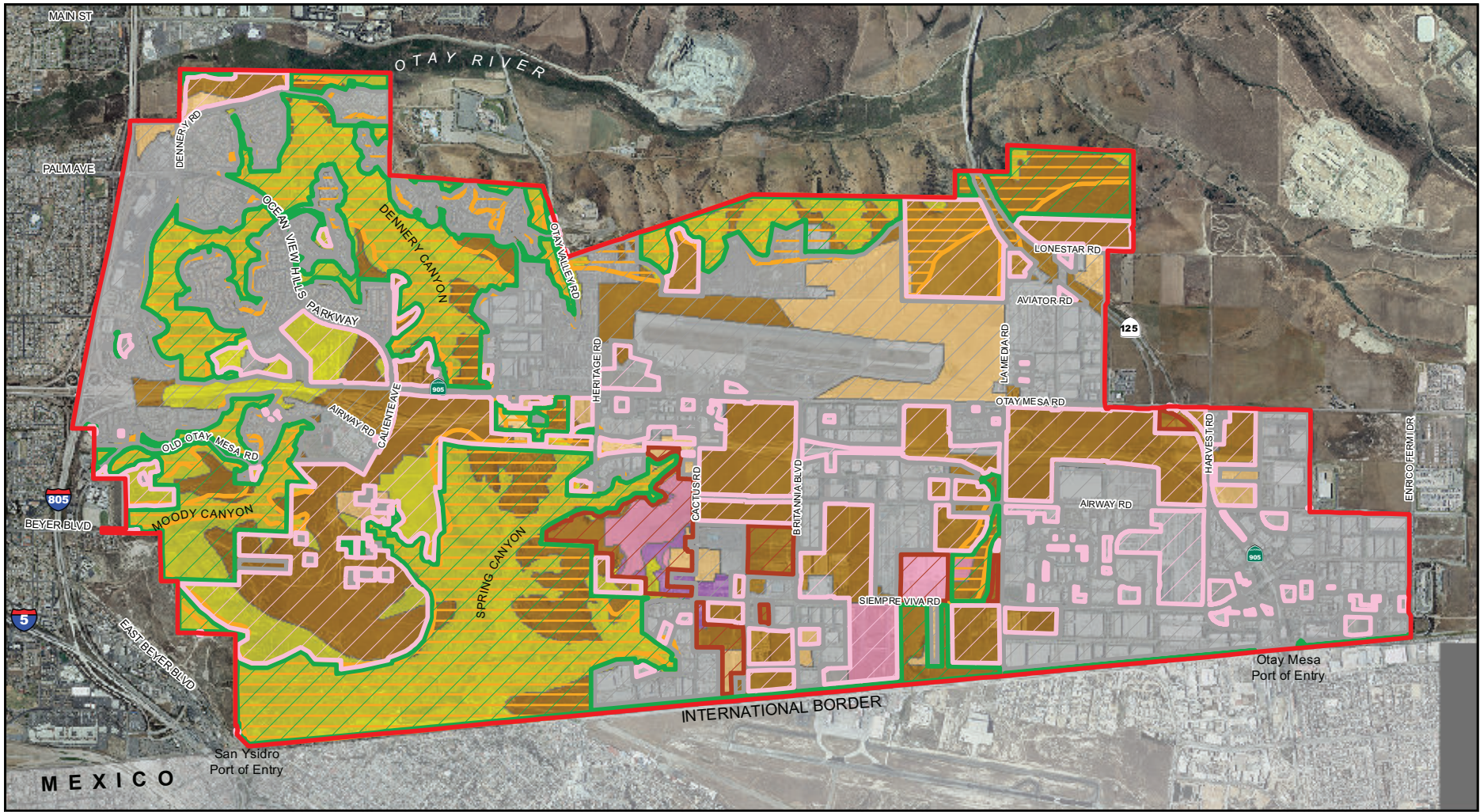
**Grazing Land.** This category includes land on which the existing vegetation is suited to the grazing of livestock. This category is used only in California and was developed in cooperation with the California Cattlemen's Association, the University of California Cooperative Extension Service, and other groups interested in knowing the extent of grazing activities.

**Urban and Built-Up Land.** Land occupied by structures with a building density of at least one unit to one and one-half acres, or approximately six structures per 10 acres.

Figure 5.17-1 illustrates the distribution of the Important Farmlands categories within the CPU area as defined by the California Department of Conservation (2008).



Image source: SanGIS (flown May 2012). Data Source: California Department of Conservation, Important Farmland Map Series 2008



- Otay Mesa Community Plan Boundary
- City of San Diego MHPA
- Current Land Use Class**
- Developed
- Existing Farmland
- Open Space
- Undeveloped

- Farmland Mapping and Monitoring Program Designation (2008)**
- Farmland of Local Importance
  - Farmland of Statewide Importance
  - Grazing Land
  - Other Land
  - Unique Farmland
  - Urban and Built Up Land



**FIGURE 5.17-1**  
Important Farmland Mapping

Designated Important Farmlands consists of 192 acres of Farmland of Statewide Importance, 48 acres of Unique Farmland, 2,658 acres of Farmland of Local Importance, and 2,354 acres of Grazing Land (Table 5.17-1). There is no Prime Farmland in the CPU area.

While land is designated within these categories, conditions exist that would preclude these areas from agricultural use and portions of these areas have already been developed in a manner that eliminates the agricultural resource potential. More specifically, the majority of the designated Grazing Land and other FMMP Important Farmlands are located within the MHPA. Grazing and agricultural activities are not permitted in these areas. Grading and development (e.g., Dennerly Ranch, SR-905, Ocean View Hills) has resulted in soil compaction and cut/fill of areas mapped as Important Farmlands. Since these designations are based on the ability of underlying soil to grow crops, modifications to the soil that affect its ability to be farmed effectively remove it from being considered an agricultural resource.

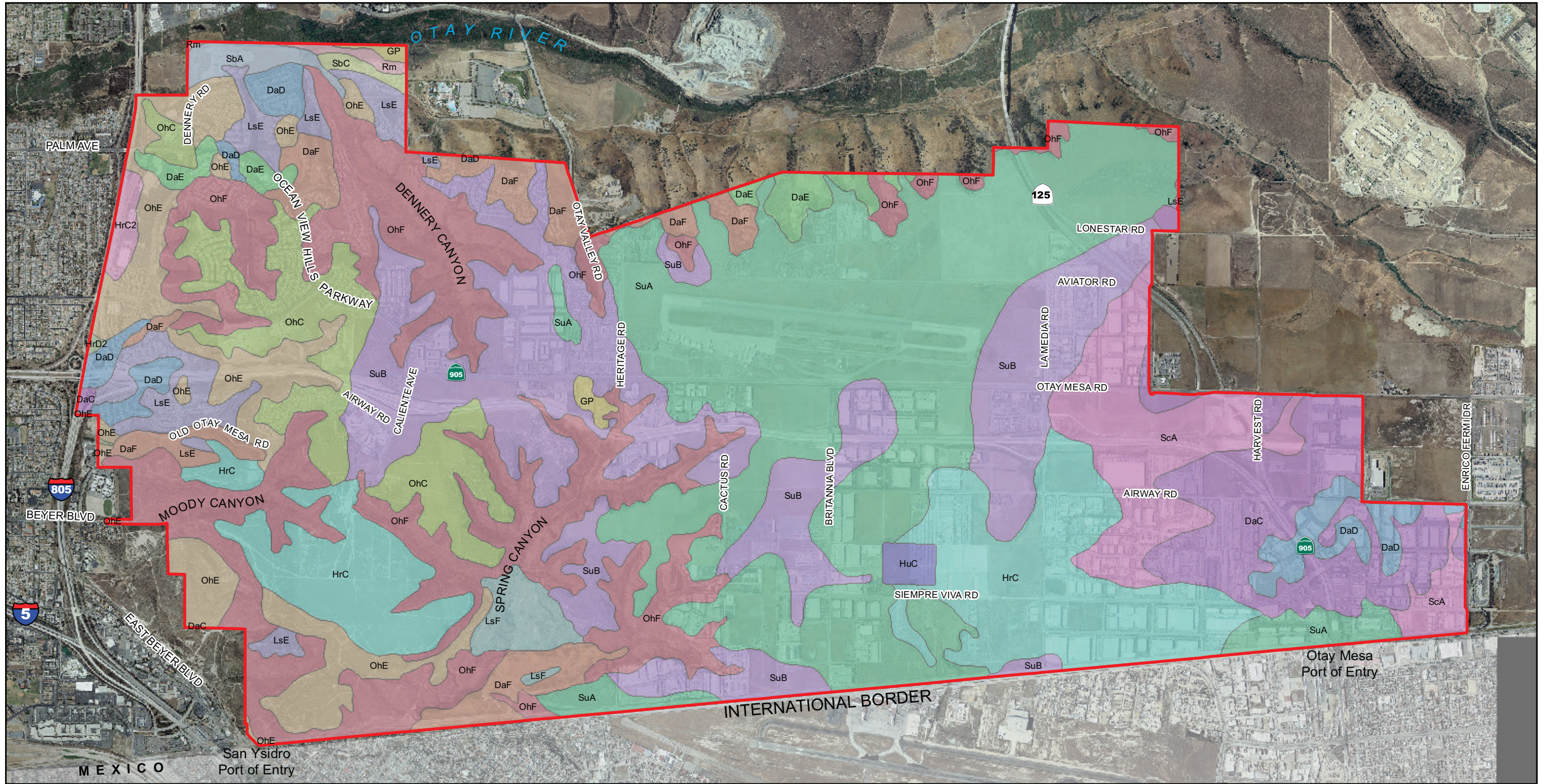
**TABLE 5.17-1  
IMPORTANT FARMLANDS WITHIN THE CPU AREA**






















Farmland Category	Total Acres	Open Space	Developed	Existing Farmland in Active Use	Undeveloped
Farmland of Statewide Importance	192	14	2	113	63
Farmland of Local Importance	2,658	691	337	115	1,515
Unique Farmland	48	1	19	28	0
Grazing Land	2,354	1,812	168	17	357
Other Land	541	25	377	33	106
Urban and Built-up Land	3,505	67	3,090	1	347
No Category	5	3	0	0	0
<b>TOTAL</b>	<b>9,302</b>	<b>2,612</b>	<b>3,994</b>	<b>306</b>	<b>2,389</b>

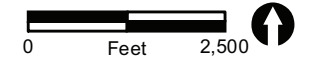
### c. Soil Suitability for Agriculture

The USDA, NRCS developed a system to generally classify soil types and has published a soil survey for the San Diego area. The survey is used to determine the location and extent of the soil types found within the CPU area (listed in Table 5.17-2), which are shown on Figure 5.17-2. The land capability classification describes soil types, their physical characteristics and limitations, and their suitability for agriculture and other uses.





	Otay Mesa Community Plan Boundary		Huerhuero loam, 2 to 9 percent slopes, HrC		Olivenhain cobbly loam, 9 to 30 percent slopes, OhE
<b>Soil Type</b>			Huerhuero loam, 5 to 9 percent slopes, eroded, HrC2		Riverwash, Rm
	Diablo clay, 15 to 30 percent slopes, DaE		Huerhuero loam, 9 to 15 percent slopes, eroded, HrD2		Salinas clay loam, 0 to 2 percent slopes, SbA
	Diablo clay, 2 to 9 percent slopes, DaC		Huerhuero-Urban land complex, 2 to 9 percent slopes, HuC		Salinas clay loam, 2 to 9 percent slopes, SbC
	Diablo clay, 30 to 50 percent slopes, DaF		Linne clay loam, 30 to 50 percent slopes, LsF		Salinas clay, 0 to 2 percent slopes, ScA
	Diablo clay, 9 to 15 percent slopes, DaD		Linne clay loam, 9 to 30 percent slopes, LsE		Stockpen gravelly clay loam, 0 to 2 percent slopes, SuA
	Gravel pits, GP		Olivenhain cobbly loam, 2 to 9 percent slopes, OhC		Stockpen gravelly clay loam, 2 to 5 percent slopes, SuB
			Olivenhain cobbly loam, 30 to 50 percent slopes, OhF		



**FIGURE 5.17-2**  
Soil Types



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**TABLE 5.17-2  
CPU SOIL RESOURCES**

Soil Type/ Symbol	Soil Description	Number of Acres	% of CPU Area	Storie Index	Storie Index Score
DaC <sup>^</sup>	Diablo clay, 2 to 9 percent slopes	519	5.7	42	2.388
DaD <sup>^</sup>	Diablo clay, 9 to 15 percent slopes	214	2.4	37	0.870
DaE	Diablo clay, 15 to 30 percent slopes	115	1.2	30	0.370
DaF	Diablo Clay, 30 to 50 percent slopes	339	3.6	13	0.472
GP	Gravel pits	25	0.3	0	0.000
HrC <sup>^</sup>	Huerhuero loam, 2 to 9 percent slopes	936	10.0	41	4.117
HrC2 <sup>^</sup>	Huerhuero loam, 5 to 9 percent slopes, eroded	34	0.4	38	0.134
HrD2	Huerhuero loam, 9 to 15 percent slopes, eroded	4	0.0	36	0.016
HuC	Huerhuero-Urban land complex, 2 to 9 percent slopes	31	0.3	0	0.000
LsE	Linne clay loam, 9 to 30 percent slopes	221	2.4	14	0.333
LsF	Linne clay loam, 30 to 50 percent slopes	91	1.0	6	0.058
OhC	Olivenhain cobbly loam, 2 to 9 percent slopes	479	5.1	29	1.489
OhE	Olivenhain cobbly loam, 9 to 30 percent slopes	534	5.7	20	1.146
OhF	Olivenhain cobbly loam, 30 to 50 percent slopes	1,520	16.3	10	1.628
Rm	Riverwash	18	0.2	1	0.002
ScA*	Salinas clay, 0 to 2 percent slopes	470	5.1	73	3.725
SbA*	Salinas clay loam, 0 to 2 percent slopes	53	0.6	81	0.463
SbC*	Salinas clay loam, 2 to 9 percent slopes	18	0.3	62	0.121
SuA <sup>^</sup>	Stockpen gravelly clay loam, 0 to 2 percent slopes	2,179	23.3	36	8.388
SuB <sup>^</sup>	Stockpen gravelly clay loam, 2 to 5 percent slopes	1,502	16.1	34	5.441
<b>TOTAL</b>		<b>9,302</b>	<b>100</b>	<b>----</b>	<b>31.16</b>

<sup>^</sup>Farmland of Statewide Importance Soil.

\*Prime Farmland Soil.

One of the most commonly used ways to classify the value of agricultural soils is the Storie Index, which expresses numerically the relative degree of suitability and grade of a soil for intensive agriculture based on soil characteristics. Soils of grade 1 (i.e., with a Storie Index of 80 to 100) have few or no limitations restricting their use for crops, whereas at the other end of the scale, grade 6 (i.e., index rating of less than 10) consists of soils that generally are not suited to farming. Table 5.17-2 lists the acreage of the soils found within the CPU area along with each soil's corresponding Storie Index. An overall Storie Index score for the CPU area can be determined by taking the Storie index score multiplied by the percentage of the site that contains each soil type, then summing the scores. The overall Storie Index score for the CPU area is 31.16 (maximum score is 100), which means that the overall soil quality is relatively poor.

The California Department of Conservation maintains a soil candidate listing for prime agricultural soils (this term is not synonymous with Prime Farmland). Within the CPU area, the Salinas series of soils (ScA, SbA, and SbC) are listed as being prime soils for San Diego County. As listed in Table 5.17-2, there are 541 acres (6 percent of the CPU area) of prime soils within the CPU area. The majority of the prime soils and soils of statewide importance are located within the central and southeastern portions of the CPU area, which are significantly built out or limited by airport uses.

#### **d. Regulatory Framework**

##### ***California Land Conservation (Williamson) Act***

The California Land Conservation Act of 1965, also referred to as the Williamson Act, is an agricultural protection program that currently protects more than 16 million of the state's 30 million acres of farm and ranch land. Under the act, a private landowner may voluntarily enter into a rolling term 10-year contract with the local government for the purpose of restricting specific parcels of land to agricultural or compatible open space use. Lands must be located within an agricultural preserve area and be a minimum of 100 acres in size unless a smaller size is authorized by the local government. There are no active Williamson Act contracts or properties within the CPU area.

##### ***Right-to-Farm Act***

California Civil Code §3482.5, "The Right to Farm Act" or California Agricultural Protection Act provides, among other measures, that:

No agricultural activity, operation, or facility, or appurtenances thereof, conducted or maintained for commercial purposes, and in a manner consistent with proper and accepted customs and standards, as established and followed by similar agricultural operations in the same locality, shall be or become a nuisance, private or public, due to any changed condition in or about the locality, after it has been in operation for more than three years if it was not a nuisance at the time it began.

The act shall prevail over any contrary provision of any ordinance or regulation of any city, county, or other political subdivision of the state but may be amended by the local governing jurisdiction, to provide for notification to prospective homeowners who may be affected by agricultural operations in close proximity. Although agriculture is listed as an interim use within the CPU area, the Right-to-Farm Act would still be applicable for all existing agricultural operations.

##### ***City of San Diego Land Development Code***

Only two zones in the City allow for agricultural use by right; Open Space-Residential (OR-1-2) and Open Space-Floodplain (OF). The CPU area includes the OF zone along the Otay River Valley. No OR-1-2 zone exists within the CPU area. The area along the Otay River Valley is not currently in agricultural use and would not be viable for agricultural use considering the site conditions and proximity to residences.

##### ***Adopted Otay Mesa Community Plan***

The 1981 Community Plan identified that approximately 3,900 acres within the CPU area were under cultivation. Agricultural use is allowed by the adopted community plan on an



interim basis only. The adopted Otay Mesa Community Plan contains one objective pertaining to agriculture: “to retain agriculture until development is warranted.” Development in accordance with the adopted land uses would result in the elimination of agricultural activities in Otay Mesa.

### **5.17.1.2 Mineral Resources**

#### **a. State of California**

Since mineral resources including sand and gravel have been and continue to be vital to California’s economy, the state adopted the Surface Mining and Reclamation Act (SMARA) of 1975 and developed a number of programs to ensure the long-term availability of mineral resources to the people of the state and nation.

#### ***California Department of Conservation***

The California Department of Conservation provides services and information that promote environmental health, economic vitality, informed land use decisions, and sound management of the state’s mineral resources. The California Department of Conservation includes the California Geological Survey (CGS) (formerly Division of Mines and Geology), State Mines and Geology Board (SMGB), and Office of Mine Reclamation (OMR), which together provide information and oversight for the varied mining resources and permitted mining operations within the state.

As part of the classification process, the CGS established a “Production-Consumption” (P-C) Region in western San Diego County. The P-C Region includes the areas of highest population and urbanization in western San Diego County and defines the resources therein.

Within the P-C Region, Mineral Resource Zones (MRZs) are identified. In conformance with guidelines set forth in SMARA and the related “Guidelines for Classification and Designation of Mineral Lands,” areas are categorized into four MRZs for the region’s aggregate resources only. The following is a definition of the zones as presented in Special Report 153 (State of California 1982) with additional discussion of significant mineral deposit resources that occur within the CPU area:

- MRZ-1      Areas where adequate information indicates that no significant mineral deposits are present, or where it is judged that there is little likelihood for their presence.
  
- MRZ-2      Areas where adequate information indicates that significant mineral deposits are present, or where it is judged that there is a high likelihood for their presence. MRZ-2 areas are made up of four types of deposits which lie within the western San Diego County Region. These are Quaternary river channel and floodplain

deposits, Tertiary and Quaternary conglomerate and alluvial fans, Cretaceous granitic rocks, and Jurassic metavolcanic rocks.

MRZ-3 Areas containing mineral deposits, the significance of which cannot be evaluated from available data.

MRZ-4 Areas where available information is inadequate for assignment to any other MRZ zone.

Of the four categories discussed above, lands classified as MRZ-2 are of the greatest importance because significant mineral resources underlie them. Of the mineral resources identified within MRZ-2, the most economically valuable to the state and San Diego region is by far the mining of sand, gravel, and crushed rock resources. These resources are known collectively as construction aggregate. Construction aggregate is important to the local construction industry for use in concrete (especially PCC-grade aggregate), fill, road base, and building materials.

### **b. CPU Area**

The entire CPU area is classified as either MRZ-2 or MRZ-3, which includes lands of “identified mineral resource significance” and those containing mineral deposits that have not been adequately tested to determine the significance of the materials present, respectively. MRZ-2 lands exist within the northwest portion of the CPU area along the Otay River and consist of approximately 330 acres. MRZ-3 lands exist within all remaining portions of the CPU area and comprise approximately 9,000 acres.

## **5.17.2 Significance Determination Thresholds**

Based on the City’s CEQA Significance Thresholds, impacts related to agricultural and mineral resources would be significant if the CPU would:

1. Convert a substantial amount of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use.
2. Change the existing environment which, due to their location or nature, could result in conversion of farmland to non-agricultural use.
3. Result in the loss of availability of a significant mineral resource (e.g., sand or gravel) as identified in the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey.

### 5.17.3 Issue 1: Conversion of Agricultural Land

Would the land use modifications associated with the CPU result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

#### 5.17.3.1 Impacts

Buildout of the CPU would eventually eliminate all agricultural activity that occurs within the CPU area. This includes the 306 acres of active farmland located in the area between Spring Canyon and La Media Road. It should be noted that, as described in Section 3.5, the Central Village would be rezoned to an agricultural zone. The agricultural zone would be used as a “holding zone” until greater specificity is proposed by the property owners within the Specific Plan area per the Land Use Element of the CPU. It is anticipated that agricultural operations on the 306 acres of active farmland would continue to be viable in the near-term under the holding zone designation, but are considered to be permanently converted under the long-term buildout of the CPU.

As of December 2013, the most currently available FMMP data is from 2010. Therefore, some lands, which have been developed with non-agricultural uses, are still designated as Important Farmland (see Table 5.17-2). As shown in Table 5.17-3, additional lands currently designated as Important Farmland would be converted as a result of the CPU. CPU impacts would include the additional conversion of 180 acres of Farmland of Statewide Importance, 28 acres of Unique Farmland, 1,489 acres of Farmland of Local Importance, and 295 acres of Grazing Land.

**TABLE 5.17-3  
CPU IMPACTS TO IMPORTANT FARMLANDS**

Farmland Category	Total Acres	Proposed Open Space	Existing Developed Areas	CPU Impacts
Prime Farmland	0	0	0	0
Farmland of Statewide Importance	192	10	2	180
Farmland of Local Importance	2,658	851	337	1,489
Unique Farmland	48	1	19	28
Grazing Land	2,354	1,892	168	295
Other Land	541	20	377	139
Urban and Built-up Land	3,505	58	3,090	344
No Category	4	1	0	0
<b>TOTAL</b>	<b>9,302</b>	<b>2,833</b>	<b>3,994</b>	<b>2,475</b>

As shown in Figure 5.17-1, the existing areas mapped as Important Farmland are not contiguous and are surrounded by urban land uses and MHPA lands. This condition, combined with the high cost of water, has impacted the viability of agricultural uses in the CPU area.

### **5.17.3.2 Significance of Impacts**

Although the CPU would convert additional Important Farmland to non-agricultural uses, these areas are fragmented and are surrounded by urban land uses and MHPA lands. Rising land values, water costs, increasing taxes, habitat management planning, and other land use conflicts have contributed to a significant reduction in future agricultural viability within the CPU area. Furthermore, agricultural land in the CPU area is intended as an interim, rather than permanent use. The CPU allows agriculture as an interim use pending development and would rezone the Central Village to an agricultural “holding” zone to accommodate continued agricultural operations until such time that a Specific Plan is implemented. Therefore, impacts associated with the conversion of agricultural land to non-agricultural uses would be less than significant.

### **5.17.3.3 Mitigation Framework**

Impacts would be less than significant; therefore, no mitigation would be required.

### **5.17.3.4 Significance After Mitigation**

Impacts would be less than significant.

## **5.17.4 Issue 2: City and Regional Consequences of Agricultural Land Conversion**

Would the CPU result in changes to the existing environment, which due to their location or nature, could result in the conversion of farmland to non-agricultural use?

### **5.17.4.1 Impacts**

Existing agricultural uses occur sporadically throughout the CPU area. Of the 3,900 acres listed in the 1981 Community Plan designated to be retained as agriculture until development is warranted, 306 acres mapped as active agricultural land remain (SANDAG 2009). This would represent only a tenth of one percent (0.1 percent) of the total acreage under cultivation within the County. As such, conversion would not be significant in terms of countywide agricultural value. Because these acres are such a small portion of the regional agricultural production and have limited agricultural viability, impacts would be less than significant.

### **5.17.4.2 Significance of Impacts**

The CPU would result in the conversion of all the existing agriculture in the CPU area. However, viability of this area for agricultural use is limited, and the amount of existing farmland is minimal relative to the regional total. Thus, implementation of the CPU would have a less than significant regional impact to agriculture.

### **5.17.4.3 Mitigation, Monitoring, and Reporting**

Impacts would be less than significant; therefore, no mitigation would be required.

### **5.17.4.4 Significance After Mitigation**

Impacts would be less than significant.

## **5.17.5 Issue 3: Mineral Resources**

Would implementation of the CPU result in the loss of availability or prevention of future extraction of sand or gravel, and/or mineral resources as identified in the Open File Report 96-04, Update of Mineral Land Classification: Aggregate Materials in the Western San Diego County Production – Consumption Region, 1996, Department of Conservation, California Department of Geological Survey?

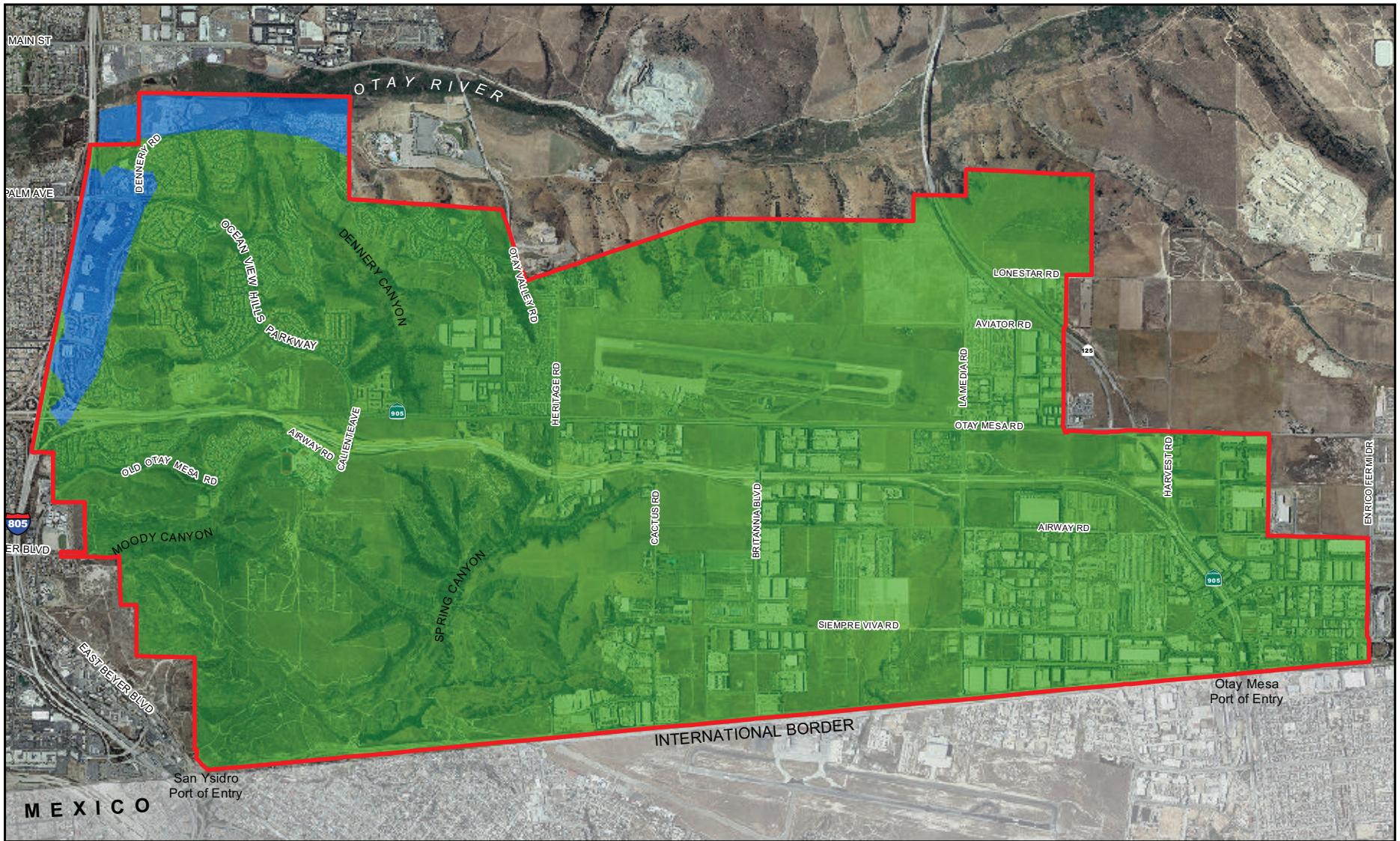
### **5.17.5.1 Impacts**

The loss of access to mineral resources would primarily be the result of the conversion of lands underlain by these resources, or within close proximity to the resources such that future projects would restrict or eliminate safe and environmentally sound measures to implement extractive operations.

There are 353 acres of MRZ-2 “regionally significant” aggregate resource areas within the CPU area (Figure 5.17-3) which exist within the northwestern portion of the CPU area where development currently exists or where entitlements have already been approved for future development. Therefore, access to these areas of significant aggregate is already restricted, which precludes the likelihood of extraction of those resources. Furthermore, the surrounding residential and commercial development in close proximity to this area would not be compatible with the extraction processes. Objectionable characteristics that accompany this process include noise, vibration, air pollution, dust, heavy trucks causing traffic congestion, and often significant visual impacts. Additionally, as described in Section 5.17.1.2, above, the remainder of the CPU area is classified as MRZ-3, which is not considered a significant mineral resource pursuant to the City of San Diego’s Significance Determination Thresholds.



Image source: SanGIS (flown May 2012)



- Otay Mesa Community Plan Boundary
- Mineral Resource Zones**
- Zone 2 (Regionally Significant)
- Zone 3

**FIGURE 5.17-3**  
Mineral Resources



No mining activities are currently occurring within the CPU area. However, a concrete batch plant is currently operating within the CPU and is not considered a formal mining activity. The Hanson Aggregates Otay Ranch Pit is located off-site, approximately three-quarters of a mile to the north of the CPU boundary and north of the Otay River Valley. Because of the distance and its location north of the river, there would be no indirect impacts to off-site mining activities as a result of the CPU implementation.

#### **5.17.5.2 Significance of Impacts**

Portions of the CPU area where MRZ-2 “regionally significant” aggregate resource areas exist are currently developed or where entitlements have already been approved for future development. These existing and planned developments restrict access to these aggregate areas and preclude the ability to extract those resources. Further, the majority of the acreage designated as MRZ-2 contains existing residential uses, which would be incompatible with extraction operations even under the adopted community plan. No mining activities are currently present within the CPU area and development would not have any indirect impacts to extraction operations in the vicinity. MRZ-3 mineral resources are not considered a significant mineral resource. As such, the ability to extract mineral resources would not be impacted with the adoption of the CPU.

#### **5.17.5.3 Mitigation Framework**

Impacts would be less than significant; no mitigation is required.

#### **5.17.5.4 Significance After Mitigation**

Impacts would be less than significant.

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## 5.18 Greenhouse Gas Emissions

The following greenhouse gas emissions analysis is based on the Greenhouse Gas Emissions Analysis prepared by RECON in February 2013. The complete analysis is included as Appendix N.

### 5.18.1 Existing Conditions

#### 5.18.1.1 Greenhouse Gas Inventories

##### a. Statewide GHG Emissions

Statewide GHG inventories performed by the California Air Resources Board (CARB) over the past two decades report that statewide GHG emissions totaled 433 million metric tons of carbon dioxide equivalent emissions (MMT<sub>CO<sub>2</sub>E</sub>) in 1990, 458 MMT<sub>CO<sub>2</sub>E</sub> in 2000, 484 MMT<sub>CO<sub>2</sub>E</sub> in 2004, and 478 MMT<sub>CO<sub>2</sub>E</sub> in 2008 (CARB 2010b). Transportation-related emissions consistently contribute the most GHG emissions, followed by electricity generation and industrial emissions.

##### b. Plan Area GHG Emissions

The CPU area is currently a source of anthropogenic GHGs, with emissions generated by vehicular traffic and by the energy use, water use, and solid waste disposal practices of the existing buildings. Quantification of the existing GHG emissions from CPU area land uses and associated traffic was performed using the California Emissions Estimator Model (CalEEMod), which was released in March 2011 (SCAQMD 2011).

The results of the CalEEMod analysis indicate that the existing CPU area land uses are currently generating approximately 2,611,312 MTCO<sub>2</sub>E annually as shown in Table 5.18-1 below.

**TABLE 5.18-1  
CPU AREA GHG EMISSIONS IN 2012  
(MTCO<sub>2</sub>E PER YEAR)**

Emission Source	Existing GHG Emissions
Vehicles	612,398
Energy Use	195,730
Area Sources	0
Water Use	916,242
Solid Waste Disposal	886,942
<b>TOTAL</b>	<b>2,611,312</b>

MTCO<sub>2</sub>E = metric tons of carbon dioxide equivalent emissions

### **5.18.1.2 Consequences of Global Climate Change**

The potential consequences of global climate change on the San Diego region are far reaching. The Climate Scenarios Analysis Report, published in 2006 by the California Climate Change Center, predicts that throughout the state and the region, global climate and local microclimate changes could cause an increase in extreme heat days; higher concentrations, frequency, and duration of air pollutants; an increase in wildfires; more intense coastal storms; sea level rise; impacts to water supply and water quality through reduced snowpack and saltwater influx; public health impacts; impacts to near-shore marine ecosystems; reduced quantity and quality of agricultural products; pest population increases; and altered natural ecosystems and biodiversity.

CARB projected a future statewide GHG emissions increase of more than 23 percent (from 2004) by 2020 given Business as Usual (BAU) trends (CARB 2008a). BAU emissions are the GHG emissions that would be expected to occur in the absence of GHG-reduction measures (including local and state regulations) or mitigation. Year 2020 estimates of California's GHG emissions have been updated to account for new estimates for future fuel and energy demand as well as other factors including the economic downturn. More recent estimates predict a future statewide emissions increase of approximately 7 percent (from 2008) by 2020 given current trends (CARB 2012). The 2008 Energy Policy Initiative Center (EPIC) study predicted a countywide increase to 43 MMTCO<sub>2</sub>E, or roughly 20 percent (from 2006) by 2020, given a BAU trajectory. Updated estimates are not available, but would be less than 20 percent for the same reasons.

### **5.18.1.3 Existing Regulatory Framework**

Local and state regulatory plans aim to reduce state and local GHG emissions by primarily targeting the largest emitters of GHGs: the transportation and energy sectors. These plans' goals and regulatory standards are thus largely focused on the automobile industry and public utilities. For the transportation sector, the reduction strategy is generally three pronged: to reduce GHG emissions from vehicles by improving engine design; to reduce the carbon content of transportation fuels through research, funding, and incentives to fuel suppliers; and to reduce the miles vehicles traveled (VMT) through land use change and infrastructure investments. The types of land use changes that can measurably reduce GHG emissions associated with vehicle use include: increased density; increased diversity (mixed-use); improved walkability design; improved transit accessibility; transit improvements; integration of below market-rate housing; and constrained parking.

By increasing density, especially within proximity of transit, travel distances are affected and greater options for the mode of travel they choose are provided. This can result in a substantial reduction in VMT depending on the change in density compared to a typical suburban residential density (California Air Pollution Control Officers Association [CAPCOA]

2010). By increasing transit accessibility and locating a high-density project near transit for example, a shift in travel mode is facilitated along with reduced VMT.

Constraining parking supply, either through policy changes (e.g., reduced parking requirements for urban areas) or through pricing, and/or preferential parking for ridesharing and fuel-efficient vehicles, can also result in a decrease in VMT, as motorists shift away from single-occupancy vehicle travel and carpool, and rely more on transit or elect to walk or bicycle instead. The effectiveness of these land use strategies ranges from less than one percent up to a maximum 30 percent reduction in communitywide VMT (CAPCOA 2010).

For the energy sector, the reduction strategies of local, state, and national plans aim to reduce energy demand; impose emission caps on energy providers; establish minimum building energy and green building standards; transition to renewable non-fossil fuels; incentivize homeowners and builders; fully recover landfill gas for energy; and expand research and development. At the project-level, policies or incentive programs for builders to exceed the current Title 24 energy efficiency standards, install high-efficiency lighting, and energy-efficient plug-in appliances (for energy users not subject to Title 24), and to incorporate on-site renewable energy generation, can result in substantial GHG emissions reductions, up to 35 percent or more.

Energy use associated with water consumption and wastewater treatment can also be reduced by applying an overall water reduction strategy (e.g., of 20 percent on indoor and outdoor water use) and/or policies and actions related to using reclaimed and gray water, installation of low-flow plumbing fixtures, the use of water-efficient landscape design, including turf reduction and use of water-efficient irrigation systems. The institution of recycling and composting services can also reduce the energy embodied in the disposal of solid waste.

In addition to strategies aimed at reducing GHG emissions associated with vehicle and energy use, relevant local and state plans include GHG reduction strategies aimed at reducing the heat island effect through urban forestry and shade tree programs, and therefore energy-for-cooling demand. GHG reduction strategies also reduce area source emissions from woodstoves and fireplaces through stricter restrictions on fuel type and use, as well as landscaping equipment, such as use of only electric-powered lawn mowers, leaf blowers, and chain saws.

Climate adaptation, which generally acknowledges that GHG emissions cannot fully be avoided and that climate change is occurring over time, includes policies and strategies to increase climate adaptability and resilience through climate-sensitive building guidelines (e.g., through appropriate building orientation and glazing design), sea-level monitoring, and defensible building design.

There are numerous plans, policies, and regulations aimed at reducing GHG emissions. They exist at the international level, national, state and local levels. The discussion below is

focused on the key state and local regulations affecting GHG emissions analyses of land development projects. Greater detail on these and other GHG-related regulations, including international and national regulations, is provided in the GHG technical report (Appendix N).

## **a. State**

### ***EO S-3-05—Statewide GHG Emission Targets***

This 2005 executive order (EO) established the following GHG emission reduction targets for the state of California:

- by 2010, reduce GHG emissions to 2000 levels;
- by 2020 reduce GHG emissions to 1990 levels;
- by 2050 reduce GHG emissions to 80 percent below 1990 levels.

It also directed the secretary of the California EPA (CalEPA) to oversee efforts made to reach these targets, and to prepare biannual reports on the progress made toward meeting the targets, on the impacts to the state related to global warming, and on mitigation and adaptation plans to combat the impacts. The first Climate Action Team Assessment Report was produced in March 2006 and has been updated every two years.

### ***AB 32—California Global Warming Solutions Act***

In response to EO S-3-05, the California legislature passed AB 32, the “California Global Warming Solutions Act of 2006.” It required CARB to adopt rules and regulations that would reduce GHG emissions to 1990 levels by 2020. It also required CARB to adopt a plan indicating how emission reductions would be achieved from significant GHG sources via regulations, market mechanisms, and other actions.

As directed, in December 2007 CARB approved a 2020 emission limit of 427 MMTCO<sub>2</sub>E; and the following year completed a Climate Change Scoping Plan (Scoping Plan).

### ***Climate Change Scoping Plan***

The Scoping Plan includes strategies and reduction measures to reduce statewide GHG emissions to 1990 levels by 2020. The reduction measures would achieve an approximate 174 MMTCO<sub>2</sub>E reduction in GHG emissions, for approximately 29 percent less than the state’s projected 2020 emission level of 596 MMTCO<sub>2</sub>E under a BAU scenario. CARB will update the Scoping Plan at least once every five years to allow evaluation of progress made and to correct the Scoping Plan’s course where necessary.

Table 5.18-2 summarizes the reduction measures CARB identified as necessary to reduce forecasted BAU 2020 emissions to target levels. As indicated in Table 5.18-2, the majority of reductions is directed at the sectors with the largest GHG emissions contributions—transportation and electricity generation—and involve statutory mandates affecting vehicle



or fuel manufacture, public transit, and public utilities. To address emissions from vehicles, CARB is proposing a comprehensive three-prong strategy: reducing GHG emissions from vehicles, reducing the carbon content of the fuel these vehicles burn, and reducing the miles these vehicles travel.

To address emissions from energy use, the Scoping Plan includes enhanced energy-efficiency programs that provide incentives for customers to purchase and install more efficient products; building and appliance standards to ensure that manufacturers and builders bring improved products to market; and renewable energy mandates for public utilities. Over the long-term, the recommended measures will increase the amount of electricity from renewable energy sources and improve the energy efficiency of industries, homes, and buildings. While energy efficiency would account for the largest GHG reductions, other applicable land development measures such as water conservation and waste reduction would achieve additional energy emissions reduction.

Several Scoping Plan measures have been adopted as mandatory requirements in statewide regulations. The ones of most relevance to this analysis include the Pavley GHG Vehicle Standards, the Low Carbon Fuel Standards, and the Renewables Portfolio Standard.

**TABLE 5.18-2  
CARB SCOPING PLAN-RECOMMENDED GHG REDUCTION MEASURES**

Recommended Reduction Measures	Reductions Counted Towards 2020 Target In MMTCO <sub>2</sub> E (% total) <sup>2</sup>
<b>ESTIMATED REDUCTIONS RESULTING FROM THE COMBINATION OF CAPPED SECTORS AND COMPLEMENTARY MEASURES</b>	<b>146.7</b>
California Light-Duty Vehicle Greenhouse Gas Standards <ul style="list-style-type: none"> <li>• Implement Pavley Standards</li> <li>• Develop Pavley II light-duty vehicle standards</li> </ul>	31.7 (22%)
Energy Efficiency <ul style="list-style-type: none"> <li>• Building/appliance efficiency, new programs, etc.</li> <li>• Increase CHP generation by 30,000 GWh</li> <li>• Solar Water Heating (AB 1470 goal)</li> </ul>	26.3 (18%)
Renewables Portfolio Standard (RPS) (33% by 2020)	21.3 (14%)
Low Carbon Fuel Standard	15 (10%)
Regional Transportation-related GHG Targets <sup>1</sup>	5 (4%)
Vehicle Efficiency Measures	4.5 (3%)
Goods Movement <ul style="list-style-type: none"> <li>• Ship Electrification at Ports</li> <li>• System-Wide Efficiency Improvements</li> </ul>	3.7 (3%)
Million Solar Roofs	2.1 (2%)
Medium/Heavy Duty Trucks <ul style="list-style-type: none"> <li>• Heavy-Duty Vehicle Greenhouse Gas Emissions Reduction (Aerodynamic Efficiency)</li> <li>• Medium- and Heavy-Duty Vehicle Hybridization</li> </ul>	1.4 (<1%)
High Speed Rail	1.0 (<1%)
Industrial Measures (for sources covered under cap & trade program) <ul style="list-style-type: none"> <li>• Refinery Measures</li> <li>• Energy Efficiency and Co-Benefits Audits</li> </ul>	0.3 (<.5%)
Additional Reductions Necessary to Achieve the Cap	34.4 (23%)
<b>ESTIMATED REDUCTIONS RESULTING FROM UNCAPPED SECTORS</b>	<b>27.3</b>
Industrial Measures (for sources not covered under cap & trade program) <ul style="list-style-type: none"> <li>• Oil and Gas Extraction and Transmission</li> </ul>	1.1
High Global Warming Potential Gas Measures	20.2
Sustainable Forests	5.0
Recycling and Waste (landfill methane capture)	1.0
<b>TOTAL REDUCTIONS COUNTED TOWARDS 2020 TARGET</b>	<b>174<sup>3</sup></b>

SOURCE: Table 2 of CARB 2008b.

<sup>1</sup> This number represents an estimate of what may be achieved from local land use changes. It is not the SB 375 regional target. CARB will establish regional targets for each Metropolitan Planning Organization following input of the Regional Targets Advisory Committee and a public stakeholders consultation process per SB 375.

<sup>2</sup> Percentages are relative to the capped sector subtotal of 146.7 MMTCO<sub>2</sub>E, and may not total 100 due to rounding.

<sup>3</sup> The total reduction for the recommended measures slightly exceeds the 189 MMTCO<sub>2</sub>E of reductions estimated in the BAU 2020 Emissions Forecast. This is the net effect of adding several measures and adjusting the emissions reduction estimates for some other measures.

***AB 1493—Pavley GHG Vehicle Standards***

AB 1493 (Pavley) enacted July 2002, directed CARB to adopt vehicle standards that lowered GHG emissions from passenger vehicles and light duty trucks to the maximum extent technologically feasible, beginning with the 2009 model year. However, due to a lawsuit by the Alliance of Automobile Manufacturers, their eventual implementation did not get authority until June 2009. These regulations were expected to reduce GHG emissions from California passenger vehicles by about 22 percent in 2012 and are further expected to reduce emissions by about 30 percent in 2018 (CARB 2010c) for a total reduction of 31.7 MMTCO<sub>2</sub>E counted toward the total statewide reduction target (CARB 2008b) (see Table 5.18-2). These reductions are to come from improved vehicle technologies such as small engines with superchargers, continuously variable transmissions, and hybrid electric drives.

CARB has adopted a second, more stringent, phase of the Pavley regulations, termed “Pavley II” [now known as “Low Emission Vehicle III GHG”], that covers Model Years 2017 to 2025. Pavley II was estimated in 2008 to add an additional reduction of 4.0 MMTCO<sub>2</sub>E for 2 percent of the estimated 174 MMTCO<sub>2</sub>E reduction total.

***EO S-01-07—Low Carbon Fuel Standard***

The Low Carbon Fuel Standard (LCFS) is the means by which the carbon intensity of California’s transportation fuels is to be reduced by at least 10 percent by 2020. CARB adopted the LCFS as a discrete early action measure pursuant to AB 32 in April 2009. The LCFS is a performance standard with flexible compliance mechanisms intended to incentivize the development of a diverse set of clean, low-carbon transportation fuel options. Its aim is to accelerate the availability and diversity of low-carbon fuels such as biofuels, electricity, and hydrogen, by taking into consideration the full life-cycle of GHG emissions. A 10 percent reduction in the intensity of transportation fuels is expected to equate to a reduction of 18.5 MMTCO<sub>2</sub>E in 2020. However, in order to account for possible overlap of benefits between LCFS and the Pavley GHG standards, CARB has discounted the contribution of LCFS to 15 MMTCO<sub>2</sub>E (CARB 2008b).

***Renewables Portfolio Standard***

The Renewables Portfolio Standard (RPS) promotes diversification of the state’s electricity supply. Originally adopted in 2002 with a goal to achieve a 20 percent renewable energy mix by 2020, the goal has been accelerated and increased; most recently by EO S-14-08 and EO S-21-09 to a goal of 33 percent by 2020. Its purpose is to achieve a 33 percent renewable energy mix statewide, where 33 percent of the state’s electricity needs would be met by renewable energy sources by 2020 (CARB 2008b). Increasing the RPS to 33 percent is meant to accelerate the transformation of the electricity sector, through investment in the transmission infrastructure and systems changes to allow integration of large quantities of intermittent wind and solar generation. Renewable energy includes (but is

not limited to) wind, solar, geothermal, small hydroelectric, biomass, anaerobic digestion, and landfill gas. Increased use of renewables would decrease California's reliance on fossil fuels, thus reducing emissions of GHGs from the electricity sector. CARB estimates that full achievement of the RPS would decrease statewide GHG emissions by 21.3 MMTCO<sub>2</sub>E (CARB 2008b).

### ***SB 375—Regional Emissions Targets***

SB 375 was signed in September 2008 requiring CARB to set regional targets for reducing passenger vehicle GHG emissions in accordance with the Regional Transportation-Related GHG Target Scoping Plan measure. Its purpose is to align regional transportation planning efforts, regional GHG reduction targets, and land use and housing allocation in order to reduce GHG emissions by promoting high-density, mixed-use developments around mass transit hubs.

CARB, in consultation with the state's Metropolitan Planning Organizations (MPOs), was required to provide each affected region with passenger vehicle GHG emissions reduction targets for 2020 and 2035. The San Diego region will be required to reduce GHG emissions from cars and light trucks 7 percent per capita by 2020 and 13 percent by 2035 (SANDAG 2011). The reduction targets are to be updated every eight years, but can be updated every four years if advancements in emissions technologies affect the reduction strategies to achieve the targets.

Once reduction targets are established, each of California's MPOs must prepare and adopt a SCS that demonstrates how the region will meet its greenhouse gas reduction targets through integrated land use, housing, and transportation planning. Enhanced public transit service combined with incentives for land use development that provides a better market for public transit will play an important role in the SCS. After the SCS is adopted by the MPO, the SCS will be incorporated into that region's federally enforceable RTP.

San Diego's MPO, SANDAG, completed and adopted its 2050 RTP in October 2011, the first such plan in the state that included a SCS (SANDAG 2011). In December 2012, the Superior Court ruled that SANDAG violated state law by failing to fully account for, and take steps to reduce, climate pollution in its environmental review of the RTP. It should be noted that as of the printing of this PEIR, the PEIR prepared for the RTP and SCS is the subject of ongoing litigation.

#### **b. Local**

##### ***San Diego Sustainable Community Program/Cities for Climate Protection***

In 2002, the City Council approved the San Diego Sustainable Community Program (SCP) and requested that an advisory committee be established to provide recommendations that would decrease GHG emissions from City operations. The City subsequently became a

participant in the International Council for Local Environmental Initiatives (ICLEI) Cities for Climate Protection (CCP) Campaign to reduce GHG emissions, and in the California Climate Action Registry.

As a participant in the ICLEI CCP program, the City made a commitment to voluntarily decrease its GHG emissions by 2030 through a series of five milestones: (1) establish a CCP campaign, (2) engage the community to participate, (3) sign the U.S. Mayors Climate Protection Agreement, (4) take initial solution steps, and (5) perform a GHG audit. The City has advanced past Milestone 3 by signing the Mayor's agreement and establishing actions to decrease City Operations' emissions.

### ***Climate Protection Action Plan***

In July 2005, the City developed a Climate Protection Action Plan (CPAP) that identifies policies and actions to decrease GHG emissions from City operations. Recommendations included in CPAP for transportation included measures such as increasing carpooling and transit ridership, improving bicycle lanes, and converting the City vehicle fleet to low-emission or non-fossil-fueled vehicles. Recommendations in the CPAP for energy and other non-transportation emissions reductions included increasing building energy efficiency (i.e., requiring that all new City projects achieve the U.S. Green Building Council's Leadership in Energy and Environmental Design (LEED) Silver standard); reducing waste from City operations; continuing use of landfill methane as an energy source; reducing the urban heat island by avoiding dark roofs and roads which absorb and retain heat; and increasing shade tree and other vegetative cover plantings.

Because of City actions implemented earlier between 1990 and 2002, moderate GHG emissions reductions were reported in the CPAP. City actions taken to capture methane gas from solid waste landfills and sewage treatment plants resulted in the largest decrease in GHG emissions. Actions taken thus far to incorporate energy efficiency and alternative renewable energy reached only 5 percent of the City's 2010 goal. The transportation sector remains a significant source of GHG emissions in 2010 and has had the lowest GHG reductions, reaching only 2.2 percent of the goal for 2010. The recently amended City General Plan includes a Policy CE-A.13 to regularly monitor and update the CPAP.

### ***Sustainable Building Policies***

In several of its policies, the City aims to reduce GHG emissions by requiring sustainable development practices in City operations and incentivizing sustainable development practices in private development (see Council Policy (CP) 900-14—Sustainable Building Policy, adopted in 1997 and updated in 2010, CP 900-16—Community Energy Partnership, adopted in 2000, and the updated CP 600-27—Sustainable Buildings Expedite Program, last revised in 2003). The City has established a mandate for all City projects to achieve LEED Silver for all new buildings and major renovations over 5,000 square feet. Incentives

are also provided to private developers through the Expedite Program, which expedites project review of green building projects and discounts project review fees.

The City has also enacted codes and policies aimed at helping the City achieve the state's 75 percent waste diversion mandate, including the Refuse and Recyclable Materials Storage Regulations (Municipal Code Chapter 14, Article 2, Division 8), Recycling Ordinance (O-19678 Municipal Code Chapter 6, Article 6, Division 7), and the Construction and Demolition Debris Deposit Ordinance (O-19420 & O-19694 Municipal Code Chapter 6, Article 6, Division 6).

### ***General Plan***

The General Plan includes several climate change-related policies aimed at reducing GHG emissions from future development and City operations. For example, Conservation Element policy CE-A.2 aims to “reduce the City’s carbon footprint” and to “develop and adopt new or amended regulations, programs, and incentives as appropriate to implement the goals and policies set forth” related to climate change. The Land Use and Community Planning Element, the Mobility Element, the Urban Design Element, and the Public Facilities, Services, and Safety Element also identify GHG reduction and climate change adaptation goals. These elements contain policy language related to sustainable land use patterns, alternative modes of transportation, energy efficiency, water conservation, waste reduction, and greater landfill efficiency. The overall intent of these policies is to support climate protection actions, while retaining flexibility in the design of implementation measures, which could be influenced by new scientific research, technological advances, environmental conditions, or state and federal legislation.

Cumulative impacts of GHG emissions were qualitatively analyzed and determined to be significant and unavoidable in the Programmatic EIR prepared for the General Plan in 2008. A Programmatic EIR Mitigation Framework specifies that “for each future project requiring mitigation (measures that go beyond what is required by existing programs, plans and regulations), project-specific measures will [need to] be identified with the goal of reducing incremental project-level impacts to less than significant; or the incremental contributions of a project may remain significant and unavoidable where no feasible mitigation exists.”

### ***Climate Mitigation and Adaptation Plan***

A citywide draft Climate Mitigation and Adaptation Plan (CMAP), ~~dated~~ was developed in August 28, 2012, has been developed to provide a mechanism for the City to achieve the goals of AB 32 and the CARB Scoping Plan at a program- level. This document, now called the Climate Action Plan (CAP) has been revised to include 2035 targets that are on the trajectory for meeting the 2050 GHG reduction goals established by Executive Order S-3-05. The draft CAP was released for public review on December 3, 2013. The draft CMAP elements have been prepared pursuant to guidance from the amended CEQA Guidelines and CARB recommendations for what constitutes an effective GHG reduction plan.



~~The City's draft CMAP establishes a planning horizon of 2013 through 2035 and quantifies GHG emissions, establishes GHG reduction targets for 2020, 2035, and 2050, identifies strategies and measures to reduce GHG emissions, and provides guidance for monitoring progress on an annual basis.~~

## 5.18.2 Significance Determination Thresholds

The CEQA Guidelines Appendix G Environmental Checklist includes the following two questions regarding assessment of GHG emissions:

1. Would the project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emission of GHGs?
2. Would the project generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?

As stated in the Guidelines, these questions are “intended to encourage thoughtful assessment of impacts and do not necessarily represent thresholds of significance.” The City has not adopted its own GHG Thresholds of Significance for CEQA and is following guidance from the 2008 CAPCOA report “CEQA & Climate Change,” to identify screening criteria to determine when a GHG analysis would be required; and information from the CARB Scoping Plan and BAU 2020 Forecast to determine when a cumulatively significant contribution of GHGs has occurred.

The CAPCOA report references a 900-metric-ton guideline as a conservative threshold for requiring further analysis and mitigation. The City, thus, chose a 900-metric-ton screening criterion for determining when a GHG analysis would be required (Table 5.18-3). Projects that meet the following criteria are not required by the City to prepare a GHG technical analysis report, and are not considered to be significant.

**TABLE 5.18-3  
PROJECT TYPES THAT DO NOT REQUIRE A GHG ANALYSIS AND MITIGATION**

Project Type	Project Size that Generates Approximately 900 Metric Tons of GHGs per Year
Single-Family Residential	50 units
Apartments/Condominiums	70 units
General Commercial Office Space	35,000 square feet
Retail Space	11,000 square feet
Supermarket/Grocery Space	6,300 square feet

For projects that do not meet the criteria outlined in Table 5.18-3, the City requires a GHG emissions analysis to demonstrate that the proposed project design achieves a 28.3 percent reduction relative to BAU GHG emissions (City of San Diego 2008b). This requirement is based on the CARB BAU 2020 Forecast and Scoping Plan, which identify reductions

needed to achieve an approximate overall 28.3 percent reduction in statewide BAU emissions by 2020.

If the project's 2020 GHG emissions with incorporation of GHG-reducing regulations and design features represent a 28.3 percent reduction relative to the project's BAU GHG emissions, the project would not result in a significant impact to global climate change.

### **5.18.3 Issue 1: Consistency with Adopted Plans, Policies, and Regulations**

Would the CPU conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs?

#### **5.18.3.1 Impacts**

##### **a. Consistency with Local GHG Reduction Measures**

Policies within the CPU have been designed to reflect and implement the general GHG reduction recommendations of the General Plan, as well as the strategies of other local plans and state GHG reduction measures. These policies would also complement the City's operations-focused efforts of the Sustainable Community Program/CCP, the adopted CPAP, and City Council Policy 600-27 and Council Policy 900-14, referenced further in section 5.18.1.3.b.

Specifically, the CPU includes updated Conservation, Mobility, and Urban Design elements that include several policies aimed at reducing GHG emissions from target emission sources and/or aimed at adapting to climate change. The CPU policies provide refinement of the General Plan and citywide CPAP policies as specifically applicable to the CPU area. As described below, in several cases these policies are also consistent with key state GHG reduction plans, regulations, and recommended mitigation measures. An overview of relevant CPU elements and policies is outlined below.

#### ***Conservation Element***

***Climate Change and Sustainability Policies.*** The CPU contains policies 8.2-1 through 8.2-6 to provide a framework for addressing and adapting to climate change. These strategies are generally consistent with and encourage the implementation of the General Plan Mitigation Framework recommendations and Policies CE-A-1 through CE-A-13 as well as climate change mitigation and adaptation strategies of state plans and programs. These framework policies include the types of policies anticipated to be set forth in the draft CMAP currently being prepared by the City (refer to section 5.18.1.3.b).

***Water Policies.*** The CPU's Conservation Element includes water conservation measures (Policies 8.3-1 through 8.3-4) to reduce the need for water, thereby reducing the energy use

embodied in water supply and treatment and its associated GHG emissions. The policies promote the use of reclaimed and recycled water. The policies are consistent with the outdoor water-reduction strategies of the General Plan, the state Climate Change Scoping Plan, the 2010 CAPCOA GHG Mitigation Measures report, and the recently effective 2011 CalGreen water-reduction requirements for residential and non-residential uses. At the individual project-level, some of these measures would be quantified.

***Urban Forestry Policies.*** Street tree and private tree planting programs are low-cost, low-technology methods for improving the visual landscape and air quality in the CPU area. As the number and size of trees in the CPU area urban forest increase, so will the benefits. These benefits include lower energy consumption resulting from reduction in the size of the urban heat island; reduced storm water runoff through absorption of water by the trees; improved air quality achieved as trees convert carbon dioxide into oxygen, and an improved pedestrian environment created by providing pedestrians protection from the heat and glare of the sun.

Planting shade trees around buildings has been shown to effectively lower the electricity cooling demand of buildings by blocking incident sunlight and reducing heat gain through windows, walls, and roofs (CAPCOA 2010). By reducing cooling demand, shade trees help reduce electricity demand from the local utility, and therefore reduce GHG emissions which would otherwise be emitted during the production of electricity. Policies 8.5.1 through 8.5.5 of the CPU conform to the General Plan urban forestry Policies CE-J.1 through CE-J.5, and would promote the need for an increase in tree plantings in both residential and commercial areas.

***Community Farms and Gardens Policies.*** The CPU area has the potential to provide multiple sites for community gardens that would contain individual and shared-plot spaces. The CPU Policies 8.6.1 and 8.6.2 would promote the development of community gardens within the community.

Establishment of community gardens has the potential to further reduce GHG emissions by providing residents with a local source of food, potentially resulting in a reduction in the number of trips and VMT traveled by food deliverers and the consumers to grocery stores and supermarkets. Community gardens would also contribute to GHG reductions by displacing carbon-intensive food production practices. These emissions reductions cannot be reasonably quantified at this time because they are based on several undefined parameters: the relative locations of the farmer's market, supermarket, and supermarket produce suppliers; the carbon intensity of food production practices; and the role of the farmer's market in a development.

### ***Mobility Element***

Through increasing density, bringing people closer to their work and providing pedestrian connections to retail, commercial, and residential units, a substantial reduction in VMT can

occur. A communitywide reduction in vehicle travel would reduce local VMT, which would in turn reduce emissions associated with vehicle use. The CPU would generate 1,045,025 ADT. The daily trip rates take into account the CPU density, diversity or mixed-use, improved walkability, and transit accessibility. The effectiveness of these land use strategies ranges from less than 1 percent up to a maximum 30 percent reduction in communitywide VMT (CAPCOA 2010).

The CPU Mobility Element includes numerous policies to improve the pedestrian (Policies 3.1-1 through 3.1-4) and bicycle network (Policies 3.4-1 and 3.4-2), and to increase transit accessibility and provide transit improvements (Policies 3.2-1 through 3.2-5). Generally, these policies would be consistent with the General Plan, and also consistent with the CARB Scoping Plan vehicle reduction measures for land use development and with specific traffic mitigation measures identified in the 2010 CAPCOA GHG Mitigation Measures report.

### ***Urban Design Element***

***Distinct Districts and Streetscape Policies.*** Policies 4.1-1, 4.1-4, 4.1-15, 4.2-1, and 4.2-2 would promote enhanced connectivity to activity centers, active commercial centers supported by transit, improved pedestrian access and movement, pedestrian-oriented design principles, and improved walkability. Generally, these policies would be consistent with the General Plan, the CARB Scoping Plan, and the 2010 CAPCOA GHG Mitigation Measures report.

***Sustainability Policies.*** Policies 4.9-1 through 4.9-5 would promote green building techniques that would be consistent with General Plan policies and with green building strategies recommended in the state Climate Change Scoping Plan and several of the measures identified in the 2010 CAPCOA GHG mitigation measures report. GHG reductions from these policies are not quantifiable at the program-level. Future development implemented in accordance with the CPU would be required to implement some of these measures, which would be quantified and their GHG reductions accounted for using the CalEEMod GHG emissions estimator model or other appropriate methods, thereby further reducing GHG emissions associated with the buildout of the CPU.

### **b. Consistency with State GHG Reduction Strategies**

EO S-3-05 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target. The CARB Scoping Plan and its implementing and complementary regulations are discussed under Section 5.18.1.3 and generally encompass the GHG reduction strategies described at the beginning of this section. Subsequent to the CARB Scoping Plan, CAPCOA, released the report *Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures* (“Mitigation Measures” report), that identifies specific project-level and program-level GHG reduction measures. The report includes quantification

of the GHG reductions that would be achieved through incorporation of project-level mitigation measures. These measures fall into the same categories as discussed earlier: transportation, energy, water and wastewater, solid waste, area source (woodstoves, fireplaces, landscaping equipment), and construction emissions. Most of the mitigation measures included in the CAPCOA report would be identified for project-level analyses; however, the project-level reduction strategies would be extrapolated to the program level. The program-level reduction measures included in the report are few in comparison and would be largely unquantifiable. They pertain to funding and incentive programs for increased energy efficiency, establishment of local farmer's markets and community gardens, urban shade tree planting programs, and communitywide strategies to reduce urban heat island effect. Several of the program-level measures, as well as the project-level measures, have been incorporated into the CPU, as discussed above.

In general, the CPU policies outlined above correspond to the intent of the GHG reduction measures identified in both the 2010 CAPCOA GHG Mitigation Measures report and the 2008 CARB Scoping Plan. Where practicable, GHG reductions have been included in the quantification of the CPU's GHG emissions, as described in Section 5.18.4 cumulative GHG emissions analysis. In the quantification of CPU GHG emissions, GHG reductions were accounted for vehicle emissions, and energy and water use emissions. These comprised the GHG reduction/mitigation measures that were quantifiable at the program-level. Subsequent projects would achieve further GHG reductions in these emissions sources, as well as in the area source, construction, and solid waste GHG emissions through project-specific design features.

### **5.18.3.2 Significance of Impacts**

The CPU contains policies that would reduce GHG emissions from transportation and operational building uses (related to water and energy consumption, and solid waste generation, etc.) and would be consistent with the strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Subsequent projects implemented in accordance with the CPU would be required to implement GHG-reducing features beyond those mandated under existing codes and regulations. However, because project-level details are not known, there is the potential that projects would not meet the necessary City reduction goals put in place in order to achieve the reductions required by AB 32. Thus, the level of potential impacts associated with plan conflict would be significant.

### **5.18.3.3 Mitigation Framework**

**GHG-1:** Future projects implemented in accordance with the CPU shall be required to demonstrate their avoidance of significant impacts related to long-term GHG emissions. The Mobility, Urban Design, and Conservation elements of the CPU include specific policies to require dense, compact, and diverse development,

encourage highly efficient energy and water conservation design, increase walkability and bicycle and transit accessibility, increase urban forestry practices and community gardens, decrease urban heat islands, and increase climate-sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to BAU.

Future projects implemented in accordance with the CPU shall be required to incorporate GHG reducing features or mitigation measures in order to show a 28.3 percent reduction in GHG emissions, relative to BAU, to meet AB 32 year 2020 target levels. Quantifiable GHG reduction measures at the level of subsequent projects consist of:

- Building and non-building energy use
- Indoor and outdoor water use
- Area sources
- Solid waste disposal
- Vegetation/carbon sequestration
- Construction equipment
- Transportation/vehicles

#### **5.18.3.4 Significance After Mitigation**

Future projects implemented in accordance with the CPU would be required as a condition of project approval to include GHG-reducing features identified in a project-specific analysis as well as demonstrating consistency with applicable GHG plans, policies, and regulations. The effectiveness and feasibility of the GHG reduction measures stated above in reducing GHG emissions have been documented in the 2010 CAPCOA publication *Quantifying Greenhouse Gas Mitigation Measures* (CAPCOA 2010). They have subsequently been included in the mitigation modules of CalEEMod to quantify GHG emissions and reductions. These measures are included in the City's CMAP, yet to be adopted. These measures are best quantified at the project-level, because specific project-level design information is needed to calculate accurate GHG reductions. Therefore, even with adherence to the Mitigation Framework, GP and CPU policies, at the program-level, impacts related to GHG emissions would remain significant and unavoidable.

#### **5.18.4 Issue 2: Cumulative GHG Emissions**

Would implementation of the CPU generate GHG emissions, either directly or indirectly, that may have a significant impact on the environment?



### 5.18.4.1 Impacts

Given current City guidance, the CPU would be required to demonstrate a 28.3 percent reduction in GHG emissions for the CPU and future projects implemented in accordance with the CPU. The vehicle portion of these estimates has been estimated both with and without accounting for the LCFS. Estimation without accounting for the LCFS is due to the fact that CARB's implementation of the LCFS GHG reduction program has been impeded by recent litigation. In December 2011, a preliminary injunction blocking CARB's implementation of the LCFS was granted. On April 23, 2012, the Ninth Circuit Court of Appeals overturned the injunction pending a ruling on the merits of the case, and as of April 30, 2012, LCFS enforcement is in effect and all outstanding reports are required to be submitted to CARB (CARB 2012). On September 18, 2013, the Ninth Circuit Court of Appeals reversed the ruling of the lower court, removed the injunction, and remanded the case back to the lower court to apply the *Pike* balancing test in determining if the regulation violates the United States Constitution interstate commerce clause by requiring business operations to be performed in the home state when they could be performed more efficiently elsewhere (U.S. Court of Appeals 2013). While there is no injunction currently in place, the City has determined there is sufficient legal uncertainty with this program that projects cannot rely on taking credit for CARB's implementation of the LCFS program when analyzing whether or not it meets the BAU threshold. Accordingly, the City has approved a new protocol requiring GHG technical studies to analyze project impacts both with and without reliance on the LCFS. As discussed previously, BAU emissions are the GHG emissions that would be expected to occur in the absence of GHG-reduction measures (including local and state regulations) or mitigation. To evaluate the CPU's GHG emissions relative to BAU, emissions have been quantified and projected to the year 2020 for both BAU and the CPU. This is because the AB 32, CARB BAU Forecast, and associated Scoping Plan GHG reduction targets (including the overall 28.3 percent reduction in BAU target) have been projected to a year 2020 horizon. Although the CPU has a time horizon of 15 to 20 years, with horizon year buildout anticipated to complete by roughly 2030 or 2035, no specific GHG reduction target has been identified in state legislation after 2020. Executive Order S-3-05 identified a GHG reduction target for 2050 but did not identify interim targets for the decades between 2020 and 2050. Establishing target reductions and significance of GHG emissions beyond 2020 is too speculative. Therefore, in this analysis the GHG emissions estimates based on an assumed buildout year of 2062 for the CPU have been compared to the 2020 GHG reduction goals in order to evaluate significance. In other words, for the purpose of this analysis, buildout is assumed to occur by 2062.

GHG emissions have been estimated using CalEEMod (SCAQMD 2011). In brief, the model estimates criteria air pollutants and GHG emissions by multiplying emission source intensity factors by estimated quantities of emission sources based on the land use information.

Emission estimates have been calculated for the three GHGs of primary concern (CO<sub>2</sub>, CH<sub>4</sub>, and N<sub>2</sub>O) that would be emitted from construction and the five primary operational sources that would be associated with CPU buildout: mobile sources, area sources, energy use,

water use, and solid waste disposal. To evaluate the reductions in GHG emissions of the CPU relative to the BAU 2020 Forecast, emissions have been estimated for two scenarios: first, CPU buildout without GHG-reducing measures (i.e., CPU buildout under BAU conditions) and, second, CPU buildout with GHG-reducing measures. This allowed for a comparison between the CPU buildout with and without GHG-reducing measures in accordance with the City's 28.3 percent reduction goal.

Emissions due to land uses that currently exist in the CPU area have been calculated separately from emissions due to additional new construction that would occur under the CPU. It was assumed that future land uses would be constructed on currently vacant land. The distinction between these two categories has been made because of the differences in energy and water consumption rates for new development versus existing development constructed in accordance with older building codes.

Greater detail on CalEEMod and the methodology and assumptions used to estimate the CPU emissions are contained in the GHG technical report (see Appendix N).

### **a. Vehicle Emissions**

For this analysis, CalEEMod default trip rates have been edited to reflect the trip rates identified for each land use subtype in the TIA (see Appendix J; Urban Systems Associates 2012). The default trip lengths have been used. CalEEMod default vehicle emission factors and fleet mix have been derived from the emission factors (EMFAC) 2007 model and adjusted for Pavley and the LCFS. For this analysis, the default values that account for Pavley and LCFS have been used to yield accurate estimates of the future CPU horizon year buildout with GHG reductions. Vehicle emissions under the BAU scenario would be those that would occur without regulations aimed at reducing vehicle emissions (Pavley and LCFS). To calculate the BAU scenario (i.e., the CPU without GHG reductions scenario), the CPU vehicle emissions have been divided by 0.70 to achieve a 30 percent increase in order to reflect the absence of those two regulations.

The traffic impact analysis determined that approximately 1,045,025 total vehicle trips would occur daily in association with horizon year buildout of the CPU (Urban Systems Associates 2012). The BAU and CPU GHG emissions due to vehicle sources are summarized in Tables 5.18-4 and 5.18-5, respectively. As shown, by accounting for statewide Pavley and LCFS vehicle and fuel regulations identified in the CARB Scoping Plan, BAU vehicle emissions would be reduced by roughly 30 percent. By accounting for only Pavley and not LCFS, BAU vehicle emissions would be reduced by roughly 20 percent.

**TABLE 5.18-4  
SUMMARY OF ESTIMATED BAU GHG EMISSIONS  
(MTCO<sub>2</sub>E)**

Emission Source	Emissions from Currently Existing Development	Emissions from New Development	Total BAU Emissions
Vehicle	738,452	669,176	1,407,628
Energy	195,730	191,122	386,851
Area	8,856	36,118	44,975
Water Consumption	916,242	555,687	1,471,929
Solid Waste Disposal	886,942	525,419	1,412,361
Construction	0	34,604	34,604
<b>TOTAL</b>	<b>2,746,222</b>	<b>2,012,126</b>	<b>4,758,348</b>

**TABLE 5.18-5  
SUMMARY OF ESTIMATED CPU GHG EMISSIONS  
(MTCO<sub>2</sub>E)**

Emission Source	Emissions from Currently Existing Development	Emissions from New Development	Total Future (2020) Emissions
Vehicle	516,916	468,424	985,340
Energy	195,730	182,189	377,918
Area	8,856	36,118	44,975
Water Consumption	916,242	444,550	1,360,792
Solid Waste Disposal	886,942	525,419	1,412,361
Construction	0	34,604	34,604
<b>TOTAL</b>	<b>2,524,686</b>	<b>1,691,303</b>	<b>4,215,989</b>

## b. Energy Use Emissions

CalEEMod default energy values have been based on the California Energy Commission-sponsored California Commercial End Use Survey (CEUS) and Residential Appliance Saturation Survey (RASS) studies, which identify energy use by building type and climate zone. Because these studies have been based on older buildings, adjustments have been made in CalEEMod to account for changes to Title 24 building codes. The default adjustment was made to the current 2008 Title 24 energy code (part 6 of the building code). Adjustments to simulate the 2005 Title 24 energy code are also available in CalEEMod.

For the BAU energy emissions estimate and the existing conditions estimate, GHG emissions from energy use have been calculated based on construction in accordance with the 2005 Title 24 energy code. For the estimates of the CPU, energy emissions have been estimated based on all new development constructed in accordance with the 2008 Title 24 energy code and all existing development, which would remain under buildout of the CPU, constructed in accordance with the 2005 Title 24 energy code. The BAU and CPU GHG

emissions associated with energy use are summarized in Tables 5.18-4 and 5.18-5, respectively.

The Title 24 energy code is updated every five years or so to account for changing technologies. It is likely that over the lifetime of the CPU, the energy code would be updated to include increased standards that would further reduce building energy demand and associated GHG emissions. New building construction and major renovations subject to the updated code would have an improved energy efficiency profile compared to the existing buildings or newer buildings built to comply with earlier versions of the energy code. Subsequent projects would also voluntarily exceed the current Title 24 energy code, install high-efficiency lighting and plug-in appliances, and/or include on-site renewable energy generation. At the project level, the GHG reductions from these actions would be quantified in CalEEMod in accordance with the 2010 CAPCOA GHG Mitigation Measures report. Therefore, over time, the level of GHG emissions resulting from building energy use would be less than the estimates presented in Tables 5.18-4 and 5.18-5.

Also, as discussed earlier, the CARB Scoping Plan includes a Renewables Portfolio Standard, which requires public utilities to acquire an increasing proportion of their energy supply from renewable energies. By 2020, 33 percent of all statewide electricity generation would come from renewable energies. This would result in a statewide emissions reduction of 26.3 MMTCO<sub>2</sub>E. Through implementation of the Renewables Portfolio Standard, GHG emissions from electricity generation needed to supply future projects would likely decline as energy supply shifts from fossil fuel-based energies to renewable energy. Renewable energies have zero to little carbon content and their use in electricity generation emits fewer GHGs. Therefore, over time the quantity of GHG emissions resulting from the CPU's buildout energy consumption would likely be less than those presented in Tables 5.18-4 and 5.18-5.

### **c. Area Source Emissions**

Area source emissions include hearths, woodstoves, and landscaping equipment. The use of hearths (fireplaces) and woodstoves directly emits CO<sub>2</sub> from the combustion of natural gas, wood, or biomass, some of which are classified as biogenic. The use of landscape equipment emits GHGs associated with the equipment's fuel combustion. CalEEMod estimates the number and type of landscape equipment needed based on the number of summer days given the project's location. The model defaults for hearths, woodstoves, and landscaping equipment have been used.

The BAU and CPU GHG emissions due to area sources are presented in Tables 5.18-4 and 5.18-5, respectively. The same quantities have been estimated to occur under BAU and CPU conditions, as no area source GHG reductions would be accounted for at the program level in the CalEEMod estimates.

Measures that would reduce area source emissions include restrictions on hearth fuel type or limits on their quantity or restrictions against the inclusion of hearths in residential projects. Future project-level reduction measures would also include the use of only electric-powered landscaping equipment, such as electric lawnmowers, electric leafblowers and electric chainsaws, versus gasoline or diesel-powered landscaping equipment. These measures have been included in CalEEMod's area source mitigation module, but require quantified project-level data in order to account for any GHG reductions. Subsequent projects that incorporate these kinds of design features or requirements would emit reduced area source GHGs relative to BAU area source emissions.

#### **d. Water Use Emissions**

The amount of water used and wastewater generated by a project would have indirect GHG emissions associated with it. These emissions would be a result of the energy used to supply, distribute, and treat the water and wastewater. In addition to the indirect GHG emissions associated with energy use, wastewater treatment would directly emit both methane and nitrous oxide.

Default water consumption rates have been used for the estimates of BAU and existing conditions, including the existing land uses that would remain within the CPU horizon year. However, for the future/new land uses of the CPU, a 20 percent reduction in water use was applied in accordance with recent requirements of CalGreen. Similar to energy use, recent updates to the water conservation element of Title 24 have resulted in increased water conservation for development subsequent to 2010. New construction that would occur under the CPU would be constructed in accordance with the current 2011 CalGreen or later water conservation requirements. Because the 2011 CalGreen (i.e., Part 11 of Title 24) requires a minimum 20 percent reduction in water use, a 20 percent reduction in BAU water use has been factored into the CPU emissions.

The BAU and CPU GHG emissions due to water consumption are presented in Tables 5.18-4 and 5.18-5, respectively. It should be noted that industrial land uses consume significantly more water than other land uses. Due to the large amount of industrial uses in the CPU area, GHG emissions due to water use would be much greater in the CPU area than in other areas dominated by residential and commercial development.

The CARB Scoping Plan also includes other potential GHG reduction strategies associated with the water sector which they estimate would reduce statewide water sector GHGs an additional 4.8 MMTCO<sub>2</sub>E by 2020. The measures require water suppliers to improve energy and other efficiencies associated with water supply. Thus, it is possible that the embodied energy and resulting GHG emissions associated with supplying potable water to the CPU would decrease somewhat by 2020 through these statewide efforts.

Also, certain design-specific measures that would not be quantifiable at the program level would reduce subsequent projects' water use GHG emissions. Measures that would reduce

water use emissions at the project level include increased water conservation beyond the mandatory minimums in CalGreen, the use of reclaimed water or gray water, and the incorporation of green landscape design methods such as turf reduction/minimization, use of water-efficient plants and materials, and use of highly water-efficient irrigation systems. Project-level design information would be required to quantify the GHG reductions, such as the percent of reduction in water flow for various plumbing fixtures, percent of indoor/outdoor water use served by reclaimed or gray water, area of turf reduction, water demand in gallons per year of the water-efficient landscape design, and so forth.

#### **e. Solid Waste Emissions**

The disposal of solid waste produces GHG emissions from anaerobic decomposition in landfills, incineration, and transportation of waste. CalEEMod determines the GHG emissions associated with disposal of solid waste into landfills. Portions of these emissions are biogenic. CalEEMod methods for quantifying GHG emissions from solid waste have been based on the Intergovernmental Panel on Climate Change (IPCC) method using the degradable organic content of waste. Existing, BAU, and CPU GHG emissions associated with waste disposal have been all calculated using CalEEMod's default parameters.

The BAU and CPU GHG emissions due to solid waste are presented in Tables 5.18-4 and 5.18-5, respectively. The same quantities have been estimated to occur under BAU and CPU conditions, as no solid waste GHG reductions would be accounted for at the program level. Similar to water use, industrial land uses typically generate more waste than other land uses. Due to the large amount of industrial uses in the CPU area, GHG emissions due to solid waste would be greater in the CPU area than in other areas in the basin.

Measures that would reduce solid waste GHG emissions below BAU levels include the institution of recycling and composting services that achieve a quantifiable percentage reduction in the baseline waste disposal. Project-level information would be required in order to account for any GHG reductions. Subsequent projects that incorporate this or other kinds of waste minimization features or requirements would emit reduced solid waste GHGs relative to BAU solid waste emissions.

#### **f. Construction Emissions**

Construction activities emit GHGs primarily through combustion of fuels (mostly diesel) in the engines of off-road construction equipment and through combustion of diesel and gasoline in on-road construction vehicles and in the commute vehicles of the construction workers. Smaller amounts of GHGs are also emitted through the energy use embodied in any water use (for fugitive dust control) and lighting for the construction activity. Every phase of the construction process, including demolition, grading, paving, and building, emits GHG emissions, in volumes proportional to the quantity and type of construction equipment used. The heavier equipment typically emits more GHGs per hour of use than the lighter equipment because of their greater fuel consumption and engine design.



Construction is a temporary source of GHG emissions. Although these emissions are temporary, the impact from the emissions of GHGs is cumulative. The Association of Environmental Professionals (AEP) has recently recommended that total construction GHG emissions resulting from a project be amortized over 30 years and added to operational GHG emissions to provide a cumulative estimate of annual GHG emissions for the plan (AEP 2010). However, the exact nature and timing of development with the CPU area is unknown at this time. In order to provide an estimate of the GHG emissions that would occur from construction of new development, CalEEMod construction defaults have been assumed and the construction phasing has been adjusted to 30 years. Also, as recommended in a recent (March 2012) CalEEMod workshop conducted by CARB, because CalEEMod overestimates construction emissions by roughly 30 percent, the resulting total quantity of construction emissions estimated by CalEEMod has been multiplied by 0.70 to obtain total construction GHGs.

The BAU and CPU GHG emissions due to construction activities are presented in Tables 5.18-4 and 5.18-5, respectively. No quantifiable construction GHG reductions can be accounted for at the program level; therefore, the estimated emissions for both the BAU and CPU conditions would be the same.

The Scoping Plan does not identify any statewide measures specific to reducing GHG emissions from construction activities. However, the Scoping Plan reduction measure affecting heavy-duty truck emissions would potentially encompass construction on-road diesel vehicles and off-road equipment, and further reduce emissions through improved engine technology and conversion to non-diesel, low-carbon fuels. These GHG reductions would be realized by subsequent future projects implemented in accordance with the CPU.

Other project-level measures would be implemented that would reduce BAU construction emissions. While most of the reduction measures pertain to reducing criteria pollutants, particularly particulates, options to reduce GHG emissions include restrictions on equipment fuel type, engine tier, and use of oxidative catalyst reduction.

### **g. Total Combined Emissions**

As shown in Table 5.18-4, the combined total BAU GHG emissions without GHG reductions would be approximately 4,758,348 MTCO<sub>2</sub>E. Of this total, approximately 2,746,222 MTCO<sub>2</sub>E (57.7 percent) would be associated with the CPU's currently existing development, and 2,012,126 MTCO<sub>2</sub>E (42.3 percent) would be associated with new proposed development, consistent with the CPU.

As shown in Table 5.18-5, the combined total CPU GHG emissions without GHG reductions would be approximately 4,215,989 MTCO<sub>2</sub>E. Of this total, approximately 2,524,686 MTCO<sub>2</sub>E (59.9 percent) would be associated with the CPU's currently existing development, and 1,691,303 MTCO<sub>2</sub>E (40.1 percent) would be associated with new proposed development.

Table 5.18-6 summarizes the CPU's estimated BAU emissions, emissions with GHG reductions, and resulting percentage reductions, for evaluation against the City's goal of a 28.3 percent reduction relative to BAU.

**TABLE 5.18-6  
ESTIMATED CPU GHG EMISSIONS AND BAU REDUCTIONS  
(MTCO<sub>2</sub>E)**

Emission Source	BAU Emissions (i.e., without GHG Reductions)	CPU Emissions with Project-Level GHG Reductions	Percent Reduction Relative to BAU Reduction Target
Vehicles	1,407,628	985,340	30.0
Energy Use	386,851	377,918	2.3
Area Sources	44,975	44,975	0.0
Water Use	1,471,929	1,360,792	7.6
Solid Waste	1,412,361	1,412,361	0.0
Construction	34,604	34,604	0.0
<b>TOTAL</b>	<b>4,758,348</b>	<b>4,215,989</b>	<b>11.4*</b>

\*An 11.4 percent reduction accounts for Pavley and LCFS reductions in vehicle emissions, 2008 Title 24 reductions in energy emissions, and CalGreen reductions in water use emissions. By not including the LCFS reduction, the total percent reduction relative to BAU becomes 9.1 percent.

Estimated emissions reductions accounted for in this analysis are due to regulations on auto and fuel manufacturers (Pavley and LCFS) and to the recently updated Title 24 California Building Code that contains increased energy and water efficiency requirements. The Mobility, Urban Design, and Conservation elements of the CPU include specific policies aimed at decreasing vehicle use and increase energy efficiency; however, these cannot be quantified in terms of their GHG emissions reductions at the program level.

BAU emissions would total 4,758,348 MTCO<sub>2</sub>E annually. The CPU emissions with GHG reductions would total 4,215,989 MTCO<sub>2</sub>E annually. This reduction in BAU emissions of 542,359 MTCO<sub>2</sub>E each year would be due to regulations on auto and fuel manufacturers that would reduce vehicle emissions by 2020. Reduction would also be due to the recently updated Title 24 California Building Code that contains increased energy and water efficiency requirements that would reduce GHG emissions from those sources for additional new development. Of the estimated 4,215,989 MTCO<sub>2</sub>E of GHGs associated with buildout of the CPU, the majority (59.9 percent) would come from currently existing development and the remainder (40.1 percent) would come from additional new development.

The CPU GHG emissions, when compared to the BAU annual emissions, would result in an 11.4 percent reduction in GHG emissions relative to BAU. This falls short of meeting the City's goal for demonstrating a minimum 28.3 percent reduction in GHG emissions relative to BAU. When comparing the new proposed development only (i.e., not taking into account the GHG emissions from currently existing development), the CPU would result in a 15.9 percent reduction relative to BAU. The Mobility, Urban Design, and Conservation elements of the CPU include specific policies aimed at decreasing vehicle use and increase energy

efficiency; however, these cannot be quantified in terms of their GHG emissions reductions at the program level. Because the CPU GHG emissions would fall short of the 28.3 percent reduction goal relative to BAU, the cumulative GHG emissions generated from CPU buildout would be considered significant. Therefore, subsequent projects implemented in accordance with the CPU would be required to implement GHG-reducing features beyond those mandated under existing codes and regulations.

It should be noted that if the CPU were not adopted, development in Otay Mesa would continue to occur in accordance with the currently adopted Community Plan. The adopted Community Plan allows for more development than the CPU. The adopted Community Plan would also generate more traffic than the CPU. The CPU would introduce higher density residential and commercial land use designations, as well as several new mixed-use and industrial land use designations. As such, the GHG emissions associated with the adopted community plan would be greater than those summarized in Table 5.18-6.

#### **5.18.4.2 Significance of Impacts**

The 9.1 to 11.4 percent reductions relative to BAU fall short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to BAU, and therefore impacts associated with GHG emissions under the CPU would be significant and unavoidable.

The Mobility, Urban Design, and Conservation elements of the CPU include specific policies to require dense, compact, and diverse development, encourage highly efficient energy and water conservation design, increase walkability and bicycle and transit accessibility, increase urban forestry practices and community gardens, decrease urban heat islands, and increase climate-sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to BAU. These policies are discussed in detail in Section 5.18.3.

Despite the inclusion of these policies (most of which are not quantifiable in terms of their GHG emissions reductions at the program level), and despite the GHG reductions gleaned from statewide regulations on vehicle GHG emissions and building energy and water use, the CPU's projected GHG emissions would fall short of meeting the 28.3 percent GHG reduction target relative to 2020 BAU.

#### **5.18.4.3 Mitigation Framework**

**GHG-2:** Future projects implemented in accordance with the CPU shall be required to demonstrate their avoidance of significant impacts related to long-term operational emissions as identified in mitigation measure GHG-1 in Section 5.18.3.3.

The approximate gap of 16.9 to 19.2 percent in meeting the target reductions shall consist of one or a combination of several effective and quantifiable GHG reduction measures that pertain to: building and non-building energy use; indoor

and outdoor water use; area sources; solid waste disposal; vegetation/carbon sequestration; construction equipment; and transportation/vehicles. Project-level GHG reduction design features shall demonstrate a reduction in BAU GHG emissions to 28.3 percent or more relative to BAU, and to the extent practicable, shall be required for future development projects implemented in accordance with the CPU.

#### **5.18.4.4 Significance after Mitigation**

While future development projects within the CPU area would be required to implement GHG emission reduction measures to the extent practicable, the degree of future impacts and applicability, feasibility, and success of future mitigation measures cannot be adequately known for each future project at this program-level of analysis. Therefore, buildout of the CPU would result in impacts associated with the contribution of GHG emissions to cumulative statewide emissions that would be considered significant and unavoidable at the program-level, even with adherence to the Mitigation Framework. Please also refer to Mitigation Framework GHG-1 in Section 5.18.3.3.

## 6.0 Cumulative Impacts

### 6.1 Introduction

CEQA Guidelines Section 15355 defines cumulative impacts as “two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts.” Section 15355 further states that cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time.

Section 15130(a) of the State CEQA Guidelines requires a discussion of cumulative impacts of a project “when the project’s incremental effect is cumulatively considerable.” Cumulatively considerable, as defined in Section 15065(a)(3), “means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.”

According to Section 15130(b) of the State CEQA Guidelines, the discussion of cumulative effects “...need not provide as great a detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness...” The evaluation of cumulative impacts is to be based on either (A) “a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency,” or (B) “a summary of projections contained in an adopted local, regional, or statewide plan or related planning document, that describes or evaluates conditions contributing to the cumulative effect... Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency” (CEQA Guidelines Section 15130(b)(1)).

Pursuant to Section 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans, which may be incorporated by reference. In addition, no further cumulative impact analysis is required when a project is consistent with such plans, and the Lead Agency determines that the regional or area- wide cumulative impacts of the proposed project have already been adequately addressed in a certified EIR for that plan. In addition, Section 15130(e) states that “if a cumulative impact was adequately addressed in a prior EIR for a community plan, zoning action, or general plan, and the project is consistent with that plan or action, then an EIR for such a project should not further analyze that cumulative impact as provided in Section 15183(j).”

This cumulative impacts analysis relies primarily on the cumulative impact analysis of the General Plan PEIR, which concluded that implementation of the General Plan would result in significant and unmitigable cumulative impacts to the following environmental issue areas:

## 6.0 Cumulative Impacts

agricultural resources, air quality, biological resources, geologic resources, health and safety, historical resources, hydrologic resources, land use, mineral resources, noise, paleontological resources, population and housing, public facilities, public services and utilities, transportation/traffic/circulation/parking, visual effects and community character, water quality and global warming.

## 6.2 Cumulative Analysis Setting and Methodology

A broad examination of cumulative impacts involves considering the CPU together with growth of the City and the region. Development pursuant to the General Plan would occur in accordance with the land use designations and development intensities identified in the Land Use and Community Planning Element. The land uses and the associated potential development designated in the General Plan correlate to regional growth estimates made by SANDAG. SANDAG estimates anticipated growth for the 18 cities and the unincorporated areas within San Diego County for the purpose of allocating growth to specific areas and identifying regional transportation infrastructure needed to support regional growth.

Section 5 of the PEIR for the City's General Plan discusses the cumulative impacts that result from its implementation and is therefore, incorporated by reference. The analysis in the General Plan PEIR relied on the regional growth projections provided by the SANDAG *2030 Regional Growth Forecast Update* (Regional Growth Forecast) estimates for employment, population, and housing for the period between 2004 and 2030. Cumulative impacts were analyzed in light of the significance thresholds presented in Sections 3.1 through 3.17 of the General Plan PEIR, with the exception of global warming impacts, which were discussed separately in Section 6.2.

Cumulative impacts would occur as a result of multiple projects developed by 2030. The General Plan strategy anticipated the cumulative effects of growth and planned for it in a manner that would be balanced in its approach. The focused growth strategy addresses future growth as a whole, and includes policies to avoid or reduce impacts on a cumulative basis.

### 6.2.1 Plans and Programs Evaluated for Cumulative Impacts

The City of San Diego General Plan; the City of San Diego MSCP Subarea Plan and Draft Vernal Pool HCP; the City of San Diego Land Development Code, and the SANDAG RCP were used to evaluate cumulative impacts and are briefly described below. These documents are on file at the City of San Diego Development Services Department, 1222 First Avenue, San Diego, California 92101. A summary of anticipated significant impacts identified for the plans evaluated is included in Table 6-1.



**TABLE 6-1  
PLANS AND PROGRAMS USED FOR CUMULATIVE ANALYSIS**

Map Number	Project	Project Location	CEQA Document (as of August 2013)	Significant Impacts by Resource Issue Area
1	City of San Diego General Plan	City of San Diego	Final EIR certified and plan adopted in March 2008	agricultural resources; air quality; biological resources; geologic conditions; health and safety; historical resources; hydrology; land use; mineral resources; noise; paleontological resources; population and housing; public facilities; public utilities; traffic; visual effects/neighborhood character; water quality; global warming
2	City of San Diego MSCP Subarea Plan	City of San Diego	Final EIR certified and plan adopted in March 1997	land use, biology
3	SANDAG RCP	San Diego region	Final EIR certified and plan adopted in July 2004	land use, population/housing, visual resources, transportation/circulation, air quality, noise, energy, geology/paleontology, hydrology/water resources, biological resources, cultural resources, and public services/utility systems.
4	City of San Diego Land Development Code	City of San Diego	Final EIR certified and adopted in 1999	land use, biological resources, landform alteration, historical resources, paleontological resources, human health and public safety; cumulative: soils/erosion hazard, air quality, hydrology/water quality, biological resources, land use, transportation/circulation, landform alteration, historical resources and paleontological resources.

### **6.2.1.1 City of San Diego General Plan**

A comprehensive update of the City's General Plan (March 10, 2008) is based on a new planning strategy for the City developed in 2002. The Strategic Framework Plan describes the role and purpose of the General Plan, outlines the City of Villages strategy, presents ten Guiding Principles that helped to shape the General Plan, summarizes the plan's elements, and discusses how implementation would occur.

Under the City of Villages strategy, the General Plan aims to direct new development away from natural undeveloped lands into already urbanized areas and/or areas with conditions allowing the integration of housing, employment, civic, and transit uses. It is a development strategy that mirrors regional planning and smart growth principles intended to preserve remaining open space and natural habitat and focus development in areas with available public infrastructure.

### **6.2.1.2 City of San Diego MSCP Subarea Plan and Draft Vernal Pool HCP**

The City of San Diego's MSCP Subarea Plan was approved in March 1997, and provides a process for the issuance of ITPs under the federal and state Endangered Species Act and the California NCCP Act. The primary goal of the City's MSCP Subarea Plan is to conserve viable populations of sensitive species and regional biodiversity while allowing for reasonable economic growth. To carry out this goal, the City's MSCP Subarea Plan establishes an area in which a permanent MSCP preserve, known as the MHPA, is assembled. Development or other discretionary actions are allowed a 25 percent encroachment into the least environmentally sensitive portion of the property.

The City's MSCP Subarea Plan additionally provides MHPA Land Use Adjacency Guidelines, which aim to avoid or reduce significant indirect impacts from adjacent uses. These guidelines address the issues of drainage, toxics, lighting, noise, barriers, invasive species, brush management, and grading/development and are intended to be addressed on a project-by-project basis either in the planning or management stage. New development located adjacent to the MHPA would be required to incorporate measures for reducing potential indirect impacts through implementation of all applicable Land Use Adjacency Guidelines as outlined in the MSCP Subarea Plan.

Additionally, as of the writing of this PEIR, the City is in the process of developing a draft Vernal Pool HCP. The draft HCP is envisioned as a comprehensive planning approach to preserve vernal pool species and their habitat within the City's jurisdiction. The HCP would create a new preserve boundary and updated conditions of coverage for sensitive species, including San Diego and Riverside fairy shrimp, San Diego button celery, spreading navarretia, California orcutt grass, San Diego mesa mint, and Otay mesa mint.

### **6.2.1.3 SANDAG RCP**

The RCP (2004) is the long-range planning document developed by SANDAG to address the region's housing, economic, transportation, environmental, and overall quality-of-life needs. The RCP establishes a planning framework and implementation actions that increase the region's sustainability and encourage "smart growth while preserving natural resources and limiting urban sprawl." The RCP encourages cities and the County to increase residential and employment concentrations in areas with the best existing and future transit connections, and to preserve important open spaces. Basic smart growth principles are designed to strengthen land use and transportation integration through an emphasis on pedestrian-friendly design and mixed-use development.

The RCP also addresses border issues, providing an important guideline for communities that have borders with Mexico. In this case, the goal is to create a regional community where San Diego, its neighboring counties, tribal governments, and northern Baja California mutually benefit from San Diego's varied resources and international location.

### **6.2.1.4 City of San Diego Land Development Code**

Chapters 11 through 15 of the City's Municipal Code (MC) are referred to as the Land Development Code (LDC). The LDC consolidates all development regulations into a sequence of four chapters of the MC consisting of citywide base zones, overlay zones and the planned district ordinances, as well as other requirements to guide development such as the steps for processing development permits, noticing, public hearings and decision-making processes, definitions and rules for calculations and measurements, LDC defined terms, enforcement, use regulations and permit types, as well as procedures for implementation of CEQA and the State CEQA Guidelines. The LDC also includes the ESL and Historical Resources Regulations, as well as the Brush Management Regulations, Landscape Standards and the Storm Water Standards, and the Land Development Manual which includes guidelines for preparing technical reports used to evaluate development projects.

## **6.3 Cumulative Effects Analysis**

### **6.3.1 Land Use**

The General Plan PEIR concluded that the gradual development of this region would result in significant, unavoidable cumulative land use impacts. Certification of the General Plan PEIR included the adoption of mitigation measures that provide strategies for future development proposals in an attempt to reduce significant land use impacts from future projects.

## 6.0 Cumulative Impacts

The assessment of cumulative land use impacts also relies on the SANDAG RCP, as well as the City of San Diego's MSCP Subarea Plan, Draft Vernal Pool HCP and the Land Development Code. One of the overriding land use goals in the RCP is to promote locating future development near existing and planned urban infrastructure, including transit. The MSCP Subarea Plan was prepared in order to meet the requirements of the California Natural Communities Conservation Planning Act (NCCP) of 1992 and forms the basis of the Implementing Agreement which is a contract between the City and the wildlife agencies to ensure implementation of the plan and allows the City to issue take permits at the local level. The MHPA was also developed by the City in cooperation with the wildlife agencies, property owners, developer and environmental groups and delineates the core biological resource areas and corridors targeted for conservation. Limited development is allowed in the MHPA and is further defined in the MSCP Subarea Plan and the ESL Regulations of the LDC.

As discussed in Section 5.1, Land Use, the CPU contains nine elements, each providing community-specific goals, policies, and recommendations. These are consistent with citywide zoning classifications, development design guidelines, other mobility and public realm guidelines, incentives, and programs in accordance with the general goals stated in the City's General Plan. The CPU includes the application of existing, new, or modified zoning, which is consistent with the General Plan goals and policies; therefore, community buildout resulting from development proposals would be consistent with community goals and character.

The CPU's land use plan includes two village opportunity areas that would help to minimize the potential impacts associated with growth. The CPU implements the General Plan by integrating housing in proximity to employment, within pedestrian-friendly, mixed-use village centers located along transit corridors. This occurs in the western portion of the CPU area. The eastern portion of the CPU area preserves Prime Industrial Lands allowing growth of industry and international business opportunities. Incorporation of these concepts would result in the accommodation of population growth primarily within compact village centers, along with the maintenance and development of industrial, business and international trade.

The proposed CPU would contribute to an overall increase in density and intensity of uses within the CPU area. The City's General Plan anticipated the cumulative effects, associated with denser, mixed-use villages and created specific design and planning standards, which are mirrored in the proposed CPU. The CPU would not result in direct or cumulative impacts associated with Land Use Plan Conflicts or Land Use Compatibility.

As discussed in Section 5.1.5, development under the CPU would not result in conflicts with the City's ESL or HRR. The City's process for the evaluation of discretionary projects includes environmental review pursuant to CEQA, as well as analysis of those projects for consistency with the goals, policies and recommendations of both the General and Community Plan. Implementation of General Plan and CPU policies and compliance with federal, state, and local regulations at the project-level would preclude adverse physical changes to the environment associated with land use impacts. The CPU includes specific

submittal requirements for future projects implemented in accordance with CPIOZ Type A with respect to biological and historical resources. Those projects that can demonstrate that no resources are present would not be subject to further evaluation under CEQA. However, for some projects it is possible that resources would be present and subject to discretionary review under CPIOZ Type B and therefore, subject to CEQA.

MHPA boundary adjustment(s) may be proposed as part of future development within the CPU area. The City's MSCP allows for adjustments to the MHPA boundary without the need to amend the MSCP Subarea Plan, provided the boundary adjustment results in an area of equivalent or higher biological value. Six functional equivalency criteria in accordance with the Final MSCP Plan, Section 5.4.2 must be prepared as part of the MHPA boundary adjustment equivalency analysis. Any MHPA boundary adjustments would require concurrence from the Wildlife Agencies. Any MHPA boundary adjustments and functional equivalency analysis would be addressed at the time future development proposals are brought forward pursuant to the adopted CPU. Potential impacts to MHPA preserve configuration as a result of MHPA boundary adjustments would not be considered significant, because the adjustment must meet the required MHPA equivalency analysis criteria and obtain approval from the Wildlife Agencies. Potential impacts to sensitive vegetation and species would be analyzed and mitigated consistent with mitigation measures BIO-1 (uplands) and BIO-4 (wetlands).

### **6.3.2 Visual Effects and Neighborhood Character**

This cumulative assessment of visual impacts relies on the General Plan PEIR. The cumulative study area included in the General Plan EIR was the entire San Diego County region and consisted of significant landscape features and landforms. The General Plan PEIR concluded that the gradual development of this region would result in cumulatively significant aesthetic impacts and included mitigation measures that provide strategies for future development proposals to apply in an attempt to reduce significant visual impacts.

Future growth pursuant to adopted plans in the region including the CPU, does not have the potential to result in a cumulative visual impact. Although adoption of the CPU would contribute to the increased urbanization in the subregion; the extent of adverse effects on visual character would be reduced through implementation of CPU policies addressing design and location of future buildings and inclusion of open-space, neighborhood parks, etc. Changes in visual character and quality resulting from future development within the CPU area would contribute incrementally to cumulative impacts; however, this would be an improvement with regards to aesthetics because development would occur where no development currently exists.

The CPU Urban Design Element contains goals and policies to ensure that development within the CPU area would not result in architecture, urban design, landscaping, or landforms that would negatively affect the visual quality of the area or strongly contrast with

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the surrounding development or natural topography through excessive bulk, signage, or architectural projection. The design controls placed on subsequent development would ensure that development occurs in accordance with the CPU's goals, policies and design objectives. Therefore, the CPU's incremental contribution to visual impacts would not be cumulatively considerable.

### 6.3.3 Air Quality/Odor

While air quality in the SDAB has generally improved over recent decades due to auto emissions and other emissions restrictions and improved technologies, the SDAB is currently in non-attainment for federal and state ozone standards and state PM<sub>10</sub> and PM<sub>2.5</sub>, and is unclassifiable for the federal PM<sub>10</sub> standard. Past development has contributed to this condition and future development forecasted for the region would generate increased air pollution emissions associated with construction activities, transportation, and stationary sources, which could exceed regional air quality standards. Construction activities in particular would result in emissions of PM<sub>10</sub> and PM<sub>2.5</sub>. In addition, the increased volume of traffic generated by new development would increase localized concentrations of CO<sub>2</sub>. While it is not anticipated that construction activities throughout the CPU area would occur simultaneously, there is no way to determine a precise construction schedule at this program-level or whether construction activities within the CPU area would occur concurrently with projects in adjacent areas. Because the air basin is in non-attainment for ozone, PM<sub>10</sub> and PM<sub>2.5</sub>, any potential increase in emissions of these criteria pollutants resulting from future development would pose potential cumulatively considerable and significant air quality effects.

The cumulative assessment of air quality impacts to the SDAB relies on assessment of CPU project consistency with the adopted RAQS and SIP. The RAQS and SIP are based on growth forecasts for the region, which are in turn based on maximum buildout of land uses as allowed in the adopted community and general plans. Potential cumulative air quality impacts would thus be reduced through achievement of emission levels and reduction strategies identified in the RAQS. With regard to ozone precursors ROG<sub>s</sub> and NO<sub>x</sub>, in general, if a project is consistent with the General Plan land use designations and intensity, it has been accounted for in the ozone and other criteria pollutant and TAC attainment demonstrations contained within the SIP, and would not result in a cumulatively considerable ambient air quality impact. In this case, the most recent RAQS/SIP is based on the adopted community plan. As discussed in Section 5.3, Air Quality, area and mobile emissions under the proposed CPU would be less than area and mobile emissions under the adopted community plan for all criteria pollutants. Therefore, the proposed CPU is consistent with the SIP and RAQS and would not result in a cumulatively considerable ambient air quality impact. However, as further discussed in Section 5.3 Air Quality, buildout of the CPU would result in increased construction and operational emissions as well as the generation of air pollutants associated with planned industrial uses (stationary sources) and exposure of toxic

air emissions to sensitive receptors resulting from collocation, and would therefore result in a significant cumulative air quality impact.

Although future development proposals within the CPU area would be required to evaluate and mitigate potentially significant project-level impacts, no feasible mitigation measures are available at this program-level. Therefore, air quality impacts associated with buildout of the CPU would be significant and cumulatively considerable.

### **6.3.4 Biological Resources**

Preservation of the region's biological resources has been addressed through the implementation of regional habitat conservation plans. Impacts to biological resources in the City of San Diego, are managed through the adopted MSCP Subarea Plan which is incorporated by reference in the City's adopted General Plan.

As discussed in Section 5.4, Biological Resources, the CPU area currently supports a number of sensitive resources including riparian scrub, freshwater marsh, vernal pools, coastal sage scrub, native grassland, maritime succulent scrub, non-native grassland, and southern mixed chaparral. The distribution of these sensitive vegetation communities present in the CPU area are shown on Figure 5.4-2. Likewise, there are 23 sensitive plant species and 28 sensitive wildlife species occurring or historically known to occur in the CPU area. The Dennerly and Spring canyons, connected by the Otoy Mesa Road culvert, are major wildlife movement corridors within the CPU area. Additionally, the canyons along the Otoy River Valley on the northern boundary of the CPU area provide for east-west wildlife movement.

The CPU incorporates several policies related to the protection of biological resources. These are detailed in Section 5.4.4.1 and focus primarily on the CPU's consistency with the City's ESL Regulations, the Biology Guidelines and MSCP Subarea Plan Management Policies to protect the area's sensitive plants and animals. This PEIR also includes a mitigation framework for future development implemented in accordance with the CPU.

Future commercial, business park and industrial development applications for properties that are subject to the CPIOZ and that are consistent with the CPU zone regulations, and the supplemental CPIOZ regulations, would be processed ministerially (CPIOZ Type A) in accordance with the procedures of the CPIOZ which requires preparation and submittal of a focused biological resources survey to determine presence or absence of sensitive plants and animal species. Future development proposal that do not comply with the supplemental regulations for CPIOZ Type A and the regulations of the underlying zone would apply for a CPIOZ Type B permit and would be required to obtain discretionary approval through a Site Development Permit. Implementation of the CPIOZ would ensure consistency of all future development with CPU goals and policies. Although implementation of the CPU has the potential to result in significant direct and indirect impacts to sensitive plant and animal



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species which can be mitigated at the project-level, these projects would be required to implement the Mitigation Framework identified in the MMRP which requires site-specific environmental review, analysis of potential impacts to biological resources, and recommendations for mitigation to reduce significant project-level biological resource impacts to below a level of significance. Although each individual future project implemented in accordance with the CPU would contribute to incremental biological resource impacts, compliance with adopted CPU policies, the MSCP Subarea Plan, ESL Regulations, the Biology Guidelines and strict adherence to the Mitigation Framework would ensure that impacts from future development would not be cumulatively significant.

### **6.3.5 Historical Resources**

The General Plan PEIR stated that the continued pressure to develop or redevelop areas would result in incremental impacts to the historic record in the San Diego region, which was determined to be a cumulatively significant impact. Regardless of the efforts to avoid impacts to historical resources, the more that land is redeveloped, the greater the potential for impacts to historical resources. Furthermore, the General Plan, RCP and LDC EIR's concluded that the loss of historical resources in the region would be cumulatively significant.

The Historic Preservation Element of the CPU includes specific policies addressing the history and historical resources unique to the CPU area in order to encourage appreciation of the community's history and culture. As discussed in Section 5.5, Historical Resources, the CPU would result in direct impacts to historical resources. The goals, policies, and recommendations enacted by the City, combined with the federal, state, and local regulations described in Section 5.5, provide a framework for developing project-level mitigation measures for future subsequent development projects.

Future commercial, business park and industrial development applications for properties that are subject to the CPIOZ and that are consistent with the CPU zone regulations, and the supplemental CPIOZ regulations, would be processed ministerially (CPIOZ Type A) in accordance with the procedures of the CPIOZ which requires preparation and submittal of a archaeological survey to determine presence or absence of resources within a project site. Future development proposal that do not comply with the supplemental regulations for CPIOZ Type A and the regulations of the underlying zone would apply for a CPIOZ Type B permit and would be required to obtain discretionary approval through a Site Development Permit. Implementation of the CPIOZ would ensure consistency of all future development with CPU goals and policies. These policies and regulations are designed to reduce impacts to historical resources to below a level of significance.

There are no impacts associated with the historical built-environment, and therefore, they are not considered in the cumulative analysis. Potential impacts to Historical Resources (Archaeology) are individually significant and when taken into consideration with other past

projects, current projects and probable future projects in the CPU or region, do contribute to a cumulative impact; specifically with respect to non-renewable resources. However, with implementation of the Mitigation Framework detailed in the PEIR, information associated with these resources from project-level analysis would be collected, catalogued and included in technical reports available to researchers for use on future projects, thereby reducing the cumulative impact to below a level of significance.

### **6.3.6 Human Health/Public Safety/Hazardous Materials**

The cumulative assessment of impacts to human health/public safety/hazardous materials relies in part on the General Plan PEIR and the Hazardous Materials Technical Study (HMTS) prepared for the CPU. The General Plan PEIR concludes that the population growth occurring during implementation of the General Plan would result in an incremental increase in the number of people exposed to hazards. The General Plan PEIR includes the adoption of mitigation measures that provide strategies for future development proposals to reduce significant impacts to human health and safety. However, because the degree of future impacts and applicability, feasibility, and success of future mitigation measures would not be adequately known at the program-level, the General Plan PEIR concluded that there would be a cumulatively significant impact to human health and safety.

Projected population growth associated with the CPU would increase the number of people potentially exposed to hazards associated with wildfires. As discussed in Section 5.6, Human Health/Public Safety/Hazardous Materials, City regulations, as well as General Plan and CPU policies, would help reduce, but not completely abate, the potential risks of wildland fires, and subsequent review of development proposals implemented in accordance with the CPU would likely result in a reduction of impacts through design measures focused on fire safety. However, for some projects, it is possible that adherence to regulations may not adequately avoid or reduce incremental urban and wildland fire impacts, and such projects would require additional measures.

The CPU would introduce additional residents and businesses within the AIA for Brown Field. Future development pursuant to the CPU would require consistency with the adopted ALUCP. Therefore, implementation of the CPU would not result in a cumulative impact associated with aircraft hazards.

As further discussed in Section 5.6, Human Health/Public Safety/Hazardous Materials, a total of six sites associated with County's DEH site assessment and mitigation cases were identified within the CPU area. The CPU includes new uses near existing industrial development or existing properties of environmental concern, as well as industrial and commercial land use designations that would allow certain business and industrial operations to generate, transport, or temporarily store hazardous waste within the vicinity of residential uses. The addition of trucks serving local businesses would also expose an increased number of residents to hazards associated with the release of hazardous

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materials that are being transported through the CPU area. As future projects are submitted for review, site-specific studies will be required to determine the potential for impacts resulting from new development or redevelopment of existing sites, which have been identified on local, state or federal lists related to hazardous materials. Future project applicants would be required to consult with and obtain clearance from the County's DEH before subsequent development projects would be recommended for approval. Compliance with existing local, state, and federal regulations, General Plan and CPU policies and the Mitigation Framework identified in Section 5.6, would ensure that no direct or cumulative impacts related to Human Health/Public Safety/Hazardous Materials would result from implementation of the CPU.

### **6.3.7 Hydrology/Water Quality**

Implementation of the CPU through the construction and operation of future projects could result in significant impacts on drainage patterns, water quality, flooding, and groundwater, and an increase in stormwater runoff within the study area.

Future projects within the CPU area would be required to comply with all NPDES permit requirements, including the development of an SWPPP if the disturbed area covers 1 acre or more or a Water Quality Control Plan if the disturbed area is less than 1 acre; utilize/follow the City's Storm Water Standards Manual for drainage design and BMPs for treatment. In addition, adherence to the San Diego RWQCB NPDES requirements and the San Diego Bay and Tijuana River WURMP would help ensure operational compliance of future projects within the CPU area.

However, minimization of a direct impact does not necessarily guarantee that no additional cumulative impacts would occur. The potential exists that implementation of future development in the study area could have a cumulative impact on hydrology and water quality of the watersheds, including downstream problems with flooding, sizing of drainage facilities, erosion and sedimentation that is not avoided through implementation of local, federal and state regulations that require the implementation of storm water control facilities and BMPs.

Pursuant to the City's Storm Water Standards, future development would be required to implement construction, post-construction, and permanent BMPs in addition to hydromodification management to minimize water quality impacts both during the construction and operation phases. Future development projects would be required to enter into a Storm Water Management and Discharge Control Maintenance Agreement with the City to ensure the maintenance of the permanent BMPs. Future development would also be required to implement these mandated water quality protection measures and, through adherence to the City's NPDES permit, Standard Urban Stormwater Management Plan, and Stormwater Standards Manual, would prepare project-specific SWPPPs and implement

practices that would preclude significant water quality impacts. Implementation of these requirements would avoid potentially significant cumulative impacts.

The CPU contains goals and policies related to the provision of a reliable system of stormwater facilities to serve the existing and future needs of the community and as a means to minimize urban runoff and pollution. Because the CPU includes measures intended to minimize impacts to hydrology and water quality and future development would be required to adhere to the local, state and federal regulations, related to water quality, implementation of the Mitigation Framework provided in Section 5.7, Hydrology and Water Quality, including the requirement for all subsequent projects to prepare SWPPPs and Storm Water Mitigation Plans in accordance with local and state regulations would preclude the potential for cumulative impacts.

### **6.3.8 Geology/Soils**

The General Plan PEIR concluded that projected population growth in the county and in the CPU area would increase the number of people potentially exposed to seismic and geologic hazards, specifically within the western and southern edges of the CPU that are identified as moderate to high geotechnical and relative risk area. Erosion rates would be accelerated by earthwork for new construction during buildout of the CPU. However, such impacts are site-specific and do not compound or increase in combination with projected development elsewhere in the county.

As discussed in Section 5.8, Geology/Soils, potential impacts to future development would be addressed through project-level analysis and the application of remedial measures identified in site-specific geotechnical investigations (when applicable), along with the Mitigation Framework specified in Section 5.8 of this PEIR. Additionally, adherence to the City's Grading Ordinance and conformance to building construction standards for seismic safety with the California Building Code satisfactory to the City Engineer would assure potential impacts would be less than significant. Therefore, future development implemented in accordance with the CPU would not result in a cumulatively considerable impact.

### **6.3.9 Energy Conservation**

The study area for the energy conservation cumulative effects analysis is defined as the San Diego region. The CPU is projected to result in an increase in both population and energy consumption as compared to existing conditions and would contribute to a citywide cumulative increase in demand for both electricity and natural gas.

At a minimum, future development implemented in accordance with the CPU area would be required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Development would also be required to be in conformance with the General Plan and CPU policies, which

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identify sustainability and energy efficiency design standards, including: environmentally oriented site design (CPU 4.9-1), environmentally conscious building practices (CPU 4.9-2, 4.9-3), sustainable landscaping techniques (CPU 4.9-4), and low impact development principles (CPU 4.9-5).

The CPU would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the CPU, and construction-related energy impacts would be less than significant. Implementation of the CPU is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of the CPU state and local mandates for energy conservation, and the energy reduction measures set forth in the CPU policies, impacts associated with energy use would be less than significant. Therefore, through adherence to energy policies contained within state regulations and the CPU, future development implemented in accordance with the CPU would not contribute to a cumulatively considerable increase in energy related impacts.

### **6.3.10 Noise**

The City's General Plan PEIR concluded that as the region develops in response to projected population growth, future residential, commercial, industrial, transportation, and public facilities projects would not only result in short-term construction-related noise impacts, but the operation of these projects would cumulatively increase ambient noise levels in the county. All jurisdictions have existing ordinances that dictate periods of construction to avoid significant impacts, and no cumulatively considerable noise impacts would result from construction activities.

Cumulative noise impacts would generally be associated with improvements to major regional transportation corridors and stationary sources such as industrial land uses. Sensitive receptors within the noise impact zone of major transportation corridors and significant stationary sources of noise could be exposed to noise levels in excess of applicable standards as a result. Future development within both the CPU and adjacent areas would generate increased noise levels associated with both transportation and stationary sources, which could exceed City standards.

The Noise Element of the General Plan includes specific policies pertaining to compatible land uses, and the CPU Noise Element provides additional policies for noise attenuation pertaining to new uses that would help protect people living and working in the CPU area, especially within areas of residential–industrial interface from an excessive noise environment. The residential–industrial interface would allow for the collocation of noise sensitive uses (i.e., residential) adjacent to noise generating commercial and industrial uses resulting in a cumulative increase in exposure of people to excessive noise levels.

As discussed in Section 5.10.3.2, exterior noise levels at uses adjacent to I-805, SR-905, SR-125, Otay Mesa Road, and Airway Road would exceed applicable noise standards. The incremental exposure of sensitive receptors to increased vehicular noise levels along major transportation corridors and within the vicinity of new residences, when viewed in connection with the increased number of trucks, buses, and trains along these corridors and new stationary sources associated with development elsewhere in the City and surrounding jurisdictions, would be cumulatively considerable.

Compliance with the goals, policies, and recommendations of the General Plan and CPU, along with federal, state, and local regulations would, in general, preclude impacts related to the incremental exposure of sensitive receptors to increased ambient noise levels along major transportation corridors and within the vicinity of new stationary sources. However, with buildout of the CPU, there is the potential for exposure of sensitive receptors to increased noise related to roadways and stationary sources, such as commercial and industrial operations. The CPU therefore, would contribute to a cumulatively considerable noise impact.

### **6.3.11 Paleontological Resources**

The General Plan PEIR concluded that impacts to paleontological resources, similar to historical resources, would be cumulatively significant. For each future subsequent development project requiring mitigation, the General Plan PEIR identified site-specific measures detailed in the Mitigation Framework, which would reduce significant project-level paleontological resources impacts to less than significant.

As discussed in Section 5.11, Paleontological Resources, the majority of the CPU area overlies geologic formations assigned a high or moderate sensitivity rating. Based on the excavation activities associated with future development implemented in accordance with the CPU, there is a potential to impact subsurface paleontological resources. A Mitigation Framework consistent with the General Plan PEIR has been incorporated into this PEIR to reduce potential impacts to below a level of significance.

Future commercial, business park and industrial development applications for properties that are subject to the CPIOZ and that are consistent with the CPU zone regulations, and the supplemental CPIOZ regulations, and can demonstrate that no paleontological fossil resources are present on the project site; the project can be processed ministerially (CPIOZ Type A) and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Paleontological Resources. Implementation of the CPIOZ would ensure consistency of all future development with CPU goals and policies. These policies and regulations are designed to reduce impacts to paleontological resources to below a level of significance. Therefore, the incremental contribution of impacts from grading activities in

high and moderate fossil-bearing formations would not be considered cumulatively significant.

### **6.3.12 Traffic/Circulation**

Because the CPU would not result directly in the development of new or expanded uses, the analysis of potential impacts to transportation/circulation detailed within Section 5.12 is conducted at a program-level and reflects potential cumulative (i.e., Horizon Year 2030) impacts.

The traffic analysis is based on the inclusion of SANDAG's Mobility 2030 Plan, identified improvements to the regional transportation system, and the understanding that the La Media Road bridge crossing the Otay River Valley would not be constructed, as it has already been removed from the City of Chula Vista Facilities Financing Plan. Additionally, the traffic analysis is based on the approval of proposed road classifications included as part of the CPU (see Table 5.12-5).

Traffic thresholds for the CPU are presented in Section 5.12.2. If the CPU exceeds these thresholds, then the CPU would be considered to have a significant cumulative impact. A significant cumulative impact would also occur if the CPU would cause the LOS to degrade from D to E, even if the allowable increases are not exceeded.

Implementation of the CPU would increase the number of intersections and road or freeway segments operating at LOS E or F within the CPU area. As shown in Tables 5.12-6 and 5.12-7, the CPU would result in unacceptable LOS E or F operations for 24 roadway segments, and 49 intersections. These would be considered significant cumulative impacts.

Also under the "Horizon Year Plus CPU" conditions, five segments of SR-905 would be expected to operate at unacceptable levels of service (see Table 5.12-8), and five ramp meter locations would also experience a downstream freeway operation of unacceptable LOS E or F (see Table 5.12-9). These failures would be considered significant cumulative impacts of the CPU.

At the program-level, impacts would be reduced through the CPU's proposed roadway classifications and identification of necessary roadway, intersection and freeway improvements. With proposed mitigation, 24 roadway segments, 39 intersections, five freeway segments, and five freeway ramp meter locations would operate at unacceptable levels of service. Mitigation or construction of these improvements would be carried out at the project-level by future development and with implementation of Public Facilities Financing transportation projects. Funding would be either through construction by individual projects, or through fair share contributions to be determined at the project-level, or through payment of Facilities Benefit Assessment fees. While some CPU circulation impacts would ultimately be reduced to less than significant through project-level mitigation, the CPU, in conjunction with other past, present or future projects, as identified in



Section 5.12, would result in a significant cumulative impact. The CPU's contribution to the aforementioned impacts would be cumulatively considerable.

### **6.3.13 Public Services**

The anticipated population growth within the CPU area would increase the demand for fire protection, police protection, schools, parks and recreation, and libraries. This demand, together with the demand from other development in the surrounding area, would result in a need for new or modified facilities. The construction of new or improved public services and facilities infrastructure could result in physical impacts to the environment.

The General Plan PEIR identified that a cumulatively significant impact exists relative to public services and facilities. Many agencies such as police and fire departments are party to agency sharing agreements in which agencies from one jurisdiction provide a public service to another jurisdiction under certain circumstances. In addition, some smaller school districts within the City serve students in other jurisdictions in the county. Therefore, impacts associated with the need for new or physically altered public services and facilities are cumulative in nature.

As discussed in Section 5.13, the City has planned for facilities that would adequately accommodate the projected growth of the CPU area. The construction of these facilities would most likely take place within the development footprint of the CPU and would be subject to independent environmental review at the time design plans are available. Consistent with the General Plan PEIR, for future subsequent development projects requiring mitigation, site-specific measures would be identified to reduce significant project-level incremental impacts associated with new construction of, or improvements to, public services and facilities infrastructure to less than significant. In addition, concurrent with adoption of the CPU, the PFFP provides a mechanism to ensure that the need for public facilities identified in the land use plan are funded through payment of DIF or fair share contribution by future project implemented in accordance with the CPU. As such, the CPU would not contribute to a cumulative impact.

### **6.3.14 Utilities**

#### **6.3.14.1 Water**

The City PUD and OWD are responsible for water supply distribution with the CPU area. The City PUD's Otay Mesa service area was evaluated and reviewed in the Otay Mesa Master Plan Optimization Baseline Report, which recommended backbone infrastructure improvements to the City's PUD system. The OWD's water system model was updated in October 2008 as part of the 2008 WRMP and again in November 2010, as part of the 2010 WRMP Update. The improvements identified above from the City's Baseline Report would be required regardless, and are not necessitated by implementation of the CPU. The

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addition of pumping capacity to the Otay Mesa pump station, which is necessitated by the CPU, would occur at an existing facility and would not result in significant new environmental impacts. The OWD has not identified any infrastructure improvements that are necessitated by implementation of the CPU. Future development within the City PUD Otay Mesa service area and OWD service area could result in additional demand for reclaimed water. However, water distribution facilities would be expanded pursuant to the City PUD's Otay Mesa Master Plan and the OWD's 2010 WRMP; therefore, no cumulative impacts associated with water distribution facilities would result.

### **6.3.14.2 Wastewater**

The City PUD is responsible for wastewater service within the CPU area. Wastewater service to the CPU area is currently provided through the Otay Mesa sewer collection system, the OVTS system, and Metropolitan Sewerage System (Metro). The study area considered for the sewer utility cumulative effects analysis is, therefore, defined as service areas for the Otay Mesa sewer collection system, the OVTS and Metro.

Growth associated with buildout of the CPU would increase wastewater flows by 1.33 mgd over buildout of the adopted community plan, for a total projected wastewater generation of 9.68 mgd. This increase would trigger the need for the construction of additional sewer infrastructure, including an increase in the sizing of sewer pipelines. The 2004 OMTS Sewer Master Plan and 2009 Refinement Report identified these improvements as potentially required in future phases to accommodate wastewater generation associated with buildout of the CPU area. The additional wastewater transmission improvements identified within the reports would occur within existing utility line easements and facilities, and therefore, would not result in significant new environmental impacts. Future development within the study area would be served by improvements identified within the Master Plan. No cumulative impacts associated with waster transmission infrastructure would result from the CPU.

### **6.3.14.3 Reclaimed Water**

Recycled water service in the CPU area is planned to be provided by the OWD. Therefore, the cumulative study area relative to reclaimed water is OWD's service area, which encompasses the CPU area and Eastlake to the north. OWD's 2008 WRMP evaluated ultimate recycled water supply, storage, and pumping conditions, which would be required within the service area. The OWD's 2010 WRMP Update incorporated demands projected under the CPU, and did not identify additional storage or pumping deficiencies beyond improvements recommended in the 2008 WRMP. The improvements identified above from the OWD's 2008 and 2010 WRMPs would be required regardless and are not necessitated by implementation of the CPU. The OWD has not identified any reclaimed water infrastructure improvements that are necessitated by implementation of the CPU. Future development within the OWD service area could result in additional demand for reclaimed

water. Recycled water facilities would be expanded pursuant to the OWD's 2010 WRMP; therefore, no cumulative impacts associated with reclaimed water would result.

#### **6.3.14.4 Solid Waste**

Buildout of the CPU area would generate solid waste through both demolition and construction, along with ongoing operations of existing and future land uses within the CPU area. Waste generated from the CPU area would most likely be disposed of at the Otay Landfill, which has adequate capacity through 2021. Other disposal options include the Sycamore or Miramar landfills. All landfills within the San Diego region are approaching capacity and are due to close within the next three to 20 years. The application of the City's Recycling Ordinance, solid waste storage ordinance and the Construction and Demolition Debris Diversion Deposit Program, along with adherence to the policies in the General Plan and CPU would continue to reduce solid waste generation and increase recycling efforts. However, as indicated in Section 5.14, regulatory compliance alone would only allow for a 40 percent diversion rate at the program-level. In order to meet with State-mandated 75 percent diversion requirements, additional measures for waste reduction would need to be identified at the project-level. Therefore, buildout of the CPU would increase the amount of solid waste, resulting in a cumulative impact relative to solid waste capacity and collection.

Future development implemented in accordance with the CPU that meet the City threshold would be required to prepare and implement site-specific solid waste management plans, which include measures to supplement regulatory compliance, and reduce significant project-level solid waste impacts to below a level of significance. However, even with strict adherence to the CPU policies, regulatory compliance in the Municipal Code and implementation of the Mitigation Framework detailed in Section 5.14, the CPU's contribution to solid waste impacts would be cumulatively considerable.

#### **6.3.15 Water Supply**

The SDCWA 2010 UWMP identifies a diverse mix of water resources projected to be developed through 2035 to ensure long-term water supply reliability for the county, including the identification of alternative water supply sources to alleviate the risk of unforeseen water shortages. As discussed in Section 5.15, water demand associated with accelerated forecasted growth is intended to account for a portion of SANDAG's residential land use development currently projected to occur between 2035 and 2050. However, this demand has the potential to occur on an accelerated schedule. Under this model, the difference between the planned and proposed water demands of the CPU is accounted for in the SDCWA 2010 UWMP.

The CPU area is served by both the City PUD and the OWD. The WSAs prepared for the proposed CPU concluded that the CPU would be consistent with the water demands assumptions included in the regional water resource planning documents of the SDCWA

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and MWD. Furthermore, current and future water supplies, as well as the actions necessary to develop these supplies, have been identified in the water resources planning documents of the PUD, OWD, the SDCWA and MWD to serve the projected demands of the CPU area, in addition to existing and planned future water demand of the County. No cumulative impact exists, and no cumulatively considerable impact would occur from implementation of the CPU.

### **6.3.16 Population and Housing**

The study area considered for the population and housing cumulative impact analysis is defined as the region. The increase in housing supply proposed by the CPU would implement the housing goals of SANDAG's RCP and the General Plan Housing Element, not only in terms of quantity, but also diversity and location of residentially designated land. Buildout of the CPU area would contribute a projected maximum net increase of 6,374 dwelling units to the housing stock within the City and region. The increase in housing stock would accommodate the projected growth in population in the region and is consistent with the adopted General Plan and smart growth principles in that the higher residential density communities within the CPU area would be located close to transit, served by existing public infrastructure, and close to major urban amenities and jobs. Therefore, no significant cumulative impacts would result.

### **6.3.17 Agriculture/Mineral Resources**

#### **6.3.17.1 Agriculture**

As discussed in Section 5.17, Agriculture/Mineral Resources, buildout of the CPU would convert 180 acres of Farmland of Statewide Importance as well as 28 acres of Unique Farmland to non-agricultural uses. In conjunction with buildout of other communities in the region, including development in the unincorporated areas, the CPU would result in a countywide loss of agricultural land, resulting in a significant cumulative impact.

Farmland within the CPU area is not contiguous and is currently surrounded by urban land uses and MHPA lands. Production associated with agricultural operations in the CPU area is not significant in terms of countywide agricultural value and agriculture is designated as interim use pending future development in the adopted Community Plan (1981). Of the 3,900 acres listed in the adopted Community Plan, 306 acres are currently still under agricultural production within the CPU area (SANDAG 2009). This represents only a tenth of one percent (0.1 percent) of the total acreage under cultivation within the county. A conversion of this amount would not be considered a significant agricultural loss. Because the CPU allows the interim use of the 306 acres currently under production, and because the loss of this acreage is not regionally significant to agricultural production, the loss would not be cumulatively considerable.

### **6.3.17.2 Mineral Resources**

As discussed in the City's General Plan EIR, development associated with future population growth in San Diego County could result in adjacent incompatible land uses that impact the extraction of mineral resources. Also, a balancing of implementation of General Plan goals and policies addressing habitat and open space preservation and mineral extraction may lead to the loss of access to significant mineral resources. In general, implementation of General Plan policies and compliance with federal, state, and local regulations would preclude mineral resources impacts.

As discussed in Section 5.17, Agriculture and Mineral Resources, "regionally significant" MRZ-2 aggregate resource areas exist within the northwest portion of the CPU area. While implementation of the CPU would result in the loss of mineral resources, it would not represent a loss of value to the region because this area is developed or planned to be developed as identified in the adopted 1981 Community Plan. Therefore, access to areas of significant aggregate within the CPU area are already restricted, which reduces the likelihood of extraction of those resources. Furthermore, the surrounding residential and commercial development in close proximity to this area would not be compatible with the extraction processes. When considering past, present, and future development in the region, implementation of the CPU would not result in a cumulatively considerable impact to mineral resources.

### **6.3.18 Greenhouse Gas Emissions**

Greenhouse gas emissions are a cumulative concern on the global level and are generally regulated through state-wide legislation. For the purposes of the CPU, the study area for cumulative GHG emissions modeling is consistent with that of the traffic analysis. The boundary of the study area includes the CPU area and extends to those areas outside the CPU area, to roads that are common to other communities in the City of San Diego and other jurisdictions, such as the City of Chula Vista and the County of San Diego.

Section 5.18, Greenhouse Gas Emissions, provides a discussion of whether implementation of the CPU would generate GHG emissions, either directly or indirectly, that would have a significant cumulative impact on the environment. The section also analyzes the issue of whether the CPU's GHG emissions, with incorporation of GHG-reducing regulations and design features, would achieve a 28.3 percent or greater reduction relative to the CPU's BAU GHG emissions. Specific emission levels associated with vehicle use, energy use, area source emissions, water use, solid waste, and construction emissions are identified in Section 5.18.4.1a through 5.18.4.1g of the PEIR.

As shown in Table 5.18-6, the CPU GHG emissions, when compared to the BAU annual emissions, would result in an 11.4 percent reduction in GHG emissions relative to BAU. This falls short of meeting the City's requirement to achieve a minimum 28.3 percent reduction in

## 6.0 Cumulative Impacts

GHG emissions relative to BAU. The CPU Mobility, Urban Design, and Conservation elements include specific policies aimed at decreasing vehicle use and increase energy efficiency; however, these cannot be quantified in terms of their GHG emissions reductions at the program-level, and the GHG emissions generated from CPU buildout, in conjunction without other local GHG emissions sources, would be cumulatively significant. While future development implemented in accordance with the CPU would be required to incorporate GHG emission reduction measures to the extent practicable, the CPU would fail to reduce its GHG emissions from BAU by a minimum of 28.3 percent, and therefore, the CPU's contribution to GHG emissions would be cumulatively considerable.

## 7.0 Growth Inducement

Pursuant to the 2012 CEQA Guidelines Section 15126.2 (d), an EIR shall “discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment...it must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.” According to the City’s 2011 Significance Determination Thresholds, growth inducement:

... is usually associated with those projects that foster economic or population growth, or the construction of additional housing, either directly or indirectly which may result in the construction of major and new infrastructure facilities. Also, a change in land use policy or projects that provide economic stimulus, such as industrial or commercial uses, may induce growth. Accelerated growth may further strain existing community facilities or encourage activities that could significantly affect the surrounding environment.

In addition, the Thresholds state that “the analysis must avoid speculation and focus on probable growth patterns or projects” (City of San Diego 2011d).

As previously discussed in Section 5.16, according to SANDAG, there were an estimated 15,323 residents in 2012 in the CPU area (SANDAG 2012b). By 2030, this population is projected to increase to 46,392; and to 65,368 by 2050 (SANDAG 2010b). Based on Government Code Section 65300, the General Plan serves as a comprehensive, long-term plan for physical development of the City and, by definition, is intended to manage and address future growth in the City. In accordance with the framework and policies in the City’s General Plan, future population growth would be accommodated primarily in existing urbanized areas or mixed-use villages.

The General Plan is based on the previously adopted City of Villages strategy. Under this strategy, a “village” is a place where residential, commercial, employment, and civic uses are present and integrated. The City of Villages strategy addresses the need for redevelopment, infill, and new growth in compact, mixed-use activity areas that are pedestrian-friendly, centers of community, and linked to the regional transit system. Implementation of the City of Villages strategy relies upon the future designation and development of village sites through comprehensive community plan updates. This strategy, as implemented through the General Plan goals and policies, is designed to provide a framework to manage and plan for future population growth in the City.

The CPU incorporates the City of Villages strategy by designating residential, village center and commercial, and most open space and park areas in the western portion of the CPU



area. The community village concept draws upon the character and strength of the CPU's mixed-use settings and commercial centers. This western portion of the CPU area is planned to be comprised of vibrant pedestrian neighborhoods with enhanced connectivity. Additionally, CPU policies direct housing growth to areas suitable for residential use, buffered from industrial uses.

The CPU would also provide guidance for orderly growth and development in accordance with smart growth principles. Through the placement of higher density residential development in areas in and around transit and commercial corridors, the CPU would create mixed-use urban environments that support transit and pedestrian activity. A PFFP is being prepared concurrently with the CPU to allow for the maintenance and improvements in infrastructure capacity and public services to coincide with future development. Other potential environmental impacts associated with population growth in the CPU area (e.g., transportation/traffic, air quality, noise, GHG emissions) are addressed in the relevant sections of this PEIR.

SANDAG population projections prepared for the CPU area indicate that population would increase over time, regardless of whether the CPU is approved. As shown in Table 5.16-3, the CPU would result in an increase of approximately 6,374 residential dwelling units as compared to the adopted community plan and almost 14,500 additional units above existing. While planning for increased population growth within the CPU area, the Economic Prosperity Element of the CPU aims to maintain the vital role of the CPU area in the economic prosperity for the entire San Diego and U.S./Mexico border region due to activities generated at the Otay Mesa POE and additional base-sector industries. In order to accomplish this, the CPU includes land use planning principles, as well as goals and policies intended to protect, preserve, and expand the Prime Industrial Land designation in the eastern portion of the CPU area. Policies are intended to encourage the development of existing and emerging technology-based industries on these Prime Industrial Lands.

Overall, the CPU provides comprehensive planning for the management of population growth and necessary economic expansion to support economic development efforts where none currently exist.

## 8.0 Effects Found Not to Be Significant

Pursuant to CEQA Guidelines Section 15128, based upon initial environmental review, the City determined that the CPU would have the potential to result in adverse effects on all environmental issue areas and called out as such in the Notice of Preparation distributed in 2010. While each of the environmental issue areas are further discussed in Chapter 5.0, Environmental Analysis of this PEIR, during the course of evaluating potential impacts and developing polices to be adopted with the CPU, the following issue areas were determined not to be significant and therefore, no mitigation would be required:

- Land Use (Land Use Plan Conflicts, Land Use Compatibility, Brush Management, MSCP Specific Management Directives for Otay Mesa)
- Visual/Aesthetics (Public Views, Compatibility, Landform Alteration, Unique Physical Features)
- Air Quality (Plan Consistency, Sensitive Receptors (Hot Spot and Particulate Matter), Odors)
- Human Health/Public Safety/Hazardous Materials (Hazardous Substances)
- Energy Conservation
- Noise (Airport noise)
- Transportation/Circulation (Traffic Hazards, Circulation and Access, and Alternative Transportation)
- Public Services (Fire, Police Services, Schools, Parkland, and Libraries)
- Public Utilities (Water, Wastewater, Reclaimed Water, Storm Water Infrastructure Communication systems)
- Water Supply
- Population/Housing (Population Growth, Affordable Housing)
- Agricultural/Mineral Resources

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## **9.0 Significant Unavoidable Environmental Effects/Irreversible Environmental Changes**

### **9.1 Significant Environmental Effects Which Cannot Be Avoided if the Project Is Implemented**

In accordance with CEQA Guidelines Section 15126.2(b), any significant unavoidable impacts of a project, including those impacts that can be mitigated, but not reduced to below a level of significance despite the applicant's willingness to implement all feasible mitigation measures, must be identified in the PEIR. For the CPU, transportation/circulation (capacity), utilities (solid waste), air quality (criteria pollutants, sensitive receptors), greenhouse gas emissions, and noise (traffic, stationary sources and construction) would remain significant and unavoidable effects of the CPU (refer to Section 5 of this PEIR for further detail). All other significant impacts identified in Section 5, Environmental Analysis, of this PEIR can be reduced to below a level of significance with implementation of the Mitigation Framework identified in Section 5 and in the Mitigation Monitoring and Reporting Program contained within Section 11 of this PEIR as well as through compliance with adopted General Plan and CPU policies.

### **9.2 Significant Irreversible Environmental Changes Which Would Be Caused by the Proposed Project Should It Be Implemented**

Section 15126.2(c) of the CEQA Guidelines requires an evaluation of significant irreversible environmental changes which would occur should the CPU be implemented. Irreversible changes typically fall into three categories:

- Primary impacts such as the use of nonrenewable resources (i.e. biological habitat, agricultural land, mineral deposits, water bodies, energy resources and cultural resources);
- Primary and Secondary impacts such as highway improvements which provide access to previously inaccessible areas; and
- Environmental accidents potentially associated with the CPU.

## 9.0 Significant Irreversible Environmental Changes

Section 15126.2(c) of the State CEQA Guidelines states that irretrievable commitments of resources should be evaluated to assure that current consumption of such resources is justified.

Implementation of the CPU would not result in significant irreversible impacts to biological resources, agricultural land, mineral deposits, water bodies, energy resources or historical resources. Although sensitive biological resources are identified throughout the CPU area which would be impacted with future development, direct and indirect impacts can be offset through strict compliance with CPU policies, regulatory compliance (CPIOZ) and the Mitigation Framework identified in EIR for biological resources. Historical resources are mainly concentrated in the southern portion of the CPU. Future development has the potential to impact archaeological sites recorded across this area of the CPU; however, these potential impacts can be mitigated through strict adherence to the CPU policies, regulatory compliance (CPIOZ) and implementation of the Mitigation Framework further detailed in Section 5 of the EIR.

While the Otay Mesa area includes agricultural land uses, the community has planned for the conversion of agricultural lands to more intensive residential, commercial and industrial uses. As further described in Section 5 (Environmental Analysis) of the EIR, the loss of any remaining agricultural land uses in the CPU would not constitute a significant adverse effect. The same would hold true for mineral resources within the CPU. The loss of mineral resources would be the result of conversion of undeveloped land to more intensive uses, thereby eliminating the potential for extraction activities. However, only a small area within the northwestern portion of the CPU contains regionally significant aggregate resources (MRZ-2). These resources are mapped in a portion of the CPU area where development currently exists or where entitlements have already been approved for future development. Therefore, access to these areas of significant aggregate is already restricted, which precludes the likelihood of extraction of those resources. Furthermore, the surrounding residential and commercial development in close proximity to this area would not be compatible with the extraction processes.

Otay Mesa is an area which has been planned for growth and is currently accessible via regional transportation facilities (e.g., I-805, SR-905, and SR-125). Access would be enhanced through improvements to community plan roads which link to surrounding areas. Surrounding land under jurisdiction of the City of Chula Vista and the County is also planned for future growth with similar land uses. Therefore, the CPU would not have a significant irreversible commitment to unplanned land use.

However, future development of the CPU area would represent a long-term commitment to a more intensive land use. Therefore, implementation of the CPU would involve an irreversible commitment to the use of non-renewable resources in the form of water, natural gas, and electricity.

Construction of future development implemented in accordance with the CPU would require consumption of non-replenishable resources, or resources which may renew slowly. These resources would include certain types of lumber and other forest products; aggregate materials used in concrete and asphalt (e.g., sand, gravel and stone); metals (e.g., steel, copper and lead); petrochemical construction materials (e.g., plastics, asphalt); and water. Fossil fuels, such as gasoline and oil, would also be consumed in the use of construction vehicles and equipment, as well as in lighting, heating, cooling, and other operational uses of future development and transportation of people to/from and within the community. As described throughout the PEIR, the CPU includes policies aimed at improving energy efficiency, reducing water use, and minimizing impacts on other natural resources. The CPU policies also build upon sustainability principles, which would reduce energy consumption. For example, the CPU village concept would reduce dependence on fossil fuel energy sources by integrating housing units in close proximity to employment centers and along transit corridors. These policies would serve to reduce irreversible water, energy, and building materials consumption associated with construction and occupation.

With respect to environmental accidents potentially associated with the CPU and as further discussed in the EIR, although the Hazardous Materials Technical Study (HMTS) identified 23 sites of potential environmental concern located within the CPU area only six (6) were considered potentially significant. Within the CPU, the risk for wildfires is highest in areas of natural, unmaintained open space, and as development occurs adjacent to these areas the risk increases. The City operates Brown Field Municipal Airport in the north-central portion of the CPU. This airport provides business, corporate, training, and charter aviation services that support commercial and industrial activities within the region. Air traffic in and out of Brown Field is controlled by the FAA, and land uses associated with airport operations are covered in an adopted ALUCP. Based on the analysis provided in Section 5.6, although conditions exist within the CPU associated with hazardous materials, risk of wildfires, and aircraft operations, the CPU contains policies and a Mitigation Framework intended to assure compliance with regulatory requirements which would reduce the potential for environmental accidents.

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## 10.0 Project Alternatives

The California Environmental Quality Act (CEQA) Guidelines Section 15126.6 requires that an EIR compare the effects of a “reasonable range of alternatives” to the effects of a project. The alternatives selected for comparison should be those that would attain most of the basic project objectives and avoid or substantially lessen one or more significant effects of the project. The “range of alternatives” is governed by the “rule of reason,” which requires the EIR to set forth only those alternatives necessary to permit an informed and reasoned choice by the lead agency and to foster meaningful public participation (CEQA Guidelines Section 15126.6[f]). CEQA generally defines “feasible” to mean an alternative that is capable of being accomplished in a successful manner within a reasonable period of time, while also taking into account economic, environmental, social, technological, and legal factors.

The alternatives addressed in this EIR were selected in consideration of one or more of the following factors:

- The extent to which the alternative would feasibly accomplish most or all of the basic objectives of the CPU;
- The extent to which the alternative would avoid or substantially lessen any of the identified significant environmental effects of the CPU;
- The feasibility of the alternative, taking into account site suitability, economic viability, availability of infrastructure, general plan consistency, and consistency with other applicable plans and regulatory limitations;
- The appropriateness of the alternative in contributing to a “reasonable range” of alternatives necessary to permit a reasoned choice; and
- The requirement of the CEQA Guidelines to consider a “no project” alternative; and to identify an “environmentally superior” alternative in addition to the no project alternative (Section 15126.6[e]).

As discussed in Section 5, the CPU would result in significant, direct, and/or cumulative environmental impacts related to land use, air quality, biological resources, geology/soils, historical resources, human health/public safety/hazardous materials, noise, paleontological resources, traffic/circulation, utilities, and greenhouse gas emissions. In developing the alternatives to be addressed in this section, consideration was given regarding their ability to meet the basic objectives of the CPU and eliminate or substantially reduce significant environmental impacts (as identified in Sections 5 and 6 of this PEIR).

The following specific objectives for the CPU support the underlying purpose of the project, assist the City as Lead Agency in developing a reasonable range of alternatives to evaluate

in this PEIR, and will ultimately aid the Lead Agency in preparing findings and overriding considerations, if necessary. The following primary goals, recommendations, and objectives of the CPU are to:

- **Regional Center:** Enhance Otay Mesa's role as a bi-national regional center.
- **Economic Diversification:** Broaden the economic profile to increase employment and growth opportunities.
- **Industrial Capacity:** Enhance and sustain Otay Mesa's strong economic base and potential for expansion.
- **International Trade:** Support activities that promote greater interregional and bi-national activities.
- **Housing:** Provide more and varied housing and meet workforce needs close to employment centers.
- **Complete Places:** Create balanced, integrated mix of uses in Otay Mesa while minimizing collocation compatibility issues.
- **Transit:** Coordinate land use planning with high frequency transit service planning.
- **Open Space:** Protect the canyon lands and sensitive biological resources while providing recreational opportunities.
- **Infrastructure:** Include financing mechanisms that can secure infrastructure improvements concurrent with development.
- **Environmental Leadership and Sustainability:** Follow environmentally sensitive design and sustainable development practices.

The above objectives are specific to the Otay Mesa planning area, and are intended to implement the broader goals, policies, and Guiding Principles of the General Plan. Following are the Guiding Principles of the General Plan.

- An open space network formed by parks, canyons, river valleys, habitats, beaches and ocean;
- Diverse residential communities formed by the open space network;
- Compact walkable mixed-use villages of different scales within communities;
- Employment centers for a strong economy;
- An integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
- High-quality, affordable, and well-maintained public facilities to serve the City's population, workers, and visitors:
- Historic districts and sites that respect our heritage;

- Balanced communities that offer opportunities for all San Diegans and share citywide responsibilities;
- A clean and sustainable environment; and
- A high aesthetic standard.

This section identifies one alternative that was eliminated from further consideration and reasons for dismissal, and analyzes a No Project Alternative, the Reduced Biological Impacts Alternative, and the Reduced Density Alternative in comparison to the potential environmental impacts associated with the CPU. Each major issue area included in the detailed impact analysis of this PEIR has been given consideration in the alternative analysis. A summary comparison of the No Project Alternative, the Reduced Biological Impacts Alternative, and the Reduced Density Alternative, with the CPU is included in Table 10-1, below.

As required under Section 15126.6 (e)(2) of the CEQA Guidelines, the EIR must identify the environmentally superior alternative. Pursuant to the CEQA Guidelines, if the No Project Alternative is determined to be the most environmentally superior project, then another alternative among the alternatives evaluated must be identified as the environmentally superior project.

## **10.1 Alternatives Considered but Rejected**

An alternative was considered where all vernal pools and vernal pool species would be conserved. In order to ensure the long-term viability of the vernal pools and species, conservation of associated watersheds and sufficient buffers would also be required. While this alternative would significantly reduce impacts to vernal pool resources and the surrounding non-native grasslands, this alternative was rejected because the ability to provide a neighborhood village within the Southwest Specific Plan area would be severely constrained.

Due to the scattered location of the vernal pool resources within the Southwest Specific Plan area, the available development area would not result in compact development, but would separate out exclusive development areas without an integrated circulation pattern or open space system. Benefits of the village areas such as but not limited to compact development, multi-modal transportation networks and mixed-use development opportunities as further described below, would not be realized. In addition, the following goals and objectives of the General Plan and CPU for this area would not be achieved:

## 10.0 Alternatives

- Diverse residential communities formed by the open space network;
- Compact walkable mixed-use villages of different scales within communities;
- Integrated regional transportation network of walkways, bikeways, transit, roadways, and freeways that efficiently link communities and villages to each other and to employment centers;
- Distinct villages that include places to live, work and recreate;
- Require a mixed-use residential/commercial component to be included within village core areas, with neighborhood-serving commercial uses such as food markets, restaurants, and other small retail shops.

## 10.2 Alternatives Considered

This EIR evaluates three alternatives to the CPU: (1) No Project Alternative; (2) Reduced Biological Impacts Alternative; and (3) Reduced Density Alternative.

Descriptions of each alternative and their impacts are provided below. Also, Table 10-1 provides a side-by-side comparison of the potential impacts of the alternatives to the impacts of the CPU.

**TABLE 10-1  
MATRIX COMPARISON OF THE CPU AND PROJECT ALTERNATIVES**

Environmental Issue Area	CPU	No Project/Adopted Plan	Reduced Biological Impacts Alternative	Reduced Density Alternative
Land Use	SM	Same as CPU	Less than CPU	Less than CPU
Landform Alteration/Visual Quality	LS	Greater than CPU	Less than CPU	Same as CPU
Air Quality	SU - (Criteria Pollutants, Sensitive Receptors - Stationary Sources/Collocation)	Greater than CPU	Less than CPU	Less than CPU
Biological Resources	SM	Greater than CPU	Less than CPU	Same as CPU
Historical Resources	SM	Greater than CPU	Less than CPU	Same as CPU
Human Health/ Public Safety/ Hazardous Materials	SM	Same as CPU	Greater than CPU	Less than CPU
Hydrology/ Water Quality	SM	Greater than CPU	Less than CPU	Same as CPU
Geology/Soils	SM	Same as CPU	Same as CPU	Same as CPU
Energy Conservation	LS	Same as CPU	Less than CPU	Less than CPU
Noise	SU - (Traffic, Stationary Sources and Construction only)	Stationary sources: Less than CPU; Traffic noise: Greater than CPU.	Less than CPU	Less than CPU
Paleontological Resources	SM	Greater than CPU	Less than CPU	Same as CPU
Traffic/Circulation	SU(Capacity)	Greater than CPU	Less than CPU	Less than CPU
Public Services	LS	Same as CPU	Same as CPU	Same as CPU
Utilities	SU (Solid Waste)	Same as CPU	Same as CPU	Same as CPU
Water Supply	LS	Same as CPU	Same as CPU	Same as CPU
Population and Housing	LS	Same as CPU	Same as CPU	Same as CPU
Agriculture /Mineral Resources	LS	Same as CPU	Same as CPU	Same as CPU
Greenhouse Gas Emissions	SU - (Plan Consistency; GHG Emissions)	Greater than CPU	Less than CPU	Less than CPU

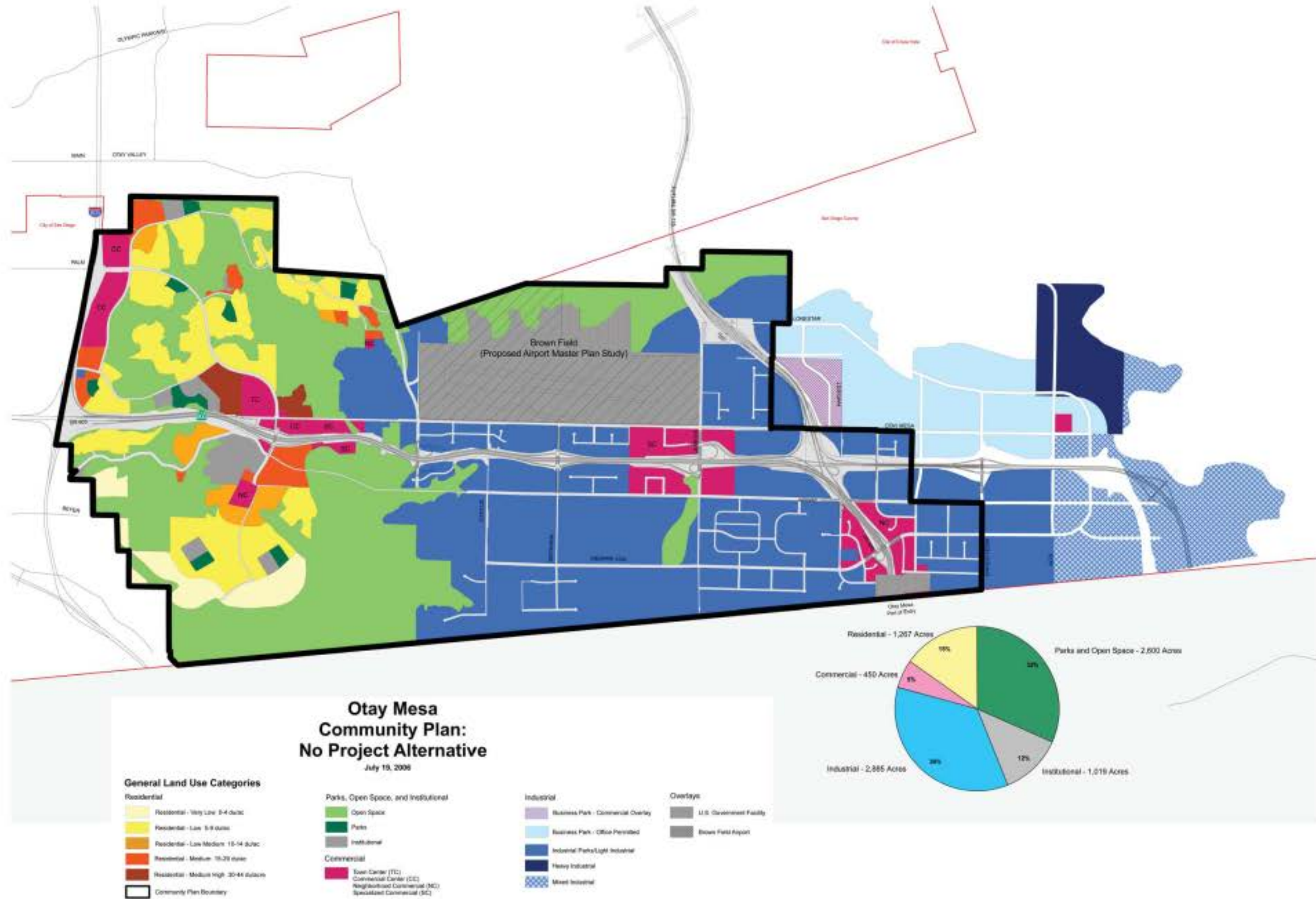
LS = less than significant; SM = significant and mitigated; SU = significant and unavoidable

## 10.2.1 No Project Alternative (Adopted Community Plan)

Consistent with CEQA Guidelines Section 15126.6(e)(3)(A), the No Project Alternative represents the continued implementation of the adopted 1981 Otay Mesa Community Plan as shown on Figure 10-1, including amendments to the plan as further described in Table 10-2, which more accurately reflects the current conditions of the community planning area.

**TABLE 10-2  
UPDATES TO ADOPTED COMMUNITY PLAN**

- 
- The MHPA boundary was provided by MSCP staff and reflects the City's adopted MSCP Subarea Plan and MHPA (1997) and subsequent MHPA boundary line adjustments have occurred as part of prior discretionary project approvals.
  - Freeway alignments and ROW limits for SR-905 and SR-125 were incorporated.
  - The extent of residential land use designations was modified to reflect the actual limits of existing development (using aerial photograph to determine the edge of development).
  - The development area on the northern edge of Brown Field was extended in one location based on existing development patterns.
  - The industrial area at the northwest corner of Brown Field was extended.
  - The MHPA boundaries along the western edge of the industrial development was corrected to reflect the actual limits of development and conserved open space consistent with the approved International Business Center project (EQD No. 86-0536).
  - The existing fire station at the northeast corner of Otay Mesa Road and La Media was incorporated.
  - Changes to school/park sites were incorporated as follows:
    - i. The high school site was reconfigured/relocated based on the actual development area for San Ysidro High School.
    - ii. The community park south of SR-905 where the high school now exists was relocated to the Beyer Athletic Area in the adjacent San Ysidro community. This approximately 20-useable-acre community park would satisfy 15 acres of community park requirements in the Otay Mesa community and 5 acres of neighborhood park requirements in the San Ysidro community.
    - iii. The boundaries of the community park, school site, and medium-high residential area located north of SR-905 was revised to reflect the actual boundaries of the school and park.
    - iv. The school site east of the community park (north of SR-905) was designated as a combined elementary/junior high school based on its current configuration as a K-8 school and the potential for it to become a junior high school when the elementary school to the west of the community park is constructed.
    - v. The elementary school and portions of the very low and low-medium density residential area designated south of Old Otay Mesa Road was deleted and designated as open space.
-



NO SCALE

FIGURE 10-1  
Concept of the No Project Alternative



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Buildout projections for the No Project Alternative compared to the CPU are shown below in Table 10-3.

**TABLE 10-3  
COMPARISON OF NO PROJECT ALTERNATIVE WITH CPU**

Land Use Categories	Adopted Community Plan as modified (No Project Alternative) <sup>1</sup>	CPU <sup>2</sup>
Residential	1270 ac/ 12,400 du	802 ac/ 18,774 du
Commercial	453 ac/ 5,776,000 sq. ft. <sup>4</sup>	302 ac/ 3,917,000 sq. ft. <sup>4</sup>
Village Centers	0	560 ac
Industrial	2,839 ac/ 64,465,000 sq. ft. <sup>4</sup>	2,510 ac/ 54,461,000 sq. ft. <sup>4,5</sup>
Institutional	1,023 ac	1,120 ac
Parks	53 ac	151 ac
Open Space	2,565 ac	2,833 ac
Right-of-Way	1,099 ac	1,023 ac
ADT	1,165,103 <sup>4</sup>	1,045,025 <sup>4</sup>
TOTAL	9,319ac <sup>3</sup>	9,302 ac

<sup>1</sup>SOURCE: City of San Diego Otay Mesa Community Plan Update, April 2011 Public Draft

<sup>2</sup>SOURCE: City of San Diego Draft CPU Land Use Map, September 10, 2013

<sup>3</sup>Acreage discrepancy due to mapping limitations

<sup>4</sup>SOURCE: Urban Systems. Transportation Analysis for the OMCPU, June 2012

<sup>5</sup>Industrial Uses under the CPU include Heavy and Light industrial, I+BT and Business Park land use categories

ac = acre; du = dwelling unit; sq. ft. = square feet.

Compared to the CPU, the No Project Alternative would have lower density of residential land use per acre while allowing for more industrial land use per acre. A total population of 46,392 people would be projected for an assumed buildout year (2032) under this alternative with approximately 12,400 dwelling units permitted under the adopted plan. The general distribution of land uses in the No Project Alternative would have residential uses on the west and industrial uses in the central-eastern areas. The residential uses on the west would be comprised of conventional suburban development, while the industrial uses on the east would mainly include labor intensive manufacturing, warehousing, and distribution, with only limited office uses.

An issue-by-issue comparison of the No Project Alternative and the CPU is presented below.

### 10.2.1.1 Land Use

As residential and industrial lands uses would be primarily segregated with the No Project Alternative, potential impacts associated with the adjacency of residential and industrial uses would be avoided. However, some beneficial features of the CPU would not occur. These include the integration of village centers along transportation corridors, creation of Community and Neighborhood Villages, and the inclusion of new specific land use designations (e.g., International Business and Trade and Business Park – Residential Permitted). As such, the goals and objectives of both the CPU and the General Plan would

## 10.0 Alternatives

not be achieved. Moreover, this segregation of land uses would not be as conducive to high-frequency transit service and could present obstacles to the future construction of supporting infrastructure. Overall, the No Project Alternative would provide less open space and fewer acres of parkland than the CPU, as industrial development would occur on both sides of SR-125 in the northeastern portion of the CPU area.

Despite the differences in future development patterns when compared to the CPU, the No Project Alternative would also require compliance with both the ESL and Historical Resources Regulations of the LDC, along with the MHPA Land Use Adjacency Guidelines, which includes site-specific review at the project-level. Therefore, as with the CPU, while the No Project Alternative would result in potentially significant impacts to resources covered under these regulations, these impacts can be reduced to below a level of significance with mitigation at the project-level.

### **10.2.1.2 Landform Alteration/Visual Quality**

Within the primarily developed western third of the CPU area, the No Project Alternative would result in roughly the same visual quality impacts as the CPU. This is because the residential land use patterns in the No Project Alternative would be similar to the CPU, although more open space would be provided under the CPU within the Southwest District as compared to the No Project Alternative. However, unlike the CPU, the No Project Alternative would not introduce new residential and additional commercial components within the eastern industrial areas and would not result in an integrated community with respect to design and community character; Additionally, Urban Design polices developed for the CPU would not be envisioned under the No Project Alternative, and therefore from an overall visual perspective of the built out community, the aesthetic impacts would be greater than anticipated for the CPU.

### **10.2.1.3 Air Quality/Odor**

Overall, the No Project Alternative would result in less integration of jobs and housing and generate more vehicle trips when compared to the CPU. In addition, under the No Project Alternative, village centers with transit stations would not be created. As such, the goals of reducing trips and air emissions contained in the General Plan would not be achieved under the No Project Alternative.

The No Project Alternative would be consistent with the RAQS and SIP, because no changes in land use would occur. The CPU would not be consistent with the adopted community plan land use designations upon which the RAQS and SIP were based; however, the changes in the land uses under the CPU and the reduced traffic generated under the CPU would result in fewer emissions than the No Project Alternative. Neither the No Project Alternative nor the CPU would obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP, and impacts would be less than significant for both.

Impacts associated with both construction and operational emissions of criteria pollutants under the No Project Alternative would be greater than those identified for the CPU. The No Project Alternative would include a greater number of industrial uses (stationary emission sources), more truck traffic (diesel emissions), and a greater ADT volume than the CPU. Therefore, under the No Project Alternative, total ROG, NO<sub>x</sub>, CO, SO, PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be greater than emissions under the CPU. By comparison, the No Project Alternative would result in greater impacts than the CPU relative to air quality/odor.

#### **10.2.1.4 Biological Resources**

Because the amount of preserved open space would be less, the No Project Alternative would result in greater impacts to biological resources than those anticipated under the CPU. As with the CPU, implementation of the No Project Alternative would also be required to adhere to all applicable federal, state, and local regulations regarding the protection of biological resources, as described in Section 5.4, for all subsequent development project submittals. Under this alternative, future applicants would not have the opportunity to provide documentation under a ministerial process demonstrating that no impacts to biological resources would occur and therefore, similar requirements for project-specific biological analysis in accordance with the ESL Regulations and Biology Guidelines, as outlined in the CPU Mitigation Framework would apply in either case. Therefore, impacts under this alternative would be similar, but slightly greater than those identified for the CPU because less developable land would be converted to open space and development patterns would remain as they are today

#### **10.2.1.5 Historical Resources**

Historical and prehistoric resources (see Table 5.5-1), are known to exist within the CPU. Therefore, future development (and associated grading) has the potential to result in significant direct and/or indirect impacts to historical resources for both the No Project Alternative and the CPU. As with the CPU, because development would still be allowed in accordance with existing zoning under a discretionary review process, implementation of this alternative would require future projects to adhere to all applicable federal, state, and local regulations regarding the protection of historical resources, as described in Section 5.5, along with the identified mitigation framework, which would be applied at the project-level. However, although impacts to historical resources under this alternative would be similar to the CPU, unlike the CPU, the No Project Alternative does not provide a mechanism for ministerial review under a CPIOZ Type A at the project-level to demonstrate that no historical resources are present on the site. All projects under this alternative would be subject to discretionary review which includes evaluation in accordance with the Historical Resources Regulation and Guidelines, and would be required to provide applicable mitigation for potential impacts to a significant resource. The extent of impacts to historical resources resulting from implementation of the No Project Alternative would be similar, but slightly greater than those identified for the CPU because less land would be preserved in

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open space under this alternative and development patterns would remain as they are today and would be subject to future grading.

As with the CPU, implementation of this alternative would require future projects to adhere to all applicable federal, state, and local guidelines and regulations related to historical resources, as described in Section 5.5, along with the identified mitigation framework, which would be applied at the project-level and therefore would not result in a significant impact.

### **10.2.1.6 Human Health/Public Safety/Hazardous Materials**

As discussed in Section 5.6—Human Health/Public Safety/Hazardous Materials, implementation of the CPU could be subject to hazards from the presence of hazardous materials that would be encountered during future grading and/or construction-related activities. Additionally, because of the existing and proposed land use patterns around which the community is formed, new development in the wildland interface areas may expose additional people and structures to wildland fire hazards, representing a potentially significant impact. However, under both the CPU and the No Project Alternative, all projects would be required to comply with the Brush Management Regulations and Landscape Standards of the LDC and any other applicable requirements conditioned on project approval by the City Fire Marshal, and therefore would preclude the potential for impacts under both the No Project Alternative and the CPU.

Because the No Project Alternative would segregate residential land use from industrial uses to a greater extent than under the CPU, the risk of exposure to hazardous materials would be less. However, the No Project Alternative designates more industrial acreage than the CPU, which would result in a potential for increase in the use of hazardous materials under the No Project Alternative. Hazardous materials impacts would require similar mitigation for new development through compliance with all applicable federal, state, and local regulations regarding hazardous materials siting, assessment, and remediation and would preclude the potential for impacts under both the No Project Alternative and the CPU.

### **10.2.1.7 Hydrology and Water Quality**

Although the land use pattern and distribution for the No Project Alternative differs from the CPU, the area to be developed is roughly similar. Less open space would be preserved under the No Project Alternative when compared to the CPU; therefore, this alternative would result in slightly greater impacts associated with hydrology, flooding and water quality. Future development would be required to comply with existing federal, state and local regulations relative to runoff and water quality at the project-level which would preclude the potential for impacts under both the No Project Alternative and the CPU.

### **10.2.1.8 Geology/Soils**

Impacts to geology and soils resulting from implementation of the No Project Alternative would be similar to those identified for the CPU. As with the CPU, implementation of the No Project Alternative has the potential to result in significant impacts related to geologic hazards. Future development would be exposed to geological hazards associated with unstable conditions related to compressible soils, landslides, seismicity (faults), and expansive soils. Future development under both the No Project Alternative and the CPU would be required to comply with existing federal, state and local regulations relative to engineering and construction which would preclude the potential for impacts under both the No Project Alternative and the CPU.

### **10.2.1.9 Energy Conservation**

Development under the No Project Alternative would result in an energy demand of about 821 million kilowatt hours per year (kWh/yr) for electricity and 1.18 billion thousand British Thermal Units (kBtu) per year of natural gas which would be greater than the demand associated with the CPU, which would result in an energy demand of approximately 772 million kilowatt hours per year (kWh/yr) and 1.15 billion kBtu per year of natural gas. Similar to the CPU, the No Project Alternative would not result in the use of excessive amounts of fuel or other forms of energy during construction. Also, the adopted plan, like the CPU, is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of both the CPU and No Project Alternative, impacts associated with energy use would be similar and less than significant.

### **10.2.1.10 Noise**

The CPU would result in significant unavoidable impacts due to stationary and traffic noise sources. Noise impacts resulting from implementation of the No Project Alternative would be incrementally less than those identified for the CPU relative to stationary noise sources. Fewer areas of collocation would occur under the No Project Alternative and, therefore, the potential for noise sensitive land uses to be exposed to excessive noise would be less than under the CPU. Additionally, the residential and industrial land uses would be segregated to a greater extent under the No Project Alternative, thereby decreasing the exposure of noise sensitive users.

Implementation of the No Project Alternative would result in greater traffic volumes resulting in more traffic noise when compared to the CPU. Therefore, existing sensitive receptors may experience greater noise impacts from transportation-related noise sources under the No Project Alternative. While noise impacts of this alternative would be somewhat less than the CPU for stationary sources and somewhat greater for traffic sources, overall impacts would remain significant and unavoidable for this alternative as with the CPU.

### **10.2.1.11 Paleontological Resources**

Paleontological fossil resources within high and moderate geological formations are known to exist within the CPU area. Therefore, future development has the potential to result in significant direct impacts for both the No Project Alternative and the CPU. As with the CPU, because development (and associated grading) would still be allowed in accordance with existing zoning under a discretionary review process, implementation of this alternative would require future projects to evaluate the potential for impacts in accordance with the Paleontological Guidelines, along with the identified mitigation framework, which would be applied at the project-level. However, although impacts to paleontological resources under this alternative would be similar to the CPU, unlike the CPU, the No Project Alternative does not provide a mechanism for ministerial review under a CPIOZ Type A at the project-level to demonstrate that no paleontological resources are present on the site. All projects under this alternative would be subject to discretionary review which includes evaluation in accordance with the Paleontological Resources Guidelines, and would be required to provide applicable mitigation for potential impacts to a significant resource when a significance threshold is exceeded. The extent of impacts to paleontological resources resulting from implementation of the No Project Alternative would be similar, but slightly greater than those identified for the CPU because less land would be preserved in open space under this alternative and development patterns would remain as they are today and would be subject to future grading.

As with the CPU, implementation of this alternative would require future projects to adhere to all applicable federal, state, and local guidelines related to paleontological resources, as described in Section 5.11, along with the identified mitigation framework, which would be applied at the project-level and therefore would not result in a significant impact.

### **10.2.1.12 Traffic/Circulation**

Impacts associated with the No Project Alternative are addressed in the *Transportation Analysis for the Otay Mesa Community Plan Update* (see Appendix J, Buildout of the Adopted Community Plan analysis). The No Project Alternative would generate approximately 1,165,103 ADT, compared to 1,045,025 ADT generated by the CPU. The report shows that traffic conditions would, therefore, be more congested under the No Project Alternative when compared to the CPU. The No Project Alternative would result in 38 street segments operating at LOS E or F compared to 24 for the CPU in the Horizon Year. The number of peak hour intersections operating at LOS E or F in the AM and/or PM peak hour would be 52 in the Horizon Year for the No Project Alternative and 49 in the Horizon Year for the CPU. In addition, 8 freeway segments would operate at unacceptable levels in the Horizon Year under the No Project Alternative, while 5 freeway segments would operate unacceptably in the Horizon Year for the CPU. Six freeway ramps would operate unacceptably in the Horizon Year No Project Alternative and 5 freeway ramps would operate unacceptably in the Horizon Year with the CPU.



The Transportation Analysis (see Appendix J) identifies mitigation for the No Project Alternative; however, traffic/circulation capacity impacts would be significant and unavoidable, similar to the CPU.

Traffic hazards and circulation and access impacts for the No Project Alternative would be similar to those for the CPU, as both would be subject to the City's Street Design Manual and General Plan policies. While the No Project Alternative does not emphasize alternative transportation to the extent of the CPU, the bus routes and transit in the area are controlled by the MTS and therefore, transit planning would occur regardless of the CPU. Pedestrian orientation would be less emphasized under the No Project Alternative, but this is not anticipated to result in a significant impact relative to alternative transportation, considering that future development would be required to comply with the General Plan policies. The No Project Alternative traffic hazards, circulation and access, and alternative transportation impacts would be less than significant and similar to the CPU.

#### **10.2.1.13 Public Services**

The demand for law enforcement, fire protection, educational services, libraries, and parks resulting from implementation of the No Project Alternative would be less than those identified for the CPU as there would be a smaller residential buildout population. As such, the demand for new facilities would be less under this alternative. Impacts related to construction of new facilities under the No Project Alternative would be considered at the time that project-specific designs are available; therefore, this alternative would not result in a significant impact, similar to the CPU.

#### **10.2.1.14 Utilities**

Like the CPU, buildout of the No Project Alternative would generate increased demands on water, wastewater and recycled water services, especially in areas where no development or infrastructure currently exists in the CPU area. Improvements to water and recycled water systems have been previously identified in master planning documents. No additional facilities would be necessitated as a result of plan buildout. The physical impacts from these improvements would be evaluated under CEQA at the time they are submitted for review in conjunction with a private development project or as part of a future CIP. Therefore, impacts associated with water and recycled water system improvements would be less than significant at the program-level for both this alternative and the CPU.

Buildout of the No Project Alternative would not directly result in the need for a new landfill. However, compliance with the Storage, Recycling, and C&D ordinances alone would result in only a 40 percent diversion rate within the CPU area. As with the CPU, future subsequent development projects (that meet the threshold) would be required to prepare a Waste Management Plan (WMP) with site-specific waste reduction measures in order to meet the State-mandated 75 percent diversion rate. Because all future projects within the CPU area

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may not be required to prepare a WMP or may not reduce project-level waste management impacts to below a level of significance, the No Project Alternative cannot be guaranteed, at the program-level, to meet the 75 percent diversion requirement. Direct impacts associated with solid waste, like the CPU, would be significant and unavoidable.

Additionally, future projects would be required to design and build storm water infrastructure systems to accommodate new development within the CPU area. All future projects under either the No Project Alternative or the CPU would be required to comply with the City's Storm Water Standards at the project-level and design facilities satisfactory to the City Engineer as further detailed in the Mitigation Framework in Section 5.14, regardless of whether the CPU of this alternative are implemented. Therefore, impacts would be less than significant under both the No Project Alternative and the CPU.

### **10.2.1.15 Water Supply**

The No Project Alternative is consistent with water demand assumptions included in the regional water resource planning documents of the SDCWA and MWD. Appendices M-1 and M-2 (Water Supply Assessment Reports) demonstrates that there would be sufficient water to supply future development in accordance with either the No Project Alternative or CPU, and impacts would be less than significant for both this alternative and the CPU.

### **10.2.1.16 Population and Housing**

The No Project Alternative would result in buildout of fewer dwelling units (12,400 dwelling units) relative to the CPU (18,774). In addition, the No Project Alternative would not create mixed-use village centers where residential uses would be integrated with employment and commercial uses as anticipated in the CPU. Thus, the population and economic prosperity goals and objectives of both the General Plan and SANDAG's RCP would not be achieved. However, neither the No Project Alternative, nor the CPU would result in substantial, unanticipated population growth or conflict with the City's affordable housing regulations. Therefore, impacts would be less than significant under both the No Project Alternative and the CPU.

### **10.2.1.17 Agriculture/Mineral Resources**

#### **a. Agriculture**

Because neither the No Project Alternative, nor the CPU designate areas for agricultural land uses, no planned long-term agriculture would be eliminated upon full build out under either the CPU or No Project Alternative. Therefore, both the No Project Alternative and the CPU would result in less than significant impacts to agriculture.

## **b. Mineral Resources**

There are no regionally significant MRZ-2 areas within the CPU area. Although the No Project Alternative would have a slightly larger grading footprint than the CPU, there are no significant mineral resources that would be impacted. Therefore, both the No Project Alternative and the CPU would result in less than significant impacts to mineral resources.

### **10.2.1.18 Greenhouse Gas Emissions**

The CPU would introduce higher density residential and commercial land use designations, as well as several new mixed-use and industrial land use designations, which would in turn, reduce VMT, as compared to the No Project Alternative. As such, the GHG emissions associated with the No Project Alternative would be greater than those associated with the CPU. While future development proposals would be required to implement GHG emission reduction measures under both the No Project Alternative and the CPU, buildout of either would result in impacts associated with the contribution of GHG emissions to cumulative statewide emissions that would be considered significant and unavoidable at the program-level.

### **10.2.1.19 Conclusion Regarding the No Project Alternative**

Implementation of the No Project Alternative would not avoid any of the significant and unavoidable impacts of the CPU (air quality, [criteria pollutants, sensitive receptors - stationary sources/collocation], noise [traffic, stationary source, and construction], traffic/circulation [capacity], utilities [solid waste], and greenhouse gas emissions).

This alternative would preserve less open space resulting in greater potential impacts to biological, historical, and paleontological resources because these areas would be available for future development. However, mitigation is available to reduce these potential impacts to below a level of significance regardless of whether the CPU or the No Project Alternative is implemented. This alternative would also generate a greater number of ADT than the CPU, and thus impacts from traffic congestion (such as, air quality, traffic noise and greenhouse gas emissions) would be greater than under the CPU. However, noise associated with stationary sources would be less under the No Project Alternative because the rezone and new land use designations for IBT and BPRP would not occur.

The No Project Alternative meets several of the 10 project objectives, but none to the same extent as the CPU. This alternative does not include the same diversity and flexibility of land uses, and therefore, does not allow for a full range of industrial uses. The IBT designation included under the CPU, better implements General Plan and CPU goals relative to a subregional employment center.

The No Project Alternative also does not include the two mixed-use villages as proposed by the CPU. The village areas proposed under the CPU implement both General Plan and

CPU goals for compact communities, a wider range of housing types, affordability, greater transit opportunities, etc. The No Project Alternative would allow for some suburban-type development, which could be more auto-centric, and contribute to, rather than reduce GHG impacts.

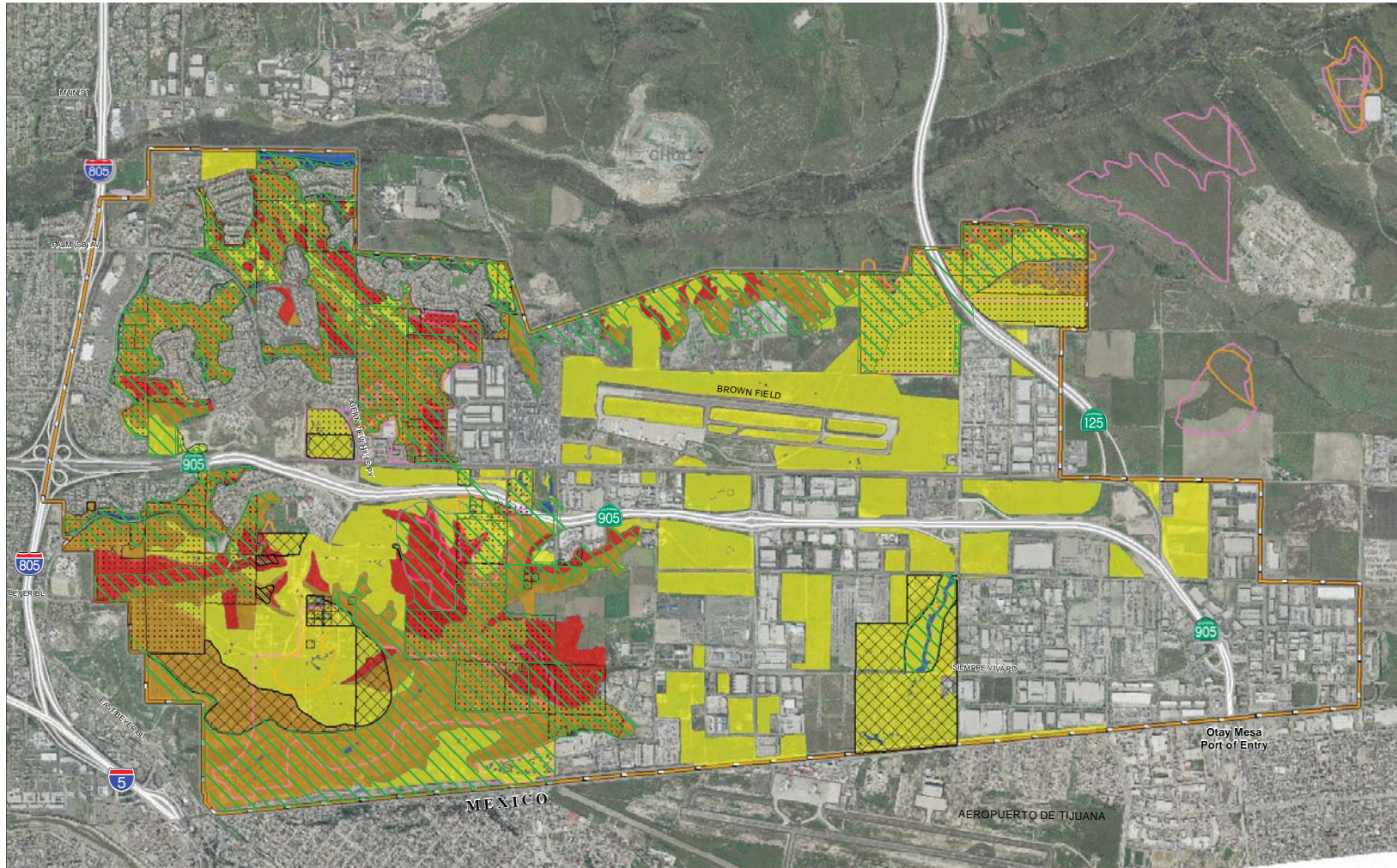
### **10.2.2 Reduced Biological Impacts Alternative**

The Reduced Biological Impacts Alternative is intended to reduce impacts to biological resources in within the CPU area, as illustrated on Figure 10-2. Three locations of reduced impacts would occur within the western portion of the CPU area including: the Southwest Village; the community commercial site west of Oceanview Hills Parkway and north of Otay Mesa Road; and southwest of San Ysidro High School. Reduction in these areas would result in increased preservation of coastal sage scrub, maritime succulent scrub, vernal pools and vernal pool species, as well as non-native grasslands with the potential for vernal pool and burrowing owl habitat restoration. The preservation of coastal sage scrub habitat within the Southwest Village area would improve connections to local habitat corridors to the west between I-805, Beyer Boulevard, and East Beyer Boulevard. In the location west of the San Ysidro High School, this alternative would conserve vernal pool resources and non-native grasslands, consistent with the USFWS Biological Opinion that has been prepared for the Candlelight project site.

An additional location where impacts would be reduced is located along the drainage area west of La Media Road in the south-central portion of the CPU area. Preservation of non-native grassland at this location would reduce impacts to and preserve vernal pools and their associated watersheds, as well as, habitat for burrowing owl. Preservation at this location would also include riparian and mule fat scrub habitat. In addition, the local habitat corridor would be improved from the International Border north to Airway Road.

The land within these areas of reduced impact would become part of the MHPA and development potential would be restricted to 25 percent within the least sensitive portion of the site. The only exception would be the eastern mesa within the Southwest Village which would be 100% conserved. This area has a high potential for vernal pool and burrowing owl restoration due to the appropriate vernal pool soils, connectivity with the adjacent open space network, and minimum edge effects. As a partial offset for this conservation area, a MHPA Boundary Line Adjustment (see Figure 10-2) may be considered within two small

Map Source: City of San Diego



No Scale



**FIGURE 10-2**  
Reduced Biological Impacts Alternative



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canyon heads located south of the proposed Beyer Boulevard on the western edge of the Southwest Village area.

The discussion of this alternative is conceptual, as detailed land use plans have not been prepared. A summary of the conceptual modifications and the associated environmental impacts under this alternative for each of the issue areas is presented below.

### **10.2.2.1 Land Use**

Application of this alternative would preserve additional biologically sensitive lands in the western portion of the CPU area and along the drainage located west of La Media Road, thereby reducing impacts to coastal sage scrub habitat and maritime succulent scrub habitat, nonnative grasslands, mulefat scrub, riparian, vernal pools and vernal pool species, and burrowing owl habitat. Although this alternative would not allow for the same amount of development within the Southwest Village and IBT designation, it would be generally consistent with the policies of the General Plan and the CPU including LU 2.1-2, LU 2.6-1, UD4.2-6, and UD 4.3-1 (see Table 5.4-5).

The Reduced Biological Impacts Alternative would allow for less grading or ground disturbing activity, and thus would reduce conflicts with the purpose and intent of the ESL Regulations and the Historical Resources Regulations of the LDC as compared to the CPU. Impacts associated with the City's MHPA Land Use Adjacency Guidelines would be similar under both this alternative and the CPU. As with the CPU, the Reduced Biological Impacts Alternative would result in significant impacts which would be reduced to below a level of significance at the program level with implementation of the Mitigation Framework which requires regulatory compliance with the LDC and all applicable standards and guidelines. Therefore, impacts related to Land Use compliance under this alternative would be similar to or less than under the CPU.

### **10.2.2.2 Landform Alteration/Visual Quality**

The increase in open space resulting from this alternative would reduce the extent of landform alteration and grading. Non-native grasslands, vernal pool resources and restorable lands for vernal pool and burrowing owl would be conserved in the southwest portion of the community and the drainage area west of La Media Road. Additionally, coastal sage scrub and maritime succulent scrub located on the steep slopes in the southwest area would be preserved along with the riparian habitat in the drainage area west of La Media Road. The reduced grading, preservation of steep slopes, and increased open space would improve the aesthetic characteristics of the built out CPU area. Therefore, the Reduced Biological Impacts Alternative would reduce the visual quality impacts associated with the CPU.

### **10.2.2.3 Air Quality/Odor**

The Reduced Biological Impacts Alternative would include more open space than the CPU, thereby resulting in fewer residences in the Southwest Specific Plan Area and less community commercial and industrial/business park development within the CPU. Correspondingly, this alternative would generate fewer ADT than the CPU. Like the CPU, the Reduced Biological Impacts Alternative would not be consistent with the adopted community plan land use designations upon which the RAQS and SIP were based; however, the changes in the land uses under both the CPU and this alternative would result in reduced traffic, and in turn, fewer emissions than under the adopted Community Plan. Although neither the Reduced Biological Impacts Alternative, nor the CPU would obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP, impacts associated with both construction and operational emissions of criteria pollutants covered under the RAQS for this alternative would be the same as the CPU and remain significant and unavoidable. Despite the reduction in ADT under this alternative, development would still occur relative to residential, commercial and industrial land uses, and therefore, impacts associated with stationary sources and collocation would remain significant and unavoidable as with the CPU.

### **10.2.2.4 Biological Resources**

By definition the Reduced Biological Impacts Alternative would increase the acreage of biological sensitive habitat and species preserved throughout the CPU area. This alternative would reduce impacts to coastal sage scrub and maritime succulent scrub habitat, non-native grasslands, vernal pools and vernal pool species, and burrowing owl habitat within the Southwest Village area. Additionally, mulefat scrub, riparian, and non-native grassland would be preserved within the drainage area west of La Media Road. Preservation of the non-native grasslands would also reduce impacts and preserve vernal pools and their associated watersheds, as well as, habitat for burrowing owl. Wildlife corridors also would be conserved to a greater extent under this alternative.

This alternative would implement several of the CPU policies relating to biological resources including CE 8.1.1, CE 8.1.2, CE 8.1.4, CE 8.1.5, CE 8.1.6, CE 8.1.7, CE 8.1.8, CE 8-1-10, and CE.8.1.11 (see Table 5.4-5). In addition to increased preservation of the biological resources, this alternative would increase available acreage for restoration of vernal pool and burrowing owl habitat, provide expanded wildlife linkages, and decrease impacts to critical habitat for San Diego fairy shrimp and spreading navarretia. This alternative would lessen impacts to coastal sage scrub, non-native grassland, vernal pools and burrowing owls. Therefore, impacts to biological resources would be less under the Reduced Biological Impacts Alternative when compared to the CPU. Therefore, as with the CPU, projects implemented under this alternative that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that are no biological resources present on the project site; the project can be processed ministerially



and would not be subject to further environmental review under CEQA. This requires submittal of a focused Biological Survey prepared by a qualified biologist in accordance with the City's Biology Guidelines. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Biological Resources. Although impacts would be slightly less under this alternative when compared to the CPU, strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance. Therefore, as with the CPU, impacts to biological resources would be reduced to below a level of significance at the program-level.

### **10.2.2.5 Historical Resources**

Impacts to historical resources resulting from implementation of the Reduced Biological Impacts Alternative would be reduced, because the extent of grading would be less than under the CPU. With preservation of greater open space, this alternative would result in potential avoidance of impacts to historical resources. It should be noted however, that under both this alternative and the CPU, future development in areas designated for commercial and industrial uses on properties that have not been previously graded, or have been graded but have not otherwise developed, would be subject to review in accordance with the supplemental regulations for CPIOZ Type A (ministerial). For these project types that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that are no archaeological resources present on the project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. This requires submittal of an Archaeological Survey prepared by a qualified archaeologist in accordance with the City's Historical Resources Guidelines. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Historical Resources. Although impacts would be slightly less under this alternative when compared to the CPU, strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance.

### **10.2.2.6 Human Health/Public Safety/Hazardous Materials**

Impacts under this category resulting from implementation of the Reduced Biological Impacts Alternative would be similar to those associated with the CPU. Despite the reduction in developable land under this alternative, resulting in increased in open space areas, development and grading under this alternative would still occur relative to residential, commercial and industrial land uses, and therefore, impacts associated with hazardous sites, substances, health hazards, wildfire hazards and aircraft hazards would be similar or slightly less than the CPU. However, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPU.

### **10.2.2.7 Hydrology and Water Quality**

This alternative would reduce the extent and intensity of development through greater preservation of open space, and therefore, would incrementally reduce the impacts to hydrology and water quality. Despite this reduction, future development under both the Reduced Biological Impacts Alternative and the CPU would still be required to comply with existing local, state and federal regulations relative to runoff and water quality. Therefore, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPU.

### **10.2.2.8 Geology/Soils**

The potential impacts associated with geology and soils resulting from implementation of the Reduced Biological Impacts Alternative would be similar to those identified for the CPU. As with the CPU, implementation of the Reduced Biological Impacts Alternative has the potential to result in significant impacts related to geologic hazards associated with unstable conditions related to compressible soils, landslides, seismicity (faults), and expansive soils. Despite this reduction in developable area future development under both the Reduced Biological Impacts Alternative and the CPU would still be required to comply with existing local, state and federal regulations relative to engineering design and construction in areas where unstable or unsuitable soils have been identified. Therefore, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPU.

### **10.2.2.9 Energy Conservation**

Development under the Reduced Biological Impacts Alternative would reduce the energy demand from that described for the CPU. The reduced development intensity in the residential area, community commercial, and industrial/business park area would result in a decreased energy demand as there would be a smaller population within the CPU area. Similar to the CPU, the Reduced Biological Impacts Alternative would not result in the use of excessive amounts of fuel or other forms of energy during construction. Also, this alternative, like the CPU, is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of both the CPU and the Reduced Biological Impacts Alternative, impacts associated with energy use would be similar, although slightly less under this alternative, and less than significant.

### **10.2.2.10 Noise**

Noise impacts resulting from implementation of the Reduced Biological Impacts Alternative would be similar to those identified for the CPU relative to stationary noise sources. Similar

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areas of collocation would occur under the Reduced Biological Impacts Alternative because the IBT land use designation is included, and, therefore, the potential for noise sensitive land uses to be exposed to excessive noise would be similar as under the CPU.

Noise impacts associated with traffic resulting from implementation of the Reduced Biological Impacts Alternative would be incrementally less than those identified for the CPU because of the reduced land use intensity and likely incrementally reduced traffic volumes on the CPU area roadways. Stationary and traffic-related noise impacts would still likely be significant and unavoidable for the Reduced Biological Impacts Alternative, as for the CPU.

### **10.2.2.11 Paleontological Resources**

Impacts to paleontological resources associated with development under the Reduced Biological Impacts Alternative would be slightly less than under the CPU because of the reduced acreage which would be graded. This reduced grading into sensitive formations would reduce the potential impacts to paleontological resources. It should be noted however, that under both this alternative and the CPU future development in areas designated for commercial and industrial uses on properties that have not been previously graded, or have been graded but have not otherwise developed, would be subject to review in accordance with the supplemental regulations for CPIOZ Type A (ministerial). For these project types that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that are no paleontological fossil resources present on the project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. This requires submittal of a Paleontological Letter prepared by a qualified paleontologist in accordance with the City's Paleontological Resources Guidelines. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Paleontological Resources. Although impacts would be slightly less under this alternative when compared to the CPU, strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance.

### **10.2.2.12 Traffic/Circulation**

Impacts associated with the Reduced Biological Impacts Alternative are addressed qualitatively in this analysis. Under the Reduced Biological Impacts Alternative a greater area would be preserved as open space than under the CPU, resulting in a decrease in the number of potential residential dwelling units and the amount of areas designated for community commercial and industrial/business park development. Because of the reduction in the total number of dwelling units as well areas designated for community commercial and industrial square-footage, the total number of ADT's would be reduced when compared to the CPU. This would result in fewer impacts relative to traffic capacity, access and circulation than would occur under the CPU. However, due to the changes in land use and increased

intensity of development relative to the existing condition, it is anticipated that the Reduced Biological Impacts Alternative like the CPU would still result in traffic/circulation and capacity impacts, which would remain significant and unavoidable.

Traffic hazards and circulation and access impacts for the Reduced Biological Impacts Alternative would be similar to those for the CPU, as both would be subject to the City's Street Design Manual and General Plan policies. Pedestrian orientation would be similarly emphasized under the Reduced Biological Impacts Alternative; therefore, it is not anticipated to result in a significant impact relative to alternative transportation. For the Reduced Biological Impacts Alternative traffic hazards and alternative transportation impacts would be less than significant, similar to the CPU.

### **10.2.2.13 Public Services**

Impacts to public services resulting from implementation of the Reduced Biological Impacts Alternative would be similar, although slightly less than those identified for the CPU, as the Reduced Biological Impacts Alternative would decrease the projected population. As such, the demand for new facilities would be slightly less under this alternative. Impacts related to construction of new facilities under the Reduced Biological Impacts Alternative would be considered at the time site-specific design plans are available at the project-level, similar to the CPU; therefore, this alternative would not result in a significant impact, similar to the CPU.

### **10.2.2.14 Utilities**

Like the CPU, albeit to a lesser extent, buildout of the Reduced Biological Impacts Alternative would increase the demand for water, wastewater and recycled water services. Improvements to water and recycled water systems have been previously identified in master planning documents. No additional facilities would be necessitated as a result of buildout of the Reduced Biological Impacts Alternative. The physical impacts from these improvements would be evaluated under CEQA as they are required to be implemented. Therefore, impacts associated with water and recycled water system improvements would be less than significant at the program-level.

Like the CPU, buildout of the Reduced Biological Impacts Alternative would not directly result in the need for a new landfill. However, compliance with the Storage, Recycling, and C&D ordinances alone would result in only a 40 percent diversion rate within the CPU area. As with the CPU, future subsequent development projects (that meet the threshold) would be required to prepare a waste management plan with site-specific waste reduction measures in order to meet the State-mandated 75 percent diversion rate. Because all future projects within the CPU area may not be required to prepare a waste management plan or may not reduce project-level waste management impacts below a level of significance, the Reduced Biological Impacts Alternative cannot be guaranteed, at the program-level, to meet

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the 75 percent diversion requirement. Therefore, direct impacts associated with solid waste would be significant and unavoidable, similar to the CPU.

Additionally, under this alternative like the CPU, future projects would be required to design and build storm water infrastructure systems to accommodate new development within the CPU area; however, under this alternative less area would be available for development and therefore, less biological impacts would result. Although the specific location and design details for future storm water infrastructure improvements are unknown at this time and all projects would be reviewed for consistency with the City's Storm Water Standards and designed satisfactory to the City Engineer. Therefore, strict adherence to existing storm water regulations, conformance with General Plan and CPU policies, and implementation of the Mitigation Framework which requires future review under CEQA would assure that impacts associated with the need for an construction of future storm water infrastructure under both this alternative and the CPU would be less than significant.

### **10.2.2.15 Water Supply**

The Reduced Biological Impacts Alternative, like the CPU, is consistent with water demand assumptions included in the regional water resource planning documents of the SDCWA and MWD. Appendices M-1 and M-2 (Water Supply Assessment Reports) demonstrate that there would be sufficient water to supply future development in accordance with the CPU. Because the Reduced Biological Impacts Alternative would yield fewer units than the CPU, there would be adequate water supply for this alternative, and impacts would be less than significant and therefore, similar to the CPU.

### **10.2.2.16 Population and Housing**

The Reduced Biological Impacts Alternative would result in a reduction in the number of dwelling units within the Southwest Village relative to the CPU, and fewer square-feet of Community Commercial and IBT uses. Like the CPU, the Reduced Biological Impacts Alternative would create mixed-use village centers where residential uses would be integrated with employment and commercial uses, but with a lesser intensity of residential uses than under the CPU. Thus, the population and economic prosperity goals and objectives of both the General Plan, and SANDAG's RCP would be achieved. Neither the Reduced Biological Impact Alternative, nor the CPU would result in substantial, unanticipated population growth or conflict with the City's affordable housing regulations. Therefore, impacts would be less than significant under both the Reduced Biological Impact alternative and the CPU.

### **10.2.2.17 Agriculture/Mineral Resources**

#### **a. Agriculture**

The adopted Community Plan does not designate land for agricultural land uses, thus no planned long-term agriculture would be eliminated upon full build out of either the CPU or the Reduced Biological Impacts Alternative. Thus, both this alternative and the CPU would result in less than significant impacts to agriculture.

#### **b. Mineral Resources**

There are no regionally significant MRZ-2 areas within the CPU area. The Reduced Biological Impacts Alternative would result in reduced grading relative to the CPU, thus there are no significant mineral resources that would be impacted under this alternative. Therefore, both the Reduced Biological Impacts Alternative and the CPU would result in less than significant impacts to mineral resources.

### **10.2.2.18 Greenhouse Gas Emissions**

Like the CPU, the Reduced Biological Impacts Alternative would introduce higher density residential and commercial land use designations, as well as several new mixed-use and industrial land use designations. However, GHG emissions associated with the Reduced Biological Impacts Alternative would be less than those associated with the CPU, because of the greater preservation of open space/reduced intensity of development and fewer associated ADT. While future development proposals would be required to implement GHG emission reduction measures under both the Reduced Biological Impacts Alternative and the CPU, buildout in either case would result in impacts associated with the contribution of GHG emissions to cumulative statewide emissions that would be considered significant and unavoidable at the program-level.

### **10.2.2.19 Conclusion Regarding the Reduced Biological Impacts Alternative**

Implementation of the Reduced Biological Impacts Alternative would reduce but not avoid any of the identified significant and unavoidable impacts of the CPU (i.e., air quality [criteria pollutants, sensitive receptors - stationary sources/collocation], noise [traffic, construction, and stationary sources], traffic/circulation [capacity], utilities [solid waste], and greenhouse gas emissions).

However, this alternative would generate fewer ADT due to the greater preservation of open space/reduced amount of residential development within the Southwest Specific Plan Area and reduced amount of development within areas designated as Community Commercial and IBT. Thus, impacts from traffic congestion (such as, air quality, noise, and greenhouse gas emissions) would be incrementally reduced when compared to the CPU. Also, this

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alternative proposes a greater amount of open space than the CPU, and therefore, would result in less grading and ground disturbance than the CPU. Therefore, this alternative would further reduce impacts to biological resources, historical resources, hydrology/water quality, human health/public safety/hazardous materials, utilities (including solid waste), and paleontological resources.

Although significant and mitigated under both this alternative and the CPU, impacts associated with wildfire hazards may be slightly increased under the Reduced Biological Impacts Alternative due to the greater amount of natural open space in proximity to development.

The Reduced Biological Impacts Alternative generally meets the CPU objectives. The alternative preserves more area in open space and in turn reduces the extent of residential development, within areas designated for Community Commercial, and industrial/business park development. This would not however, preclude this alternative from meeting General Plan and Community Plan goals relative to mixed-use, transit-oriented communities, but would not accommodate anticipated population growth to the same extent as the CPU.

### **10.2.3 Reduced Density Alternative**

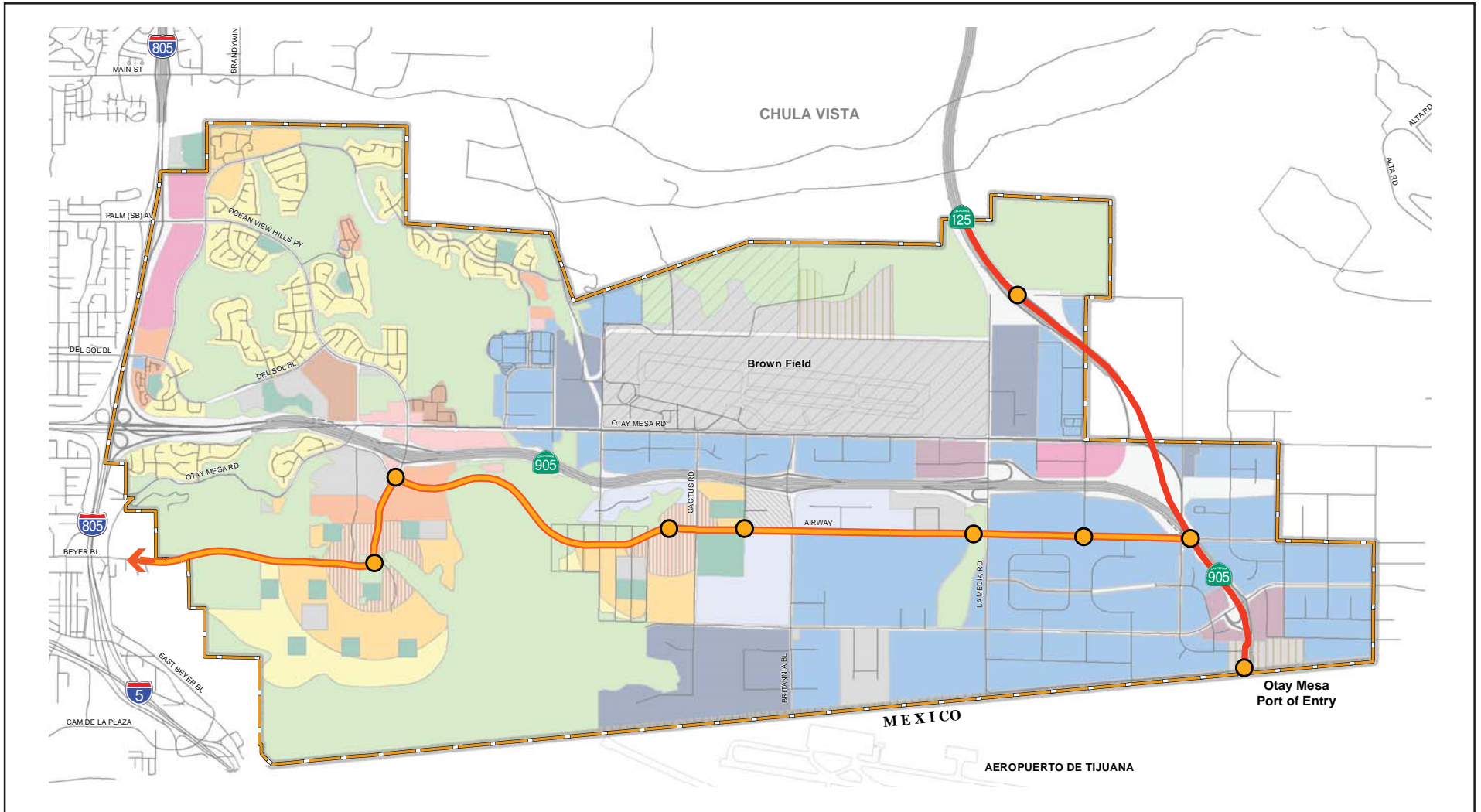
The Reduced Density Alternative would convert the IBT land use designation to “Light Industrial” and reduce the permitted residential densities within both the Southwest Specific Plan Area and Central Village Area (Figure 10-3).

The IBT land use designation combines the uses permitted in both Business Park and Light Industrial designations and would allow for single- and multi-tenant office, research and development, in addition to those uses permitted in the Light Industrial designation. Under the CPU, the IBT would be applied in portions of the community adjacent to the border, POE, or areas in transition to higher intensity industries. Under the Reduced Density Alternative, areas designated as IBT would instead be designated as Light industrial, thereby excluding business park use types, which would serve to reduce the trip generation rates in these areas.

Under this alternative, the maximum number of permitted residential units within the Southwest Specific Plan Area would be reduced from 5,880 to 3,850. The maximum number of permitted residential units within the Central Village would be reduced from 5,246 to 1,940. The permitted densities under the Reduced Density Alternative are consistent with the City of San Diego’s Transit Oriented Development (TOD) Guidelines. Densities under this alternative are assigned based on proximity to future transit (i.e., areas closest to transit would have a density of 25 du's/ac; areas slightly further away would have a density of 12/ac, and areas well beyond transit service would have a density of 7/ac).



Map Source: City of San Diego



- Community Plan Boundary
- Transit Routes
  - Future Transit
  - Bus Rapid Transit
- Stops
  - Potential Transit Stop

No Scale



FIGURE 10-3  
Reduced Density Alternative

Buildout projections for the Reduced Density Alternative compared to the CPU are shown below in Table 10-4.

**TABLE 10-4  
COMPARISON OF REDUCED DENSITY ALTERNATIVE WITH CPU**

Land Use Categories	Reduced Density Alternative <sup>1</sup>	CPU <sup>2</sup>
<b>Residential</b>	803 ac/ <b>13,438 du</b>	802 ac/ <b>18,774 du</b>
Commercial	284 ac/ 3,917,000 sq. ft. <sup>3</sup>	302 ac/ 3,917,000 sq. ft. <sup>3</sup>
Village Centers	560 ac/ <b>5,790</b>	560ac/ <b>11,126 du</b>
<b>Industrial</b>	2,510 ac/ 54,461,000 sq. ft. <sup>3</sup> (No IBT)	2,510 ac/ 54,461,000 sq. ft. <sup>3,4</sup> (IBT with CPIOZ)
Institutional	1,120 ac	1,120 ac
Parks	164 ac	151 ac
Open Space	2,837 ac	2,833 ac
Right-of-Way	1,023 ac	1,023 ac
<b>ADT</b>	<b>910,435<sup>1</sup></b>	<b>1,045,025<sup>3</sup></b>
<b>TOTAL</b>	<b>9,301 ac</b>	<b>9,302 ac</b>

<sup>1</sup>SOURCE: City of San Diego

<sup>2</sup>SOURCE: City of San Diego Draft CPU Land Use Map, September 10, 2013

<sup>3</sup>SOURCE: Urban Systems. Transportation Analysis for the OMCPU, June 2012

ac = acre; du = dwelling unit; sq. ft. = square feet.

<sup>4</sup>Industrial Uses under the CPU include Heavy and Light industrial, IBT and Business Park land use categories

**10.2.3.1 Land Use**

The Reduced Density Alternative would convert all IBT designated lands to Light Industrial, thereby reducing potential impacts associated with the adjacency of nonindustrial and industrial uses. However, some beneficial features of the CPU would not occur. These include new specific land use designations (e.g., International Business and Trade and Business Park – Residential Permitted). As such, the goals and objectives of both the CPU and the General Plan would not be achieved to the same extent as under the CPU. Impacts associated with the City’s MHPA Adjacency Guidelines would be similar under both this alternative and the CPU. Additionally, the Reduced Density Alternative would result in buildout of fewer dwelling units and less commercial/retail and industrial acreage, and therefore, allow for less grading or ground disturbing activity, which would reduce conflicts with the purpose and intent of the ESL Regulations and the Historical Resources Regulations of the LDC when compared to the CPU. As with the CPU, this alternative would result in significant impacts associated with biological and historical resources which would be reduced to below a level of significance at the program level with implementation of the Mitigation Framework which requires regulatory compliance with the LDC and all applicable standards and guidelines. Therefore, impacts related to Land Use compliance under this alternative would be similar to or less than the CPU.

### **10.2.3.2 Landform Alteration/Visual Quality**

Within the primarily developed western third of the CPU area, the Reduced Density Alternative would result in roughly the same visual quality impacts as the CPU. This is because the residential land use patterns in the Reduced Density Alternative would be similar to the CPU, although residential land uses would be constructed to a higher intensity under the CPU within the southwest quadrant as compared to the Reduced Density Project Alternative. However, unlike the CPU, the Reduced Density Alternative would not allow for the collocation of light industrial and business park uses within the eastern industrial areas, as no IBT land use designation would occur under this alternative. The CPU would ensure the compatibility of development with the IBT through implementation of the CPIOZ. Therefore, from an overall visual perspective of the built out community, the aesthetic impacts under this alternative would be similar to those identified for the CPU.

### **10.2.3.3 Air Quality/Odor**

Overall, the Reduced Density Alternative would construct fewer residences than the CPU and would not allow for the IBT land use designation, thereby generating approximately 100,000 fewer trips when compared to the CPU. In addition, under the Reduced Density Alternative, village centers with transit stations would still be created, but at a lesser intensity. As such, the goals of reducing trips and air emissions contained in the City of Villages strategy would be achieved under the Reduced Density Alternative, albeit to a lesser extent than under the CPU.

Like the CPU, the Reduced Density Alternative would not be consistent with the adopted community plan land use designations upon which the RAQS and SIP were based; however, the changes in the land uses under both this alternative and the CPU would result in reduced traffic, and in turn, fewer emissions than under the adopted Community Plan. Therefore, neither the Reduced Density Alternative nor the CPU would obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP, and impacts would be the same for both.

Impacts associated with both construction and operational emissions of criteria pollutants under the Reduced Density Alternative would be less than those identified for the CPU. Under the Reduced Density Alternative, total ROG, NO<sub>x</sub>, CO, SO, PM<sub>10</sub> and PM<sub>2.5</sub> emissions would be less than emissions under the CPU. The Reduced Density Alternative would include a similar number of industrial uses (stationary emission sources), and truck traffic (diesel emissions), and fewer ADT volume than the CPU. Therefore, by comparison, the Reduced Density Alternative would result in fewer impacts than the CPU relative to air quality. Despite the reduction in ADT under this alternative, development would still occur relative to residential, commercial and industrial land uses, and therefore, impacts associated with stationary sources and collocation (air toxics) would remain significant and unavoidable as with the CPU.

### **10.2.3.4 Biological Resources**

The Reduced Density Alternative would have a similar development footprint as the CPU. Therefore, the extent of biological impacts from the Reduced Density Alternative would be similar to that under the CPU, as the amount of preserved open space and extent of disturbance from future development would be approximately the same. The types of impacts to sensitive resources, habitat, and species also would be similar. As with the CPU, projects implemented under this alternative that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that are no biological resources present on the project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. This requires submittal of a focused Biological Survey prepared by a qualified biologist in accordance with the City's Biology Guidelines. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Biological Resources. Like the CPU, strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance.

### **10.2.3.5 Historical Resources**

Since the CPU area includes known historical and prehistoric resources (see Section 5.5), future development has the potential to result in significant direct and/or indirect impacts to cultural or historical resources for both the Reduced Density Alternative and the CPU. As with the CPU, implementation of this alternative would require adherence to all applicable, federal, state, and local regulations regarding the protection of historical resources, as further described in Section 5.5. The extent of impacts to historical resources resulting from implementation of the Reduced Density Alternative would be similar to those identified for the CPU because the extent and areas of disturbance by development would be generally the same, only the land use designation would change.

As with the CPU, implementation of the Reduced Density Alternative would result in potentially significant impacts related to historical resources at the program-level. It should be noted however, that under both this alternative and the CPU future development in areas designated for commercial and industrial uses on properties that have not been previously graded, or have been graded but have not otherwise developed, would be subject to review in accordance with the supplemental regulations for CPIOZ Type A (ministerial). For these project types that are consistent with the OMCP, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that are no archaeological resources present on the project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. This requires submittal of an Archaeological Survey prepared by a qualified archaeologist in accordance with the City's Historical Resources Guidelines. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance

with CPIOZ Type B and the Mitigation Framework for Historical Resources. As such, future development proposals implementing this alternative or the CPU would be required to incorporate the Mitigation Framework for Historical Resources adopted in conjunction with the certification of this PEIR. With adherence to the Mitigation Framework, the program-level impacts related to prehistoric or historical archaeological sites would be reduced to below a level of significance.

### **10.2.3.6 Human Health/Public Safety/Hazardous Materials**

Because the Reduced Density Alternative would segregate non-industrial land use from industrial uses to a greater extent than under the CPU through eliminating the IBT, the risk of exposure to hazardous materials would be slightly less under this alternative, although the development footprint for the land uses under this alternative would remain the same. The identification and treatment of hazardous materials within the CPU area relative to this alternative would be required to comply with all applicable federal, state, and local regulations regarding hazardous materials siting, assessment, and remediation. Strict compliance with all applicable regulations would preclude the potential for impacts under both this alternative and the CPU.

The Reduced Density Alternative and the CPU would have similar development footprints, and therefore, would be subject to similar hazards related to wildfires. Wildfire hazard impacts would be significant, but would still be subject to the same regulations for compliance as with the CPU. Impacts under this category resulting from implementation of the Reduced Density Alternative would be similar to those associated with the CPU. Development and grading would still occur relative to residential, commercial and industrial land uses, and therefore, impacts associated with hazardous sites, substances, health hazards, wildfire hazards and aircraft hazards would be similar or slightly less than the CPU. However, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPU.

### **10.2.3.7 Hydrology and Water Quality**

Although the residential densities and industrial use categories for the Reduced Density Alternative differ slightly from the CPU, the area to be developed is roughly similar. The Reduced Density Alternative would preserve a similar amount of open space as with the CPU; therefore, this alternative would result in similar impacts associated with hydrology, flooding and water quality. Despite this reduction, future development under both the Reduced Density Alternative and the CPU would still be required to comply with existing local, state and federal regulations relative to runoff and water quality. Therefore, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPU.

### **10.2.3.8 Geology/Soils**

Impacts associated with geology and soils resulting from implementation of the Reduced Density Alternative would be similar to those identified for the CPU. As with the CPU, implementation of the Reduced Density Alternative has the potential to result in significant impacts related to geologic hazards associated with unstable conditions related to compressible soils, landslides, seismicity (faults), and expansive soils. Future development under both the Reduced Density Alternative and the CPU would be required to comply with all applicable local, state, and federal regulations relative to engineering design and construction. Therefore, strict compliance with all applicable local, state, and federal regulations and implementation of the Mitigation Framework would preclude the potential for impacts under both this alternative and the CPU.

### **10.2.3.9 Energy Conservation**

Development under the Reduced Density Alternative would result in less energy demand for both electricity and natural gas when compared to the CPU, because fewer residential units would be constructed. Similar to the CPU, the Reduced Density Alternative would not result in the use of excessive amounts of fuel or other forms of energy during construction. Also, this alternative, like the CPU, is not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of both the CPU and the Reduced Density Alternative, impacts associated with energy use would be similar, although slightly less under the Reduced Density Alternative, and less than significant.

### **10.2.3.10 Noise**

Noise impacts resulting from implementation of the Reduced Density Alternative would be less than those identified for the CPU relative to stationary noise sources. Fewer areas of collocation would occur under the Reduced Density Alternative because no IBT land use designation is included, and, therefore, the potential for noise sensitive land uses to be exposed to excessive noise would be less than under the CPU.

Implementation of the Reduced Density Alternative would result in less traffic, thereby resulting in less traffic-related noise than would occur under the CPU. Therefore, existing sensitive receptors may experience fewer noise impacts from transportation-related noise sources under the Reduced Density Alternative. Stationary and traffic-related noise impacts would still likely be significant and unavoidable for the Reduced Density Alternative, as anticipated for the CPU.

### **10.2.3.11 Paleontological Resources**

As discussed in Section 5.11 (Paleontological Resources), future development has the potential to result in significant direct and/or indirect impacts to paleontological fossil resources for both the Reduced Density Alternative and the CPU. As with the CPU, implementation of this alternative would require adherence to all applicable guidelines further described in Section 5.11. The extent of impacts to paleontological resources resulting from implementation of the Reduced Density Alternative would be similar to those identified for the CPU because the extent and areas of disturbance by development would be generally the same, only the land use designation would change. As with the CPU, implementation of the Reduced Density Alternative would result in potentially significant impacts related to paleontological resources at the program-level. It should be noted however, that under both this alternative and the CPU future development in areas designated for commercial and industrial uses on properties that have not been previously graded, or have been graded but have not otherwise developed, would be subject to review in accordance with the supplemental regulations for CPIOZ Type A (ministerial). For these project types that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that are no paleontological resources present on the project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. This requires submittal of a Paleontological Letter prepared by a qualified paleontologist in accordance with the City's Paleontology Guidelines. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Paleontological Resources. As for the CPU, strict adherence to the Mitigation Framework would still be required to reduce potential impacts to below a level of significance.

### **10.2.3.12 Traffic/Circulation**

Impacts associated with the Reduced Density Alternative are addressed qualitatively in this analysis. According to data generated by the City, the Reduced Density Alternative would generate approximately 135,000 fewer trips than the CPU. This would result in fewer impacts relative to traffic capacity, access and circulation than would occur under the CPU. However, due to the changes in land use and increased intensity of development relative to the existing condition, it is anticipated that the Reduced Density Alternative like the CPU would result in traffic/circulation and capacity impacts, which would remain significant and unavoidable

Traffic hazards and circulation and access impacts for the Reduced Density Alternative would be similar to those for the CPU. Pedestrian orientation would be similarly emphasized under the Reduced Density Alternative, which is based on TOD guidelines; therefore, it is not anticipated to result in a significant impact relative to alternative transportation.



Therefore, the Reduced Density Alternative traffic hazards and alternative transportation impacts would be less than significant and similar to the CPU.

### **10.2.3.13 Public Services**

The demand for law enforcement, fire protection, educational services, libraries, and parks resulting from implementation of the Reduced Density Alternative would be similar, although slightly less than those identified for the CPU, as there would be a smaller buildout resident population. As such, the demand for new facilities would be slightly less under this alternative. Impacts related to construction of new facilities under the Reduced Density Alternative would be considered at the time site-specific design plans are available at the project-level, similar to the CPU; therefore, this alternative would not result in a significant impact, similar to the CPU.

### **10.2.3.14 Utilities**

Like the CPU, buildout of the Reduced Density Alternative would increase the demand for water, wastewater and recycled water services, but to a lesser extent. Improvements to water and recycled water systems have been previously identified in master planning documents. No additional facilities would be necessitated as a result of buildout of the Reduced Density Alternative. The physical impacts from these improvements would be evaluated under CEQA once site-specific design plans are available. Therefore, impacts associated with water and recycled water system improvements would be less than significant at the program-level.

Like the CPU, buildout of the Reduced Density Alternative would not directly result in the need for a new landfill. However, compliance with the Storage, Recycling, and C&D ordinances alone would result in only a 40 percent diversion rate within the CPU area. As with the CPU, future subsequent development projects (that meet the threshold) would be required to prepare a waste management plan with site-specific waste reduction measures in order to meet the State-mandated 75 percent diversion rate. Because all future projects within the CPU area may not be required to prepare a waste management plan or may not reduce project-level waste management impacts below a level of significance, the Reduced Density Alternative cannot be guaranteed, at the program-level, to meet the 75 percent diversion requirement. Direct impacts associated with solid waste would be significant and unavoidable at the program-level, similar to the CPU.

Additionally, under this alternative like the CPU, future projects would be required to design and build storm water infrastructure systems to accommodate new development within the CPU area. Under this alternative, although the development footprint would remain the same, the IBT land use designation would convert to Light Industrial and permitted residential densities would be reduced; storm water infrastructure would still be required.

Although the specific location and design details for future storm water infrastructure improvements are unknown at this time, all projects would be reviewed for consistency with the City's Storm Water Standards and designed satisfactory to the City Engineer. Therefore, strict adherence to existing storm water regulations, conformance with General Plan and CPU policies, and implementation of the Mitigation Framework which requires future review under CEQA would assure that impacts associated with the need for construction of future storm water infrastructure under both this alternative and the CPU would be less than significant.

### **10.2.3.15 Water Supply**

The Reduced Density Alternative, like the CPU, is consistent with water demand assumptions included in the regional water resource planning documents of the SDCWA and MWD. Appendices M-2 and M-3 (Water Supply Assessment Reports) demonstrate that there would be sufficient water to supply future development in accordance with the CPU. Because the Reduced Density Alternative would convert one land use designation to a less intense use category and yield fewer units than the CPU, there would be adequate water supply under this alternative and therefore, impacts would be less than significant.

### **10.2.3.16 Population and Housing**

The Reduced Density Alternative would result in buildout of fewer dwelling units (13,438 dwelling units) relative to the CPU (18,774). Like the CPU, the Reduced Density Alternative would create mixed-use village centers where residential uses would be integrated with employment and commercial uses, but with less intensity of residential uses than under the CPU. Thus, the population and economic prosperity goals and objectives of both the General Plan, and SANDAG's RCP would be achieved. Neither the Reduced Density Alternative, nor the CPU would result in substantial, unanticipated population growth or conflict with the City's affordable housing regulations. As with the CPU, this alternative would be growth accommodating, rather than growth inducing and therefore, impacts would be less than significant under both the Reduced Density Alternative and the CPU.

### **10.2.3.17 Agriculture/Mineral Resources**

#### **a. Agriculture**

The adopted Community Plan does not designate land for agricultural land uses, thus no planned long-term agriculture would be eliminated upon full build out of either the CPU or the Reduced Density Alternative. Therefore, both the Reduced Density Alternative and the CPU would result in less than significant impacts to agriculture.

## **b. Mineral Resources**

The Reduced Density Alternative would have a similar grading footprint as the CPU, thus there are no significant mineral resources that would be impacted under this alternative. Therefore, both the Reduced Density Alternative and the CPU would result in less than significant impacts to mineral resources.

### **10.2.3.18 Greenhouse Gas Emissions**

Like the CPU, the Reduced Density Alternative would introduce higher density residential and commercial land use designations, as well as several new mixed-use and industrial land use designations, which would in turn, reduce VMT, as compared to the No Project Alternative. However, GHG emissions associated with the Reduced Density Alternative would be less than those associated with the CPU, because of the reduced intensity of development, fewer residential units, and fewer associated ADT. While future development proposals would be required to implement GHG emission reduction measures under both the Reduced Density Alternative and the CPU, buildout in either case would result in impacts associated with the contribution of GHG emissions to cumulative statewide emissions that would be considered significant and unavoidable at the program-level.

### **10.2.3.19 Conclusion Regarding the Reduced Density Alternative**

Implementation of the Reduced Density Alternative would not avoid any of the significant and unavoidable impacts of the CPU (i.e., air quality [criteria pollutants, sensitive receptors - stationary sources/collocation], noise [traffic, construction and stationary sources], traffic/circulation [capacity], utilities [solid waste], and greenhouse gas emissions). However, this alternative would generate fewer ADT due to the reduced intensity of residential development within the villages, and thus impacts from traffic congestion (such as, air quality, noise, and greenhouse gas emissions) would be incrementally reduced from the CPU. Impacts associated with hazardous materials would be slightly less under the Reduced Density Alternative due to the removal of the IBT land use designation.

The Reduced Density Alternative generally meets project objectives. The alternative replaces the IBT land use designation with light industrial, which is more restrictive, and therefore, does not allow for a full range of industrial uses. The IBT designation better implements General Plan and CPU goals relative to a subregional employment center.

The Reduced Density Alternative also lessens the intensity of residential development within both villages. Greater density within the village areas, such as that proposed under the CPU, better implements General Plan and CPU goals for compact communities, a wider range of housing types, affordability, greater transit opportunities, etc. The Reduced Density alternative would allow for more suburban-type development, which could be more auto-centric, and contribute to, rather than reduce GHG impacts.

Additionally, although this alternative would reduce density; the development footprint within the CPU would remain generally the same, and therefore, result in similar areas requiring grading and ground disturbance as with the CPU. Therefore, this alternative would have similar, or in some cases less impacts to biological resources, historical resources, hydrology/water quality, human health/public safety/hazardous materials, utilities (including solid waste), and paleontological resources depending on the location and development footprint. As with the CPU, strict adherence to the applicable Mitigation Framework for each issue area would reduce potential impacts to below a level of significance.

### **10.3 Environmentally Superior Alternative**

State CEQA Guidelines Section 15126.6(e)(2) requires that an EIR identify which alternative is the environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must also identify which of the other alternatives is environmentally superior. Based on this CEQA Guidance and the analysis further detailed in Section 10 of the PEIR, the Reduced Biological Impacts Alternative would be considered environmentally superior because it would preserve more open space and, therefore, result in fewer impacts to biological, archaeological, and paleontological resources; hydrology/water quality; human health/public safety/hazardous materials, and utilities (including solid waste), resulting from a decrease in developable land that could be graded. It also would reduce (but not avoid) the significant and unavoidable impacts of the CPU (i.e., air quality (criteria pollutants, sensitive receptors - stationary sources/collocation), noise (traffic, construction and stationary sources), traffic/circulation (capacity), utilities (solid waste), and greenhouse gas emissions.

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## **11.0 Mitigation Monitoring and Reporting Program**

Section 21081.6 of the CEQA Guidelines requires that a mitigation, monitoring, and reporting program be adopted upon certification of an EIR to ensure that the mitigation measures are implemented. The mitigation monitoring and reporting program specifies what the mitigation is, the entity responsible for monitoring the program, and when in the process it should be accomplished.

The CPU is described in this PEIR. The PEIR, incorporated herein as referenced, focused on issues determined to be potentially significant by the City. The issues addressed in the PEIR include land use; transportation/circulation; air quality/odor; agriculture/mineral resources; noise; historical resources; visual effects/neighborhood character; human health/public safety/hazardous materials; hydrology/water quality; water supply; population and housing; utilities; public services; geology/soils; paleontological resources; energy conservation; biological resources; and greenhouse gas emissions.

Public Resources Code section 21081.6 requires monitoring of only those impacts identified as significant or potentially significant. After analysis, potentially significant impacts requiring mitigation were identified for land use; air quality; biological resources; historical resources; human health/public safety/hazardous materials; hydrology/water quality; geology/soils; noise; paleontological resources; transportation/circulation; utilities; and greenhouse gas emissions.

The environmental analysis resulted in the identification of a mitigation framework which would reduce potentially significant impacts, but not to below a level of significance for all environmental issue areas noted above. Specifically, mitigation measures for significant impacts related to air quality (criteria pollutants, stationary sources/collocation), transportation/circulation, noise (traffic/stationary sources/construction), utilities (solid waste), and greenhouse gas emissions were identified, but impacts at the program-level remains significant and unavoidable, even with adherence to the Mitigation Framework.

The mitigation monitoring and reporting program for the CPU is under the jurisdiction of the City and other agencies as specified in below. The mitigation monitoring and reporting program for the CPU addresses only the issue areas identified above as significant. The following is an overview of the mitigation monitoring and reporting program to be completed for the CPU.

## **11.1 Land Use**

### **11.1.1 Regulation Consistency**

#### **a. Environmentally Sensitive Lands Regulations**

##### **Impact**

The development footprint of the CPU would encroach into sensitive ESL areas. Future public and private development proposals would be required to comply with the ESL Regulations or process a Site Development Permit in order to deviate from the regulations. Additionally, all subsequent discretionary projects would be subject to review in accordance with CEQA. At which time, appropriate site-specific mitigation in accordance with the Mitigation Framework LU-2 and BIO-1 through BIO-5-4 would be identified for impacts to sensitive biological resources covered under the ESL regulations. For other resource areas covered under the ESL regulations, such as steep hillsides and floodplains, future projects would be designed to ensure compliance with the supplemental regulations and any other regulatory requirements to ensure that no impacts would occur. The CPU also includes several policies (see Table 5.4-5) which aim to reduce impacts to sensitive and other resources covered under the ESL regulations as well as development regulations required for projects within areas covered by CPIOZ Type A, which address sensitive biological resources. Future projects would be required to comply with the above regulations, policies, and mitigation. Therefore, at the program-level the CPU would not be in conflict with the purpose and intent of the ESL regulations and potential impacts would be below a level of significance.

##### **Mitigation Framework**

**LU-1a:** Future development project types that are consistent with the CPU, base zone regulations, and the supplemental regulations for CPIOZ Type A and can demonstrate that there are no biological resources present on the project site can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework LU-2 and BIO 1-4 in Section 5-4, Biological Resources.

#### **b. Historical Resources Regulations**

##### **Impact**

Given the presence of historical resources distributed throughout the CPU area, implementation of the CPU has the potential to result in significant impacts to historical resources. The CPU includes several policies aimed to reduce impacts to historical



resources within the CPU area as well as development regulations required for projects within areas covered by CPIOZ Type A which address archaeological resources. Additionally, incorporation of the mitigation framework for historical resources contained in Section 5.5 would reduce the potential for significant impacts at the project-level.

## **Mitigation Framework**

**LU-1b:** Future development project types that are consistent with the CPU, base zone regulations, and the supplemental regulations for CPIOZ Type A and can demonstrate that there are no archaeological resources present on the project site can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework HIST-1 in Section 5-5, Historical Archaeological Resources.

## **11.1.2 Environmental Plan Consistency**

### **a. MHPA/Land Use Adjacency Guidelines**

#### **Impact**

Potential indirect impacts would be evaluated at the project-level for consistency with the MHPA Land Use Adjacency Guidelines. Implementation of the CPU would introduce land uses adjacent to MHPA which would potentially result in a significant impact at the program-level.

#### **Mitigation Framework**

Mitigation for direct impacts to sensitive vegetation, wetlands, and vernal pools from construction of community plan circulation/mobility element roads, collector streets essential for area circulation, and necessary maintenance/emergency access roads within the MHPA shall be accomplished with implementation of Mitigation Framework measures BIO-1 through BIO-4.

#### **Boundary Adjustments**

Potential impacts to MHPA preservation configuration as a result of MHPA boundary adjustments shall be addressed through the required MHPA Boundary Line equivalency analysis. Impacts would be less than significant; therefore, no mitigation is required.

#### **MHPA Land Use Adjacency Guidelines**

MHPA adjacency impacts would be addressed at the project-level. Projects adjacent to the MHPA would incorporate features into the project and/or permit conditions that demonstrate

compliance with the MHPA Land Use Adjacency Guidelines. To ensure avoidance or reduction of potential MHPA impacts resulting from new development adjacent to the MHPA, the following Mitigation Framework measures shall be required for all future projects as part of the subsequent environmental review and development permit processing:

**LU-2:** All subsequent development projects that are implemented in accordance with the CPU which is adjacent to designated MHPA areas shall comply with the Land Use Adjacency Guidelines of the MSCP in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. Mitigation measures include, but are not limited to: sufficient buffers and design features, barriers (rocks, boulders, signage, fencing, and appropriate vegetation) where necessary, lighting directed away from the MHPA, and berms or walls adjacent to commercial or industrial areas and any other use that may introduce construction noise or noise from future development that could impact or interfere with wildlife utilization of the MHPA. The project biologist for each proposed project would identify specific mitigation measures needed to reduce impacts to below a level of significance. Subsequent environmental review would be required to determine the significance of impacts from land use adjacency and compliance with the Land Use Adjacency Guidelines of the MSCP. Prior to approval of any subsequent development project in an area adjacent to a designated MHPA, the City of San Diego shall identify specific conditions of approval in order to avoid or to reduce potential impacts to adjacent the MHPA.

Specific requirements shall include:

- Prior to the issuance of occupancy permits, development areas shall be permanently fenced where development is adjacent to the MHPA to deter the intrusion of people and/or pets into the MHPA open space areas. Signage may be installed as an additional deterrent to human intrusion as required by the City.
- The use of structural and nonstructural best management practices (BMPs), including sediment catchment devices, shall be required to reduce the potential indirect impacts associated with construction to drainage and water quality. Drainage shall be directed away from the MHPA or, if not possible, must not drain directly into the MHPA. Instead, runoff shall flow into sedimentation basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA. Drainage shall be shown on the site plan and reviewed satisfactory to the City Engineer.
- All outdoor lighting adjacent to open space areas shall be shielded to prevent light over-spill off-site. Shielding shall consist of the installation of fixtures that physically direct light away from the outer edges of the road or landscaping, berms, or other barriers at the edge of development that prevent light over spill.

- The landscape plan for the project shall contain no exotic plant/invasive species and shall include an appropriate mix of native species which shall be used adjacent to the MHPA.
- All manufactured slopes must be included within the development footprint and outside the MHPA.
- All brush management areas shall be shown on the site plan and reviewed and approved by the Environmental Designee. Zone 1 brush management areas shall be included within the development footprint and outside the MHPA. Brush management Zone 2 may be permitted within the MHPA (considered impact neutral) but cannot be used as mitigation. Vegetation clearing shall be done consistent with City standards and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, the brush management in the Zone 2 area shall be the responsibility of a homeowners association or other private party.
- Access to the MHPA, if any, shall be directed to minimize impacts and shall be shown on the site plan and reviewed and approved by the Environmental Designee.
- Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that are potentially toxic or impactful to wildlife, sensitive species, habitat, or water quality need to incorporate measures to reduce impacts caused by the application and/or drainage of such materials into the MHPA. Such measures shall include drainage/detention basins, swales, or holding areas with non-invasive grasses or wetland-type native vegetation to filter out the toxic materials. Regular maintenance should be provided. Where applicable, this requirement shall be incorporated into leases on publicly owned property as leases come up for renewal.

## **11.2 Air Quality**

### **11.2.1 Criteria Pollutants**

#### **Impact**

##### **a. Construction Emissions**

As demonstrated by the analysis of hypothetical projects, air emissions due to construction would not exceed the applicable thresholds. However, if several of these projects were to occur simultaneously, there is the potential for multiple projects to exceed significance thresholds.

## 11.0 Mitigation Monitoring and Reporting Program

The projects discussed above are illustrative only. Approval of the CPU would not permit the construction of any individual project, and no specific development details are available at this time. The thresholds presented above are applied on a project-by-project basis and are not necessarily intended for assessment of impacts from large or regional plans. The information is presented to illustrate the potential scope of air impacts for projects that would be developed under the plan. While it is not anticipated that construction activities under the CPU would result in significant air quality impacts, as air emissions from the future developments within the CPU area cannot be adequately quantified at this time, this impact would be significant.

### **b. Operational Emissions**

While emissions under the CPU would exceed project-level thresholds, which would potentially have a significant air quality impact when compared to the existing condition, the CPU would result in lower emissions than the adopted plan.

The CPU would be consistent with adopted regional air quality improvement plans and would represent a decrease in emissions used to develop the SDAPCD RAQS. However, as air emissions from the future developments within the CPU area cannot be adequately quantified at this time, this impact would be significant.

### **Mitigation Framework**

The goals, policies, and recommendations of the City combined with the federal, state, and local regulations provide a framework for developing project-level air quality protection measures for future discretionary projects. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies, and recommendations of the General Plan and CPU. In general, implementation of the policies in the CPU and General Plan would preclude or reduce air quality impacts. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations would not adequately protect air quality, and such projects would require additional measures to avoid or reduce significant air quality impacts. These additional measures would be considered mitigation.

Where mitigation is determined to be necessary and feasible, these measures shall be included in a Mitigation Monitoring and Reporting Program for the project.

Mitigation measures AQ-1 and AQ-2 shall be implemented to reduce project-level impacts. These measures shall be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state and federal laws.

**AQ-1:** For projects that would exceed daily construction emissions thresholds established by the City of San Diego, best available control measures/technology shall be incorporated to reduce construction emissions to below daily emission standards established by the City of San Diego. Best available control measures/technology shall include:

- a. Minimizing simultaneous operation of multiple pieces of construction equipment;
- b. Use of more efficient or low pollutant emitting, equipment, e.g. Tier III or IV rated equipment;
- c. Use of alternative fueled construction equipment;
- d. Dust control measures for construction sites to minimize fugitive dust, e.g. watering, soil stabilizers, and speed limits; and
- e. Minimizing idling time by construction vehicles.

**AQ-2:** Development that would significantly impact air quality, either individually or cumulatively, shall receive entitlement only if it is conditioned with all reasonable mitigation to avoid, minimize, or offset the impact. As a part of this process, future projects shall be required to buffer sensitive receptors from air pollution sources through the use of landscaping, open space, and other separation techniques.

## **11.2.2 Sensitive Receptors**

### **a. Stationary Sources**

#### **Impact**

The CPU includes industrial uses which could generate air pollutants. Without appropriate controls, air emissions associated with planned industrial uses would represent a significant adverse air quality impact.

Any new facility proposed that would have the potential to emit toxic air contaminants would be required to evaluate toxic air problems resulting from their facility's emissions.

If the facility poses a potentially significant public health risk, the facility would submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Specific project-level design information would be needed to determine stationary source emission impacts. Therefore, at the program-level, impacts would be potentially significant.

#### **Mitigation Framework**

**AQ-3:** Prior to the issuance of building permits for any new facility that would have the potential to emit toxic air contaminants, in accordance with AB 2588, an emissions inventory

## 11.0 Mitigation Monitoring and Reporting Program

and health risk assessment shall be prepared. If adverse health impacts exceeding public notification levels (cancer risk equal to or greater than 10 in 1,000,000; see Section 5-3-5-1(b & c)) are identified, the facility shall provide public notice to residents located within the public notification area and submit a risk reduction audit and plan to the APCD that demonstrates how the facility would reduce health risks to less than significant levels within five years of the date the plan.

### **b. Collocation**

#### **Impact**

The CPU would place residential, commercial, and industrial uses in proximity to one another, which would have potential air quality impacts associated with the collocation of incompatible land uses, as described in section 5.3.5.1 (d). Air quality impacts would be associated with exposure to pollutants from the operation of the facility, which can include DPM emitted by heavy trucks and diesel engines, chromium emitted by chrome platers, and perchloroethylene emitted by dry cleaning operations. The CPU contains policies and performance standards to avoid and/or reduce potential impacts associated with collocation of diverse land uses. Future development projects would be required to comply with the collocation policies of the General Plan and CPU, which are necessary to reduce or avoid potential air quality impacts. These policies and standards would include but not be limited to the special policies and performance standards for residential-industrial interface areas, truck circulation, and industrial design, as well as the relevant and mandatory air district, state, and federal controls on toxic air emission sources. While compliance with the CPU and General Plan policies, along with local, state, and federal regulations would reduce potential impacts, future projects may result in sensitive uses (residential uses, schools, parks) being located within the buffer distances of the facilities described in Table 5.3-7, and therefore sensitive receptors would be exposed to toxic air emissions. In this case, impacts would be significant.

#### **Mitigation Framework**

**AQ-4:** Prior to the issuance of building permits for any project containing a facility identified in Table 5.3-7, or locating air quality sensitive receptors closer than the recommended buffer distances, future projects implemented in accordance with the CPU shall be required to prepare a health risk assessment (HRA) with a Tier I analysis in accordance with APCD HRA Guidelines and the Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines (APCD 2006; OEHHA 2003).

All HRAs shall include:

1. the estimated maximum 70-year lifetime cancer risk,
2. the estimated maximum non-cancer chronic health hazard index (HHI), and
3. the estimated maximum non-cancer acute health hazard index (HHI).

Risk estimates shall each be made for the off-site point of maximum health impact (PMI), the maximally exposed individual resident (MEIR), and the maximally exposed individual worker (MEIW). The location of each of these receptors shall be specified. The lifetime cancer risk, non-cancer chronic and acute health hazard indexes for nearby sensitive receptors shall also be reported. Cancer and non-cancer chronic risk estimates shall be based on inhalation risks. HRAs shall include estimates of population exposure, including cancer burden, as well as cancer and noncancer chronic and acute risk isopleths (contours). The HRA shall identify best available control technology (BACT) required to reduce risk to less than 10 in 1,000,000.

## 11.3 Biological Resources

### 11.3.1 Sensitive Plants and Animals

#### Impact

Implementation of the CPU has the potential to impact sensitive plant and wildlife species directly through the loss of habitat or indirectly by placing development adjacent to MHPA. Impacts would be significant.

#### Mitigation Framework

Mitigation is required for impacts that are considered significant under the City of San Diego's Biology Guidelines (2012) and the City of San Diego's CEQA Significance Determination Thresholds (2011d). All impacts to sensitive biological resources shall be avoided to the maximum extent feasible and minimized when avoidance is not possible. For future projects that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that no biological resources are present, the project can be processed ministerially and would not be subject to further environmental review under CEQA. Future development which does not comply with CPIOZ Type A shall be subject to review in accordance with CPIOZ B and shall implement the Biological Resources Mitigation Framework detailed below. Where impacts are not avoidable or cannot be minimized, mitigation shall be required to reduce significant impacts to below a level of significance. Mitigation measures typically employed include resource avoidance, restoration, or creation of habitat, dedication, or acquisition of habitat,



or payment into the City of San Diego's Habitat Acquisition Fund or other City-approved mitigation bank. Mitigation measures shall be determined and implemented at the project-level. Adherence to the recommendations below is anticipated to minimize impacts to sensitive biological resources.

**BIO-1:** To reduce potentially significant impacts that would cause a reduction in the number of unique, rare, endangered, sensitive, or fully protected species of plants or animals, if present within the CPU area, all subsequent projects implemented in accordance with the CPU shall be analyzed in accordance with the CEQA Significance Thresholds, which require that site-specific biological resources surveys be conducted in accordance with City of San Diego Biology Guidelines (2012). The locations of any sensitive plant species, including listed, rare, and narrow endemic species, as well as the potential for occurrence of any listed or rare wildlife species shall be recorded and presented in a biological resources report. Based on available habitat within CPU area, focused presence/absence surveys shall be conducted in accordance with the biology guidelines and applicable resource agency survey protocols to determine the potential for impacts resulting from the future projects on these species. Engineering design specifications based on project-level grading and site plans shall be incorporated into the design of future projects to minimize or eliminate direct impacts on sensitive plant and wildlife species consistent with the FESA, MBTA, Bald and Golden Eagle Protection Act, California Endangered Species Act (CESA), MSCP Subarea Plan, and ESL Regulations.

In addition to the requirements detailed above, specific measures shall be implemented when the biological survey results in the identification of Burrowing Owls on the project site. Future projects shall be required to conduct a habitat assessment to determine whether or not protocol surveys are needed. Should burrowing owl habitat or sign be encountered on or within 150 meters of the project site, breeding season surveys shall be conducted. If occupancy is determined, site-specific avoidance and mitigation measures shall be developed in accordance with the protocol established in the Staff Report on Burrowing Owl Mitigation (CDFW 2012). Measures to avoid and minimize impacts to burrowing owl shall be included in a Conceptual Burrowing Owl Mitigation Plan which includes take avoidance (pre-construction) surveys, site surveillance, and the use of buffers, screens, or other measures to minimize construction-related impacts.

### **Mitigation for Impacts to Sensitive Upland Habitats**

Future projects implemented in accordance with the CPU resulting in impacts to sensitive upland Tier I, II, IIIA, or IIIB habitats shall implement avoidance and minimization measures consistent with the City Biology Guidelines and MSCP Subarea Plan and provide suitable mitigation in accordance with the City's Biology Guidelines (see Table 5.4-7) MSCP Subarea Plan. Future project-level grading and site plans shall incorporate project design features to minimize direct impacts on sensitive vegetation communities including but not limited to riparian habitats, wetlands, oak woodlands, and coastal sage scrub consistent with federal, state, and City guidelines. Any required mitigation for impacts on sensitive vegetation

communities shall be outlined in a conceptual mitigation plan following the outline provided in the City Biology Guidelines.

Mitigation for impacts to sensitive vegetation communities shall be implemented at the time future development projects are proposed. Project-level analysis shall determine whether the impacts are within or outside of the MHPA. Any MHPA boundary adjustments shall be processed by the individual project applicants through the City and Wildlife Agencies during the early project planning stage.

Mitigation for impacts to sensitive upland habitats shall occur in accordance with the MSCP mitigation ratios as specified within the City's Biology Guidelines (City of San Diego 2012a). These mitigation ratios are based on Tier level of the vegetation community, the location of the impact and the location of the mitigation site(s). For example, impacts to lands inside of the MHPA and mitigated outside the MHPA would have the highest mitigation ratio whereas impacts to lands outside the MHPA and mitigated inside the MHPA would have the lowest mitigation ratio.

If mobility element roads (i.e., Beyer Boulevard, Airway Road, and Del Sol Boulevard) impact existing conserved lands, an additional 1:1 ratio shall be added to the City required mitigation ratio in order to replace the lands that were previously preserved as open space. Mitigation lands purchased to compensate for impacts to areas within conserved lands shall be located in the Otay Mesa area if feasible.

**TABLE 5.4-7  
MITIGATION RATIOS FOR IMPACTS TO UPLAND VEGETATION COMMUNITIES  
AND LAND COVER TYPES**

Tier	Habitat Type	Mitigation Ratios			
TIER 1 (rare uplands)	Southern Foredunes Torrey Pines Forest Coastal Bluff Scrub Maritime Succulent Scrub Maritime Chaparral Scrub Oak Chaparral Native Grassland Oak Woodlands	Location of Preservation			
				Inside	Outside
		Location of Impact	Inside*	2:1	3:1
			Outside	1:1	2:1
		<hr/>			
TIER II (uncommon uplands)	Coastal Sage Scrub Coastal Sage Scrub/ Chaparral	Location of Preservation			
				Inside	Outside
		Location of Impact	Inside*	1:1	2:1
Outside	1:1		1.5:1		
<hr/>					
TIER III A (common uplands)	Mixed Chaparral Chamise Chaparral	Location of Preservation			
				Inside	Outside
		Location of Impact	Inside*	2:1	3:1
Outside	1:1		2:1		
<hr/>					
TIER III B (common uplands)	Non-Native Grasslands	Location of Preservation			
				Inside	Outside
		Location of Impact	Inside*	1:1	1.5:1
Outside	0.5:1		1:1		

**Notes:**

For all Tier I impacts, the mitigation could (1) occur within the MHPA portion of Tier I (in Tier) or (2) occur outside of the MHPA within the affected habitat type (in-kind).

For impacts on Tier II, IIIA, and IIIB habitats, the mitigation could (1) occur within the MHPA portion of Tiers I – III (out-of-kind) or (2) occur outside of the MHPA within the affected habitat type (in-kind).

Project-specific mitigation will be subject to applicable mitigation ratios at the time of project submittal.

**Mitigation for Impacts to Wetlands**

Please refer to Mitigation Framework BIO-4 in Section 5.4.9, Wetlands.

**Mitigation for Short-term Impacts to Sensitive Species from Project Construction**

Specific measures necessary for reducing potential construction-related noise impacts to the coastal California gnatcatcher, least Bell’s vireo burrowing owl, and the cactus wren are further detailed in LU-2 and BIO-2.

## 11.3.2 Migratory Wildlife

### Impact

Future development, including construction or extension of CPU Mobility Element roadways, utility lines, and/or temporary construction activities within the MHPA, has the potential to interfere with nesting, reduce foraging habitat, and obstruct wildlife movement as a result of noise, construction activities, habitat loss and/or fragmentation. Any direct or indirect impacts to migratory wildlife nesting, foraging, and movement would be significant.

### Mitigation Framework

**BIO-2:** Mitigation for future projects to reduce potentially significant impacts that would interfere with the nesting, foraging, or movement of wildlife species within the CPU area, shall be identified in site-specific biological resources surveys prepared in accordance with City of San Diego Biology Guidelines as further detailed in BIO-1 during the subsequent development review process. The Biology Report shall include results of protocol surveys and recommendations for additional measures to be implemented during construction-related activities; shall identify the limits of any identified local-scale wildlife corridors or habitat linkages and analyze potential impacts in relation to local fauna, and the effects of conversion of vegetation communities (e.g., non-native grassland to riparian or agricultural to developed land) to minimize direct impacts on sensitive wildlife species and to provide for continued wildlife movement through the corridor.

Measures that shall be incorporated into project-level construction documents to minimize direct impacts on wildlife movement, nesting or foraging activities shall be addressed in the Biology report and shall include recommendations for preconstruction protocol surveys to be conducted during established breeding seasons, construction noise monitoring and implementation of any species specific mitigation plans (such as a Burrowing Owl Mitigation Plan) in order to comply with the FESA, MBTA, Bald and Golden Eagle Protection Act, State Fish and Game Code, and/or the ESL Regulations.

## 11.3.3 Sensitive Habitat

### Impact

Impacts to Tier I, II, IIIA, and IIIB habitats would be significant. These sensitive habitats include: maritime succulent scrub, native grassland, Diegan coastal sage scrub, southern mixed chaparral, non-native grassland, riparian scrub, vernal pools, and basins with fairy shrimp. Impacts to wetlands are discussed in Section 5.4.9.

## **Mitigation Framework**

Please refer to Mitigation Framework BIO-1.

### **11.3.4 MSCP**

#### **Impact**

(ISSUE 4) Please refer to Significance of Impact LU-2.

#### **Mitigation Framework**

Please refer to Mitigation Framework LU-2.

### **11.3.5 Invasive Plants**

#### **Impact**

(ISSUE 5) Please refer to Significance of Impact LU-2.

#### **Mitigation Framework**

Please refer to Mitigation Framework LU-2.

### **11.3.6 Wetlands**

#### **Impact**

Impacts to wetlands and other jurisdictional water resources would be significant.

#### **Mitigation Framework**

Future projects implemented in accordance with the CPU which cannot demonstrate compliance with CPIOZ A because impacts to wetlands/jurisdictional resources cannot be avoided shall be required to implement the following Mitigation Framework:

**BIO-4:** To reduce potential direct impacts to City, state, and federally regulated wetlands, all subsequent projects developed in accordance with the CPU shall be required to comply with USACE Clean Water Act Section 404 requirements and special conditions, CDFW Section 1602 Streambed Alteration Agreement requirements and special conditions, and the City of San Diego ESL Regulations for minimizing impacts to wetlands. Achieving consistency with these regulations for impacts on wetlands and special aquatic sites would reduce potential impacts to regulated wetlands and provide compensatory mitigation (as required) to ensure no net-loss of wetland habitats.

Prior to obtaining discretionary permits for future actions implemented in accordance with the CPU, a site-specific biological resources survey shall be completed in accordance with City of San Diego Biology Guidelines. Any required mitigation for impacts shall be outlined in a conceptual wetland mitigation plan prepared in accordance with the City's Biology Guidelines (2012a). In addition, a preliminary or final jurisdictional wetlands delineation of the project site shall be completed following the methods outlined in the USACE's 1987 *Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region*. A determination of the presence/absence and boundaries of any WoUS and WoS shall also be completed following the appropriate USACE guidance documents for determining the OHWM boundaries. The limits of any riparian habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites (excluding vernal pools) that may not meet federal jurisdictional criteria but are regulated by California Coastal Commission and the RWQCB. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to wetlands, jurisdictional waters, riparian habitats, vernal pools, etc. consistent with federal, state, and City guidelines.

Additionally, any impacts to wetlands in the City of San Diego would require a deviation from the ESL wetland regulations. Under the wetland deviation process, development proposals that have wetland impacts shall be considered only pursuant to one of three options; Essential Public Projects, Economic Viability Option, or Biologically Superior Option. ESL Regulations require that impacts to wetland be avoided. Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and mitigated as follows:

- As part of the project-specific environmental review pursuant to CEQA, all unavoidable wetland impacts shall be analyzed, and mitigation shall be required in accordance with ratios shown in Tables 5.4-8a and b below. Mitigation shall be based on the impacted type of wetland and project design. Mitigation shall prevent any net loss of wetland functions and values of the impacted wetland.
- For the Biologically Superior Option, the project and proposed mitigation shall include avoidance, minimization, and compensatory measures, which would result in a biologically superior net gain in overall function and values of (a) the type of wetland resource being impacted and/or (b) the biological resources to be conserved. The Biologically Superior Option mitigation shall include either (1) standard mitigation per Table 5.4-8a, including wetland creation or restoration of the same type of wetland resource that is being impacted that results in high quality wetlands; and a biologically superior project design whose avoided area(s) (i) is in a configuration or alignment that optimizes the potential long-term biological viability of the on-site sensitive biological resources, and/or (ii) conserves the rarest and highest quality on-site biological resources; or (2) for a project not considered consistent with "1" above, extraordinary mitigation per Table 5.4-8b is required.

**TABLE 5.4-8a**  
**CITY OF SAN DIEGO WETLAND MITIGATION RATIOS**  
**(With Biologically Superior Design)**

Vegetation Community	Mitigation Ratio
Riparian	2:1 to 3:1
Vernal pool*	2:1 to 4:1
Basin with fairy shrimp*	2:1 to 4:1
Freshwater marsh	2:1

\*The City currently does not have take authority for vernal pools. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. If adopted, the City would have “take” authority for the vernal pool species occurring within the vernal pool HCP areas.

**TABLE 5.4-8b**  
**CITY OF SAN DIEGO WETLAND MITIGATION RATIOS**  
**(Without Biologically Superior Design)**

Vegetation Community	Mitigation Ratio
Riparian	4:1 to 6:1
Vernal pool*	4:1 to 8:1
Basin with fairy shrimp*	4:1 to 8:1
Freshwater marsh	4:1

\*The City currently does not have take authority for vernal pools. A draft vernal pool HCP is currently being prepared by the City in coordination with the Wildlife Agencies. If adopted, the City would have “take” authority for the vernal pool species occurring within the vernal pool HCP areas.

As part of any future project-specific environmental review pursuant to CEQA, all unavoidable wetlands impacts (both temporary and permanent) shall be analyzed and mitigation required in accordance with the City Biology Guidelines; mitigation shall be based on the impacted type of wetland habitat. Mitigation shall prevent any net loss of wetland functions and values of the impacted wetland. The following provides operational definitions of the four types of activities that constitute wetland mitigation under the ESL Regulations:

- **Wetland creation** is an activity that results in the formation of new wetlands in an upland area. An example is excavation of uplands adjacent to existing wetlands and the establishment of native wetland vegetation.
- **Wetland restoration** is an activity that re-establishes the habitat functions of a former wetland. An example is the excavation of agricultural fill from historic wetlands and the re-establishment of native wetland vegetation.
- **Wetland enhancement** is an activity that improves the self-sustaining habitat functions of an existing wetland. An example is removal of exotic species from existing riparian habitat.



- **Wetland acquisition** may be considered in combination with any of the three mitigation activities above.

Wetland enhancement and wetland acquisition focus on the preservation or the improvement of existing wetland habitat and function and do not result in an increase in wetland area; therefore, a net loss of wetland may result. As such, acquisition and/or enhancement of existing wetlands shall be considered as partial mitigation only for any balance of the remaining mitigation requirement after restoration or creation if wetland acreage is provided at a minimum of a 1:1 ratio.

For permanent wetland impacts that are unavoidable and minimized to the maximum extent feasible, mitigation shall consist of creation of new in-kind habitat to the fullest extent possible and at the appropriate ratios. If on-site mitigation is not feasible, then at least a portion of the mitigation must occur within the same watershed. The City's Biology Guidelines and MSCP Subarea Plan require that impacts on wetlands, including vernal pools, shall be avoided, and that a sufficient wetland buffer shall be maintained, as appropriate, to protect resource functions/values. The project specific biology report shall include an analysis of on-site wetlands (including City, state, and federal jurisdiction analysis) and, if present, include project alternatives that fully/substantially avoid wetland impacts. Detailed evidence supporting why there is no feasible less environmentally damaging location or alternative to avoid any impacts must be provided for City staff review, as well as a mitigation plan that specifically identifies how the project is to compensate for any unavoidable impacts. A conceptual wetland mitigation plan (which includes identification of the mitigation site) shall be approved by City staff prior to the release of the draft environmental document. Avoidance shall be the first requirement; mitigation shall only be used for impacts clearly demonstrated to be unavoidable.

Prior to the commencement of any construction-related activities on-site for projects impacting wetland habitat (including earthwork and fencing) the applicant shall provide evidence of the following to the Assistant Deputy Director (ADD)/Environmental Designee prior to any construction activity:

- Compliance with USACE Section 404 nationwide permit;
- Compliance with the RWQCB Section 401 Water Quality Certification; and
- Compliance with the CDFW Section 1601/1603 Streambed Alteration Agreement.

### **Vernal Pools and Vernal Pool Species**

Impacts to vernal pools shall require assessments of vernal pool flora and fauna, hydrology, habitat function, and restoration potential and protocol fairy shrimp surveys, in addition to the requirements listed above. Impacts to fairy shrimp shall require either a section 10(a)1(A) permit or Section 7 consultation Biological Opinion from USFWS. If the vernal pool HCP is adopted, the City will receive take authorization for the seven vernal pool species.

## 11.0 Mitigation Monitoring and Reporting Program

Mitigation for projects impacting vernal pools shall include salvage of sensitive species from vernal pools to be impacted, introduction of salvaged material into restored vernal pool habitat where appropriate (e.g., same pool series) and maintenance of salvaged material pending successful restoration of the vernal pools. Salvaged material shall not be introduced to existing vernal pools containing the same species outside the vernal pool series absent consultation with and endorsement by vernal pool species experts not associated with the project (e.g., independent expert). The mitigation sites shall include preservation of the entire watershed and a buffer based on functions and values; however, if such an analysis is not conducted, there shall be a default of a 100-foot buffer from the watershed.

### 11.3.7 Noise Generation

#### Impact

There is a potential for temporary noise impacts to wildlife from construction and permanent noise impacts from the introduction of noise generating land uses adjacent to MHPA. Temporary and/or permanent noise impacts to wildlife within the MHPA would be significant.

#### Mitigation Framework

Mitigation for impacts to sensitive wildlife species (including temporary and permanent noise impacts) resulting from future projects implemented in accordance with the CPU are included in Sections 5.1.6.3 (Land Use) and 5.4.4.3 (Biological Resources). Please refer to Mitigation Framework BIO-1 through BIO-4 and LU-2 (MHPA Land Use Adjacency Guidelines).

## 11.4 Historical Resources

### 11.4.1 Prehistoric or Historical Impacts

#### a. Archaeological Resources

#### Impact

Due to the number and density of prehistoric and historical resources in the CPU area, future development has the potential to result in the loss of resources, which would be a significant impact at the program-level.

#### Mitigation Framework

Future commercial, business park and industrial development project types that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that there are no archaeological resources present on the

project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Historical Archaeological Resources further detailed below.

**HIST-1:** Prior to issuance of any permit for a future development project implemented in accordance with the CPU area that could directly affect an archaeological resource, the City shall require the following steps be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources which may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with pre-historic Native American activities.

#### INITIAL DETERMINATION

The environmental analyst will determine the likelihood for the project site to contain historical resources by reviewing site photographs and existing historic information (e.g. Archaeological Sensitivity Maps, the Archaeological Map Book, and the City's "Historical Inventory of Important Architects, Structures, and People in San Diego") and conducting a site visit. If there is any evidence that the site contains archaeological resources, then a historic evaluation consistent with the City Guidelines would be required. All individuals conducting any phase of the archaeological evaluation program must meet professional qualifications in accordance with the City Guidelines.

#### STEP 1:

Based on the results of the Initial Determination, if there is evidence that the site contains historical resources, preparation of a historic evaluation is required. The evaluation report would generally include background research, field survey, archaeological testing and analysis. Before actual field reconnaissance would occur, background research is required which includes a record search at the SCIC at San Diego State University and the San Diego Museum of Man. A review of the Sacred Lands File maintained by the NAHC must also be conducted at this time. Information about existing archaeological collections should also be obtained from the San Diego Archaeological Center and any tribal repositories or museums.

In addition to the record searches mentioned above, background information may include, but is not limited to: examining primary sources of historical information (e.g., deeds and wills), secondary sources (e.g., local histories and genealogies), Sanborn Fire Maps, and historic cartographic and aerial photograph sources; reviewing previous archaeological research in similar areas, models that predict site distribution, and archaeological,

## 11.0 Mitigation Monitoring and Reporting Program

architectural, and historical site inventory files; and conducting informant interviews. The results of the background information would be included in the evaluation report.

Once the background research is complete, a field reconnaissance must be conducted by individuals whose qualifications meet the standards outlined in the City Guidelines. Consultants are encouraged to employ innovative survey techniques when conducting enhanced reconnaissance, including, but not limited to, remote sensing, ground penetrating radar, and other soil resistivity techniques as determined on a case-by-case basis. Native American participation is required for field surveys when there is likelihood that the project site contains prehistoric archaeological resources or traditional cultural properties. If through background research and field surveys historical resources are identified, then an evaluation of significance must be performed by a qualified archaeologist.

### STEP 2:

Once a historical resource has been identified, a significance determination must be made. It should be noted that tribal representatives and/or Native American monitors will be involved in making recommendations regarding the significance of prehistoric archaeological sites during this phase of the process. The testing program may require reevaluation of the proposed project in consultation with the Native American representative which could result in a combination of project redesign to avoid and/or preserve significant resources as well as mitigation in the form of data recovery and monitoring (as recommended by the qualified archaeologist and Native American representative). An archaeological testing program will be required which includes evaluating the horizontal and vertical dimensions of a site, the chronological placement, site function, artifact/ecofact density and variability, presence/absence of subsurface features, and research potential. A thorough discussion of testing methodologies, including surface and subsurface investigations, can be found in the City Guidelines.

The results from the testing program will be evaluated against the Significance Thresholds found in the Guidelines. If significant historical resources are identified within the Area of Potential Effect, the site may be eligible for local designation. At this time, the final testing report must be submitted to Historical Resources Board staff for eligibility determination and possible designation. An agreement on the appropriate form of mitigation is required prior to distribution of a draft environmental document. If no significant resources are found, and site conditions are such that there is no potential for further discoveries, then no further action is required. Resources found to be non-significant as a result of a survey and/or assessment will require no further work beyond documentation of the resources on the appropriate Department of Parks and Recreation (DPR) site forms and inclusion of results in the survey and/or assessment report. If no significant resources are found, but results of the initial evaluation and testing phase indicates there is still a potential for resources to be present in portions of the property that could not be tested, then mitigation monitoring is required.

STEP 3:

Preferred mitigation for historical resources is to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm shall be taken. For archaeological resources where preservation is not an option, a Research Design and Data Recovery Program is required, which includes a Collections Management Plan for review and approval. The data recovery program shall be based on a written research design and is subject to the provisions as outlined in CEQA, Section 21083.2. The data recovery program must be reviewed and approved by the City's Environmental Analyst prior to draft CEQA document distribution. Archaeological monitoring may be required during building demolition and/or construction grading when significant resources are known or suspected to be present on a site, but cannot be recovered prior to grading due to obstructions such as, but not limited to, existing development or dense vegetation.

A Native American observer must be retained for all subsurface investigations, including geotechnical testing and other ground-disturbing activities, whenever a Native American Traditional Cultural Property or any archaeological site located on City property or within the Area of Potential Effect of a City project would be impacted. In the event that human remains are encountered during data recovery and/or a monitoring program, the provisions of Public Resources Code Section 5097 must be followed. These provisions are outlined in the Mitigation Monitoring and Reporting Program (MMRP) included in the environmental document. The Native American monitor shall be consulted during the preparation of the written report, at which time they may express concerns about the treatment of sensitive resources. If the Native American community requests participation of an observer for subsurface investigations on private property, the request shall be honored.

STEP 4:

Archaeological Resource Management reports shall be prepared by qualified professionals as determined by the criteria set forth in Appendix B of the Guidelines. The discipline shall be tailored to the resource under evaluation. In cases involving complex resources, such as traditional cultural properties, rural landscape districts, sites involving a combination of prehistoric and historic archaeology, or historic districts, a team of experts will be necessary for a complete evaluation.

Specific types of historical resource reports are required to document the methods (see Section III of the Guidelines) used to determine the presence or absence of historical resources; to identify the potential impacts from proposed development and evaluate the significance of any identified historical resources; to document the appropriate curation of archaeological collections (e.g. collected materials and the associated records); in the case of potentially significant impacts to historical resources, to recommend appropriate mitigation measures that would reduce the impacts to below a level of significance; and to document the results of mitigation and monitoring programs, if required.

## 11.0 Mitigation Monitoring and Reporting Program

Archaeological Resource Management reports shall be prepared in conformance with the California Office of Historic Preservation "Archaeological Resource Management Reports: Recommended Contents and Format" (see Appendix C of the Guidelines), which will be used by Environmental Analysis Section staff in the review of archaeological resource reports. Consultants must ensure that archaeological resource reports are prepared consistent with this checklist. This requirement will standardize the content and format of all archaeological technical reports submitted to the City. A confidential appendix must be submitted (under separate cover) along with historical resources reports for archaeological sites and traditional cultural properties containing the confidential resource maps and records search information gathered during the background study. In addition, a Collections Management Plan shall be prepared for projects which result in a substantial collection of artifacts and must address the management and research goals of the project and the types of materials to be collected and curated based on a sampling strategy that is acceptable to the City. Appendix D (Historical Resources Report Form) may be used when no archaeological resources were identified within the project boundaries.

### STEP 5:

For Archaeological Resources: All cultural materials, including original maps, field notes, non-burial related artifacts, catalog information, and final reports recovered during public and/or private development projects must be permanently curated with an appropriate institution, one which has the proper facilities and staffing for insuring research access to the collections consistent with state and federal standards. In the event that a prehistoric and/or historic deposit is encountered during construction monitoring, a Collections Management Plan would be required in accordance with the project MMRP. The disposition of human remains and burial related artifacts that cannot be avoided or are inadvertently discovered is governed by state (i.e., Assembly Bill 2641 and California Native American Graves Protection and Repatriation Act of 2001) and federal (i.e., Native American Graves Protection and Repatriation Act) law, and must be treated in a dignified and culturally appropriate manner with respect for the deceased individual(s) and their descendants. Any human bones and associated grave goods of Native American origin shall be turned over to the appropriate Native American group for repatriation.

Arrangements for long-term curation must be established between the applicant/property owner and the consultant prior to the initiation of the field reconnaissance, and must be included in the archaeological survey, testing, and/or data recovery report submitted to the City for review and approval. Curation must be accomplished in accordance with the California State Historic Resources Commission's Guidelines for the Curation of Archaeological Collection (dated May 7, 1993) and, if federal funding is involved, 36 Code of Federal Regulations 79 of the Federal Register. Additional information regarding curation is provided in Section II of the Guidelines.

## b. Historic Buildings, Structures, and Objects

### Impact

Due to the number and density of prehistoric and historical resources in the CPU area, future development has the potential to result in the loss of resources, which would be a significant impact at the program-level.

### Mitigation Framework

**HIST-2:** Prior to issuance of any permit for a future development project implemented in accordance with the CPU that would directly or indirectly affect a building/structure in excess of 45 years of age, the City shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as: age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in the Historical Resources Guidelines.

Preferred mitigation for historic buildings or structures shall be to avoid the resource through project redesign. If the resource cannot be entirely avoided, all prudent and feasible measures to minimize harm to the resource shall be taken. Depending upon project impacts, measures shall include, but are not limited to:

- a. Preparing a historic resource management plan;
- b. Designing new construction which is compatible in size, scale, materials, color and workmanship to the historic resource (such additions, whether portions of existing buildings or additions to historic districts, shall be clearly distinguishable from historic fabric);
- c. Repairing damage according to the Secretary of the Interior's Standards for Rehabilitation;
- d. Screening incompatible new construction from view through the use of berms, walls, and landscaping in keeping with the historic period and character of the resource; and
- e. Shielding historic properties from noise generators through the use of sound walls, double glazing, and air conditioning; and
- f. ~~Removing industrial pollution at the source of production.~~

Specific types of historical resource reports, outlined in Section III of the HRG, are required to document the methods to be used to determine the presence or absence of historical resources, to identify potential impacts from a proposed project, and to evaluate the significance of any historical resources identified. If potentially significant impacts to an identified historical resource are identified these reports will also recommend appropriate

## 11.0 Mitigation Monitoring and Reporting Program

mitigation to reduce the impacts to below a level of significance. If required, mitigation programs can also be included in the report.

### **11.4.2 Religious or Sacred Uses**

#### **Impact**

Please refer to significance of Issue 1.

#### **Mitigation Framework**

The Mitigation Framework for religious or sacred uses (Issue 2) would be the same as outlined for Issue 1 - Archaeological Resources. Please refer to Mitigation Framework HIST-1.

### **11.4.3 Human Remains**

#### **Impact**

Impacts to known resources and those not yet found and formally recorded could occur anywhere within the CPU. Future grading of original in situ soils could also expose buried human remains. Potential impacts to historical resources associated with construction of projects implemented in accordance with CPU would be considered significant (refer to Issue 1).

#### **Mitigation Framework**

The Mitigation Framework for human remains (Issue 3) would be the same as outlined for Issue 1 - Archaeological Resources. Please refer to Mitigation Framework HIST-1.

## **11.5 Human Health/Public Safety/Hazardous Materials**

### **11.5.1 Health and Safety Hazards**

#### **11.5.1.1 Health Hazards**

#### **Impact**

Please refer to Section 5.3, Air Quality and Sections 5.6.4 and 5.6.5 for a discussion of exposure to health hazards. As indicated in those sections, hazardous sites have been identified that could result in significant impacts to future development within the CPU area.



## Mitigation Framework

Please refer to Sections 5.3, 5.6.4, and 5.6.5. In accordance with the CPU policies, mitigation identified in Sections 5.3, 5.6.4, and 5.6.5 shall be required to reduce potential health hazards to future development from hazardous sites. Please refer to mitigation Mitigation Frameworks AQ-3, AQ-4 and HAZ-3.

### 11.5.1.2 Wildfire Hazards

#### Impact

Existing policies and regulations would help reduce, but not completely abate, the potential risks of wildland fires. The General Plan and CPU contain goals and policies to be implemented by the City's Fire-Rescue Department and through land use compatibility, training, sustainable development, and other measures, these goals and policies are aimed at reducing the risk of wildland fires.

Continued monitoring and updating of existing development regulations and plans also would assist in creating defensible spaces and reduce the threat of wildfires. Public education, firefighter training, and emergency operations efforts would reduce the potential impacts associated with wildfire hazards.

Additionally, future development would be subject to conditions of approval that require adherence to the City's Brush Management Regulations and requirements of the California Fire Code.

However, because of the existing and proposed land use patterns around which the community is formed, new development in the wildland interface areas may expose additional people and structures to wildland fire hazards, representing a potentially significant impact. Therefore, impacts associated with wildfires would be significant at the program-level.

#### Mitigation Framework

**HAZ-1:** Future projects implemented in accordance with the CPU shall be required to incorporate sustainable development and other measures into site plans in accordance with the City's Brush Management Regulations, and Landscape Standards pursuant to General Plan and CPU policies intended to reduce the risk of wildfires. In addition, all future projects shall be reviewed for compliance with the 2010 California Fire Code, Section 145.0701 through 145.0711 of the LDC, and Chapter 7 of the California Building Code.

### **11.5.1.3 Aircraft Hazards**

#### **Impact**

Implementation of the General Plan and CPU policies that address land use compatibility would support the development of future uses consistent with the adopted ALUCP. This would preclude any health and safety issues associated with off-airport aircraft accidents. Future subsequent development projects implemented in accordance with the CPU, located within the AIA for Brown Field, would be submitted to the ALUC for a consistency determination. However, future projects could conflict with the Federal Aviation Administration (FAA) requirements unless the City implements a mechanism to ensure either the project would not include features identified in Part 77 criteria for notification or the project obtains a No Hazard to Air Navigation from the FAA. Thus, potential aircraft hazards impacts would be potentially significant.

#### **Mitigation Framework**

**HAZ-2:** To prevent the development of structures that may pose a hazard to air navigation, the City shall inform project applicants for future development concerning the existence of the Part 77 imaginary surfaces and Terminal Instrument Procedures and FAA requirements. The City shall also inform project applicants when proposed projects meet the Part 77 criteria for notification to the FAA as identified in City of San Diego Development Services Department Information Bulletin 520. The City shall not approve ministerial projects that require FAA notification without a FAA determination of “No Hazard to Air Navigation” for the project. Also, the City shall not recommend approval of subsequent development projects that require FAA notification without a FAA determination of “No Hazard to Air Navigation” for the project until the project can fulfill state and ALUC requirements.

### **11.5.2 Hazardous Sites**

#### **Impact**

The presence of sites compiled pursuant to Government Code Section 65962.5, along with any unknown hazardous sites, would have potentially significant impacts on future development and land uses within the CPU area.

#### **Mitigation Framework**

In accordance with CPU policies 6.11-1 and 6.11-2, future projects implemented in accordance with the CPU shall be required to identify potential conditions which require further regulatory oversight and demonstrated compliance based on the following measures prior to issuance of any ministerial permit:

**HAZ-3:**

- a. A Phase I Site Assessment shall be completed in accordance with federal, state, and local regulations for any property identified on a list compiled pursuant to Government Code Section 65962.5. The report shall include an existing condition survey, detailed project description, and specific measures proposed to preclude upset conditions (accidents) from occurring. If hazardous materials are identified, a Phase II risk assessment and remediation effort shall be conducted in conformance with federal, state, and local regulations.
- b. The applicant shall retain a qualified environmental engineer to develop a soil and groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The groundwater management and monitoring plans shall be approved by the City prior to development of the site.
- c. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by the local regulatory agencies (RWQCB/DTSC/DEH) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of these areas therefore has been reduced to below a level of significance.
- d. The applicant shall obtain written authorization from the regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.
- e. All cleanup activities shall be performed in accordance with all applicable federal, state, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as but not limited to San Diego Municipal Code Section 42.0801, Division 9 and Section 54.0701.

## **11.6 Hydrology/Water Quality**

### **11.6.1 Runoff**

#### **Impact**

Buildout in accordance with the CPU would result in an increase in impervious surfaces and associated increased runoff, and result in alterations to on- and off-site drainage. Therefore, implementation of the CPU has the potential to result in significant direct and indirect impacts associated with runoff and alternations to on- and off-site drainage patterns.

#### **Mitigation Framework**

**HYD/WQ-1:** Prior to approval of development projects implemented under the CPU, the applicant shall demonstrate to the satisfaction of the City Engineer, based on the project application, that future projects are sited and designed to minimize impacts on absorption rates, drainage patterns, and surface runoff rates and floodwaters in accordance with current City and RWQCB regulations identified below. Future design of projects shall incorporate all practicable measures as further outlined below in accordance with the RWQCB, the City Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC), and the LDC, and shall be based on the recommendations of a detailed hydraulic analysis.

##### **a. San Diego RWQCB**

- Comply with all NPDES permit(s) requirements, including the development of a SWPPP if the disturbed soil area is one acre or more, or a Water Quality Control Plan if less than one acre, in accordance with the City's Storm Water Standards.
- If a future project includes in-water work, it shall require acquiring and adhering to a 404 Permit (from USACE) and a Streambed Alteration Agreement (from CDFW).
- Comply with the San Diego RWQCB water quality objectives and bacteria TMDL.

##### **b. City of San Diego**

- To prevent flooding, future projects shall be designed to incorporate any applicable measures from the City of San Diego LDC. Flood control measures that shall be incorporated into future projects within a SFHA, or within a 100-year floodway, include but are not limited to the following:
- Prior to issuance of building permits or approval of any project within or in the vicinity of a floodway or SFHA, all proposed development within a SFHA is subject to the following

requirements and all other applicable requirements and regulations of FEMA and those provided in Chapter 14, Article 3, Division 1 of the LDC.

- In all floodways, any encroachment, including fill, new construction, significant modifications, and other development, is prohibited unless certification by a registered professional engineer is provided demonstrating that encroachments shall not result in any increase in flood levels during the occurrence of the base flood discharge except as allowed under Code of Federal Regulations Title 44, Chapter 1, Part 60.3(c) (13).
- If the engineering analysis shows that development will alter the floodway or floodplain boundaries of the Special Flood Hazard Area, the developer shall obtain a Conditional Letter of Map Revision from FEMA.
- Fill placed in the Special Flood Hazard Area for the purpose of creating a building pad shall be compacted to 95 percent of the maximum density obtainable with the Standard Proctor Test Fill method issued by the American Society for Testing and Materials (ASTM) Granular fill slopes shall have adequate protection for a minimum flood water velocity of five feet per second.
- The applicant shall denote on the improvement plans “Subject to Inundation” all areas lower than the base elevation plus two feet.
- If the structures will be elevated on fill such that the lowest adjacent grade is at or above the base flood elevation, the applicant must obtain a Letter of Map Revision based on Fill (LOMR-F) prior to occupancy of the building. The developer or applicant shall provide all documentation, engineering calculations, and fees required by FEMA to process and approve the LOMR-F.
- In accordance with Chapter 14, Article 3, Division 1 of the LDC channelization or other substantial alteration of rivers or streams shall be limited to essential public service projects, flood control projects, or projects where the primary function is the improvement of fish and wildlife habitat. The channel shall be designed to ensure that the following occur:
  - Stream scour is minimized.
  - Erosion protection is provided.
  - Water flow velocities are maintained as specified by the City Engineer.
  - There are neither significant increases nor contributions to downstream bank erosion and sedimentation of sensitive biological resources; acceptable techniques to control stream sediment include planting riparian vegetation in and near the stream and detention or retention basins.

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- Wildlife habitat and corridors are maintained.
- Groundwater recharge capability is maintained or improved.
- Within the flood fringe of a SFHA or floodway, permanent structures and fill for permanent structures, roads, and other development are allowed only if the following conditions are met:
  - The development or fill shall not significantly adversely affect existing sensitive biological resources on-site or off site.
  - The development is capable of withstanding flooding and does not require or cause the construction of off-site flood protective works including artificial flood channels, revetments, and levees nor shall it cause adverse impacts related to flooding of properties located upstream or downstream, nor shall it increase or expand a FIRM Zone A.
  - Grading and filling are limited to the minim amount necessary to accommodate the proposed development, harm to the environmental values of the floodplain is minimized including peak flow storage capacity, and wetlands hydrology is maintained.
  - The development neither significantly increases nor contributes to downstream bank erosion and sedimentation nor causes an increase in flood flow velocities or volume.
  - There shall be no significant adverse water quality impacts to downstream wetlands, lagoons, or other sensitive biological resources, and the development is in compliance with the requirements and regulations of the NPDES as implemented by the City of San Diego.

### **11.6.2 Natural Drainage System**

#### **Impact**

Buildout in accordance with the CPU has the potential to result in a substantial change to stream flow velocities and drainage patterns on downstream properties. Therefore, implementation of the CPU has the potential to result in potentially significant direct and indirect impacts to the natural drainage system.

#### **Mitigation Framework**

See **HYD/WQ-1** shown above.

### **11.6.3 Flow Alteration**

#### **Impact**

Future development within the CPU area would potentially impact the existing course and flow of flood waters, resulting in potentially significant impacts.

#### **Mitigation Framework**

See HYD/WQ-1 shown above.

### **11.6.4 Water Quality**

#### **Impact**

Adherence to federal, state, and local regulations, would serve to reduce significant impacts to a degree, but cannot guarantee that all future project-level impacts would be avoided or mitigated to below a level of significance. Therefore, impacts associated with water quality would be significant at the program-level.

#### **Mitigation Framework**

**HYD/WQ-2:** Future projects shall be sited and designed to minimize impacts on receiving waters, in particular the discharge of identified pollutants to an already impaired water body. Prior to approval of any entitlements for any future project, the City shall ensure that any impacts on receiving waters shall be precluded and, if necessary, mitigated in accordance with the requirements of the City's Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC) and other appropriate agencies (e.g., RWQCB). To prevent erosion, siltation, and transport of urban pollutants, all future projects shall be designed to incorporate any applicable storm water improvement, both off- and on-site, in accordance with the City of San Diego Stormwater Standards Manual.

Storm water improvements and water quality protection measures that shall be required for future projects include:

- Increasing onsite filtration;
- Preserving, restoring, or incorporating natural drainage systems into site design;
- Directing concentrated flows away from MHPA and open space areas. If not possible, drainage shall be directed into sediment basins, grassy swales, or mechanical trapping devices prior to draining into the MHPA or open space areas;
- Reducing the amount of impervious surfaces through selection of materials, site planning, and narrowing of street widths where possible;

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- Increasing the use of vegetation in drainage design;
- Maintaining landscape design standards that minimize the use of pesticides and herbicides; and
- To the extent practicable, avoiding development of areas particularly susceptible to erosion and sediment loss.

### **San Diego Regional Water Quality Control Board and Municipal Code Compliance**

- The requirements of the RWQCB for storm water quality are addressed by the City in accordance with the City NPDES requirements and the participation in the regional permit with the RWQCB.
- Prior to permit approval, the City shall ensure any impacts on receiving waters are precluded or mitigated in accordance with the City of San Diego Stormwater Regulations.
- In accordance with the City of San Diego Stormwater Standards Manual, development shall be designed to incorporate on-site storm water improvements satisfactory to the City Engineer and shall be based on the adequacy of downstream storm water conveyance.

## **11.7 Geology/Soils**

### **11.7.1 Geologic Hazards**

#### **Impact**

The CPU area contains geologic conditions which would pose significant risks for future development if not properly addressed at the project-level. Unstable conditions relating to compressible soils, landslides, seismicity (faults), and expansive soils represent a potentially significant impact for future development.

#### **Mitigation Framework**

**GEO-1:** Impacts associated with geologic hazards shall be mitigated at the project-level through adherence to the City's Seismic Safety Study and recommendations of a site-specific geotechnical report prepared in accordance with the City's Geotechnical Report Guidelines. Impacts shall also be avoided or reduced through engineering design that meets or exceeds adherence to the City's Municipal Code and the California Building Code.

More specifically, compressible soils impacts shall be mitigated through the removal of undocumented fill, colluvium/topsoil, and alluvium to firm the ground. Future development



shall also be required to clean up deleterious material and properly moisture, condition, and compact the soil in order to provide suitable foundation support.

Regarding impacts related to expansive soils, future development shall be required to implement typical remediation measures, which shall include placing a minimum 5-foot cap of low expansive (Expansion Index [EI] of 50 or less) over the clays; or design of foundations and surface improvements to account for expansive soil movement.

## **11.7.2 Erosion**

### **Impact**

Based on the steep nature of many of the hillsides and the generally poorly consolidated nature of the sedimentary materials and soils found throughout the CPU area, erosion would represent a potentially significant impact, particularly in conjunction with some portions of the San Diego Formation and in drainages and stream valleys.

### **Mitigation Framework**

**GEO-2:** As part of the future development permitting process, the City shall require individual projects to adhere to the Grading Regulation and NPDES permit requirements. All subsequent projects developed in accordance with the CPU shall also adhere to the California Building Code to avoid or reduce geologic hazards to the satisfaction of the City Engineer.

Submittal, review and approval of site specific geotechnical investigations shall be completed in accordance with the City's Municipal Code requirements. Engineering design specifications based on future project-level grading and site plans shall be incorporated into all future projects implemented in accordance with the CPU to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer and shall include the following measures to control erosion during and after grading or construction:

- Desilting basins, improved surface drainage, or planting of ground covers installed early in the improvement process in areas that have been stripped of native vegetation or areas of fill material;
- Short-term measures, such as sandbag placement and temporary detention basins;
- Restrictions on grading during the rainy season (November through March), depending on the size of the grading operation, and on grading in proximity to sensitive wildlife habitat; and
- Immediate post-grading slope revegetation or hydroseeding with erosion-resistant species to ensure coverage of the slopes prior to the next rainy season.

## 11.0 Mitigation Monitoring and Reporting Program

Conformance to mandated City grading requirements shall ensure that future grading and construction operations would avoid significant soil erosion impacts. Furthermore, any development involving clearing, grading, or excavation that causes soil disturbance of one or more acres, or any project involving less than one acre that is part of a larger development plan, shall be subject to NPDES General Construction Storm Water Permit provisions. Additionally, any development of this significant size within the City shall be required to prepare and comply with an approved SWPPP that shall consider the full range of erosion control BMPs such as, but not limited to, including any additional site-specific and seasonal conditions. Project compliance with NPDES requirements would significantly reduce the potential for substantial erosion or topsoil loss to occur in association with new development.

Prior to obtaining grading permits for future actions a site-specific geotechnical investigation shall be completed as necessary in accordance with the City of San Diego Guidelines for Preparing Geotechnical Reports. Engineering design specifications based on project-level grading and site plans shall be incorporated into the project design to minimize hazards associated with site-level geologic and seismic conditions satisfactory to the City Engineer. Measures designed to reduce erosion at the project-level shall include the following:

- Control erosion by minimizing the area of slope disturbance and coordinate the timing of grading, resurfacing, and landscaping where disturbance does occur.
- On sites for industrial activities require reclamation plans that control erosion, where feasible, in accordance with the LDC.
- Control erosion caused by storm runoff and other water sources.
- Preserve as open space those hillsides characterized by steep slopes or geological instability in order to control urban form, insure public safety, provide aesthetic enjoyment, and protect biological resources.
- Replant with native, drought-resistant plants to restore natural appearance and prevent erosion.
- Practice erosion control techniques when grading or preparing building sites.
- Utilize ground cover vegetation when landscaping a development in a drainage area to help control runoff.
- Incorporate sedimentation ponds as part of any flood control or runoff control facility.
- During construction, take measures to control runoff from construction sites. Filter fabric fences, heavy plastic earth covers, gravel berms, or lines of straw bales are a few of the techniques to consider.

- Phase grading so that prompt revegetation or construction can control erosion. Only disturb those areas that will later be resurfaced, landscaped, or built on. Resurface parking lots and roadways as soon as possible, without waiting until completion of construction.
- Promptly revegetate graded slopes with groundcover or a combination of groundcover, shrubs, and trees. Hydroseeding may substitute for container plantings. Groundcovers shall have moderate to high erosion control qualities.
- Where necessary, design drainage facilities to ensure adequate protection for the community while minimizing erosion and other adverse effects of storm runoff to the natural topography and open space areas.
- Ensure that the timing and method of slope preparation protects natural areas from disturbance due to erosion or trampling. The final surface shall be compacted and spillovers into natural areas shall be avoided.
- Plant and maintain natural groundcover on all created slopes.

When required, the geologic technical report shall consist of a preliminary study, a geologic reconnaissance, or an in-depth geologic investigation report that includes field work and analysis. The geologic reconnaissance report and the geologic investigation report shall include all pertinent requirements as established by the Building Official.

In addition, the Building Official shall require a geologic reconnaissance report or a geologic investigation report for any site if the Building Official has reason to believe that a geologic hazard may exist at the site.

Section 145.1803 of the San Diego Municipal Code discusses in more detail the requirements related to the geotechnical report outlined in the SDSSS (City of San Diego 2009).

## **11.8 Noise**

### **11.8.1 Traffic Generated Noise Impacts**

#### **Impact**

Based on the noise analysis, exterior and potentially interior traffic noise impacts are anticipated at the majority of locations adjacent to I-805, SR-905, SR-125, Otay Mesa Road, and Airway Road (see Figure 5.10-3). While the regulatory framework would provide for the maximum practical noise abatement that would be implemented at the project-level, because of the variability of noise sources and the proximity to existing and potential noise

sources in the CPU area, it cannot be guaranteed that future land uses would not expose existing uses to noise levels in excess of City standards. Therefore, impacts related to traffic noise impacts to new residences would be significant.

### **Mitigation Framework**

With implementation of the framework of regulations, standards, and policies, project-level noise protection measures for future subsequent development projects' noise impacts would be reduced. However, it is possible that for certain projects, adherence to the regulations would not adequately reduce noise levels, and therefore, these projects would require additional measures to avoid or reduce significant impacts. Implementation of Mitigation Framework measures NOI-1 and NOI-2 would reduce future development project-level impacts. The identified measures shall be updated, expanded and refined when applied to future projects based on project-specific design and changes in existing conditions, and local, state, and federal laws.

**NOI-1:** Prior to the issuance of building permits, site-specific exterior noise analyses that demonstrate that the project would not place residential receptors in locations where the exterior existing or future noise levels would exceed the noise compatibility standards of the City's General Plan shall be required as part of the review of future residential development proposals. Noise reduction measures, including but not limited to building noise barriers, increased building setbacks, speed reductions on surrounding roadways, alternative pavement surfaces, or other relevant noise attenuation measures, may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site-specific exterior noise analyses.

### **Impact**

There are areas within the CPU area where project traffic noise would potentially cause interior noise levels in existing residences to exceed applicable standards. As these may be older residences, which would not have been constructed to achieve current interior noise standards, there is the potential that project traffic may generate noise levels that exceed current standards at these existing residences. This is a potentially significant impact of the CPU.

### **Mitigation Framework**

**NOI-2:** Prior to the issuance of building permits, site specific interior noise analyses demonstrating compliance with the interior noise compatibility standards of the City's General Plan and other applicable regulations shall be prepared for noise sensitive land uses located in areas where the exterior noise levels exceed the noise compatibility standards of the City's General Plan. Noise control measures, including but not limited to increasing roof, wall, window, and door sound attenuation ratings, placing HVAC in noise reducing enclosures, or designing buildings so that no windows face freeways or major

roadways may be used to achieve the noise compatibility standards. Exact noise mitigation measures and their effectiveness shall be determined by the site specific exterior noise analyses.

## 11.8.2 Stationary Source Noise (Collocation)

### Impact

As discussed above, the CPU has the potential to site noise-sensitive uses (i.e., residential) adjacent to noise-generating commercial and industrial uses. The juxtaposition of these land uses would result in potentially significant noise impacts. While the framework of federal, state, and local regulations and policies would reduce direct and indirect impacts associated with the generation of noise levels in excess of standards established in the General Plan or Noise Abatement and Control Ordinance, no project-level site plans or implementation programs have been considered as part of this PEIR. Without detailed operational data it cannot be verified that compliance with existing regulations would reduce all impacts to below a level of significance. As the degree of success of regulations cannot be adequately known for each project at this program-level of analysis, the program-level impact related to noise from stationary sources would be significant.

### Mitigation Framework

The framework of regulations, standards, and policies by the City combined with the federal state and local regulations described above provide a framework for developing project-level noise protection measures for future subsequent development projects implemented in accordance with the CPU. The City's process for the evaluation of discretionary projects includes environmental review and documentation pursuant to CEQA as well as an analysis of those projects for consistency with the goals, policies and recommendations of the General Plan and the CPU.

Operational noise from various land uses could adversely impact adjacent properties, either individually or cumulatively. In general, implementation of the policies included in the CPU and General Plan shall preclude or reduce noise impacts relative to construction noise and collocation issues. Compliance with the standards is required of all projects and is not considered to be mitigation. However, it is possible that for certain projects, adherence to the regulations would not adequately reduce noise levels, and, as such, would require additional measures to avoid or reduce significant impacts.

For each future development projects requiring mitigation (i.e., measures that go beyond what is required by existing regulations), site-specific measures shall be identified that reduce significant project-level impacts to below a level of significance or the project-level impact shall remain significant and unavoidable where no feasible mitigation exists. Where mitigation is determined to be necessary and feasible, these measures shall be included in a future MMRP for the project. Where mitigation is determined to be infeasible, a project shall

not be approved unless all feasible measures have been incorporated into the project design.

The following mitigation measure shall be implemented to reduce project-level impacts and may ensure that on-site generated noise does not exceed the limits of Section 59.5.0101 et seq. of the City's Municipal Code, the Noise Abatement and Control Ordinance. This measure shall be updated, expanded and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state and federal laws.

**NOI-3:** Prior to the issuance of a building permit, a site-specific acoustical/noise analysis of any on-site generated noise sources, including generators, mechanical equipment, and trucks, shall be prepared which identifies all noise-generating equipment, predicts noise levels at property lines from all identified equipment, and recommends mitigation to be implemented (e.g., enclosures, barriers, site orientation), to ensure compliance with the City's Noise Abatement and Control Ordinance. Noise reduction measures shall include building noise-attenuating walls, reducing noise at the source by requiring quieter machinery or limiting the hours of operation, or other attenuation measures. Additionally, future projects shall be required to buffer sensitive receptors from noise sources through the use of open space and other separation techniques as recommended after thorough analysis by a qualified acoustical engineer. Exact noise mitigation measures and their effectiveness shall be determined by the site specific noise analyses.

### **11.8.3 Construction Noise**

#### **Impact**

As discussed above, implementation of the CPU at the project level has the potential to exceed applicable construction thresholds at future residential properties adjacent to construction sites.

Additionally, there is the potential for construction noise to impact least Bell's vireo, coastal California gnatcatcher, raptors, and other sensitive species if they are breeding or nesting in adjacent MHPA lands. These impacts are significant at the program-level.

#### **Mitigation Framework**

The following mitigation measure shall be implemented to reduce project-level impacts. This measure shall be updated, expanded, and refined when applied to specific future projects based on project-specific design and changes in existing conditions, and local, state, and federal laws.

**NOI-4:** For projects that exceed daily construction noise thresholds established by the City of San Diego, best construction management practices shall be used to reduce construction

noise levels to comply with standards established by the Municipal Code in Chapter 5, Article 9.5, Noise Abatement and Control. Project applicant shall prepare and implement a Construction Noise Management Plan. Appropriate management practices shall be determined on a project-by-project basis, and are specific to the location. Control measures shall include:

- a. Minimizing simultaneous operation of multiple construction equipment units;
- b. Locating stationary equipment as far as reasonable from sensitive receptors;
- c. Requiring all internal combustion-engine-driven equipment to be equipped with mufflers that are in good operating condition and appropriate for the equipment; and
- d. Construction of temporary noise barriers around construction sites that block the line-of-sight to surrounding receptors.

The MHPA Land Use Adjacency Guidelines in the MSCP Subarea Plan address noise impacts associated with industrial, commercial, mixed-use, or recreation uses that generate stationary noise adjacent to MHPA areas and are specifically detailed in Mitigation Framework LU-2 in Section 5.1. Additional construction-related noise measures are identified in Section 5.4, Biological Resources.

## **11.9 Paleontological Resources**

### **Impact**

Implementation of the CPU has the potential to result in significant impacts to paleontological resources. Grading would exceed the depth and volume indicated in Table 5.11-1. As such, CPU implementation would result in grading that would impact fossil resources relevant to understanding earth's history, if the fossils are not recovered and salvaged. Specifically, future projects implemented in accordance with the CPU that would involve substantial grading within the San Diego and Otay formations and Very Old Paralic Deposits would result in the loss of significant fossil remains. It should be noted however, that for future projects that are consistent with the CPU, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that no paleontological fossil resources are present; the project can be processed ministerially and would not be subject to further environmental review under CEQA.

**TABLE 5.11-1  
PALEONTOLOGICAL SIGNIFICANCE THRESHOLDS**

Sensitivity Rating	Excavation Volume and Depth Thresholds
High	>1,000 cubic yards and >10 feet deep
Moderate	>2,000 cubic yards and >10 feet deep
Low-Zero	Mitigation not required

### **Mitigation Framework**

For future development project types that are consistent with the OMCP, base zone regulations and the supplemental regulations for CPIOZ Type A and can demonstrate that no paleontological fossil resources are present on the project site; the project can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework for Paleontological Resources further detailed below.

**PALEO-1:** Prior to the approval of subsequent development projects implemented in accordance with the CPU, the City shall determine the potential for impacts to paleontological resources based on review of the project application submitted under CPIOZ TYPE B, and recommendations of a project-level analysis completed in accordance with the steps presented below. Future projects shall be sited and designed to minimize impacts on paleontological resources in accordance with the City’s Paleontological Resources Guidelines and CEQA Significance Thresholds. Monitoring for paleontological resources required during construction activities shall be implemented at the project-level and shall provide mitigation for the loss of important fossil remains with future subsequent development projects that are subject to environmental review.

I. Prior to Project Approval

- A. The environmental analyst shall complete a project-level analysis of potential impacts on paleontological resources. The analysis shall include a review of the applicable USGS Quad maps to identify the underlying geologic formations, and shall determine if construction of a project would:
- Require over 1,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a high resource potential geologic deposit/formation/rock unit.
  - Require over 2,000 cubic yards of excavation and/or a 10-foot, or greater, depth in a moderate resource potential geologic deposit/formation/rock unit.



- Require construction within a known fossil location or fossil recovery site. Resource potential within a formation is based on the Paleontological Monitoring Determination Matrix.
- B. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.
- Monitoring is always required when grading on a fossil recovery site or a known fossil location.
  - Monitoring may also be needed at shallower depths if fossil resources are present or likely to be present after review of source materials or consultation with an expert in fossil resources (e.g., the San Diego Natural History Museum).
  - Monitoring may be required for shallow grading (<10 feet) when a site has previously been graded and/or unweathered geologic deposits/formations/rock units are present at the surface.
  - Monitoring is not required when grading documented artificial fill. When it has been determined that a future project has the potential to impact a geologic formation with a high or moderate fossil sensitivity rating a Paleontological MMRP shall be implemented during construction grading activities.

## **11.10 Traffic/Circulation**

### **11.10.1 Capacity**

#### **a. Roadway Segments**

##### **Impact**

A total of 24 roadway segments under the Horizon Year Plus CPU condition would be expected to operate at unacceptable LOS. Therefore, the CPU would have a significant impact at all of these 24 roadway segment locations.

##### **Mitigation Framework**

At the program-level, impacts shall be reduced through the proposed classifications of roadways and identification of necessary roadway, intersection and freeway improvements. Mitigation or construction of these improvements shall be carried out at the project-level via the Public Facilities Financing Plan and future development projects. Funding shall be

through construction by individual development projects, collection of FBA fees, fair share contributions to be determined at the project-level, and potentially other sources.

The following standards apply to the area designated for commercial and industrial uses as shown in Figure 3-9 (Project Description) within OM-CPIOZ. Future commercial and industrial development applications for properties identified on Figure 3-9 that are consistent with the CPU, the based zone regulations, and these supplemental regulations will be processed ministerially (CPIOZ A) in accordance with the procedures of the CPIOZ (Municipal Code Chapter 13, Article 2, Division 14). Development that complies with all of the following shall be processed as CPIOZ A: Development that includes construction of the abutting street(s) to the street classification identified in the Mobility Element of the Otay Mesa Community Plan and intersection configurations identified in Figures 5.12-4a-g; and development projects that can provide documentation from a California Registered Traffic Engineer, confirmed and accepted by the City Engineer, stating that the proposed project's traffic volumes are based on the City's trip generation rates and are less than 1,000 ADT's.

Development proposals that do not comply with the supplemental regulations for CPIOZ Type A and the regulations of the underlying zone shall apply for a Process 3 CPIOZ Type B permit. Applications for a Process 3 CPIOZ Type B permit shall meet the purpose and intent of the regulations of the underlying zone and the supplemental regulations. Deviations from these regulations may be granted by the City Manager in accordance with the procedures of the CPIOZ (Municipal Code Section 132.1403).

Even with incorporation of the recommended street classifications in Table 5.12-4 in the CPU, Public Facilities Financing Plan, and future project development review and (ministerial) and discretionary review through the CPIOZ~~the proposed classifications~~, 24 roadway segments would operate unacceptably in the Horizon Year Plus CPU condition. The TIA identified additional potential improvement measures that are not recommended as part of the CPU and are not included as part of the project. The reasons for not recommending the improvements include various factors such as adjacency to environmentally sensitive land and/or steep hillsides, existing development conflicts, and/or multi-modal and urban design context~~are detailed in the Findings and the Statement of Overriding Considerations~~. The impacts are considered significant and unavoidable/unmitigated. At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future ~~discretionary~~ subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

The 24 roadway segments that would operate unacceptably in the Horizon Year plus CPU Condition are listed below.

1. Otay Mesa Road, Caliente Ave. to Corporate Center Dr.
2. Otay Mesa Road, Heritage Rd. to Cactus Rd.
3. Airway Road, Caliente Ave. to Heritage Rd.
4. Airway Road, Heritage Rd. to Cactus Rd.
5. Siempre Viva Road, Otay Center Dr. to SR-905
6. Siempre Viva Road, SR-905 to Paseo de las Americas
7. Caliente Avenue, Airway Rd. to Beyer Blvd.
8. Caliente Avenue, Beyer Blvd. to Siempre Viva Rd.
9. Heritage Road/Otay Valley Road, Main St. to Avenida de Las Vistas
10. Heritage Road/Otay Valley Road, Avenida de las Vistas to Datsun St.
11. Cactus Road, Otay Mesa Rd. to Airway Rd.
12. Cactus Road, Airway Rd. to Siempre Viva Rd.
13. Britannia Boulevard, SR-905 to Airway Rd.
14. La Media Road, SR-905 to Airway Rd.
15. Dennery Road, Black Coral Ln. to East End
16. Avenida de las Vistas, Vista Santo Domingo to Dennery Rd.
17. Del Sol Boulevard, Surf Crest Dr. to Riviera Pointe
18. Del Sol Boulevard, Riviera Pointe to Dennery Rd.
19. Old Otay Mesa Road, Crescent Bay Dr. to Beyer Blvd.
20. Camino Maquiladora, Heritage Rd. to Pacific Rim Ct.
21. Camino Maquiladora, Pacific Rim Ct. to Cactus Rd.
22. Progressive Avenue, Corporate Center Dr. to Innovative Dr.
23. Datsun Street, Innovative Dr. to Heritage Rd.
24. Exposition Way/Vista Santo Domingo, Avenida de las Vistas to Corporate Center Dr.

## **b. Intersections**

### **Impact**

A total of 49 intersections would be expected to operate at unacceptable levels under the Horizon Year Plus CPU condition. Therefore, the CPU would have a significant impact at all 49 of these intersections.

### **Mitigation Framework**

A total of 49 intersections would be significantly impacted by the CPU. Even wWith incorporation of the recommended land configurations shown in Figure 5.12-4a-4g for the 53 intersections analyzed into the projects to be funded through the Public Facilities Financing Plan, and through future development projects (ministerial and discretionary through the CPIOZ mitigation measures, a total of 39 intersections would continue to be significantly impacted. The TIA identified further potential improvement measures such as additional intersection turning movement lanes that are not recommended as part of the CPU and are not included as part of the project. The reasons for not recommending the improvements include considerations such as adjacency to environmentally sensitive land, steep hillsides,

~~routes to schools, and multi-modal and urban design context, or because additional study would be required in order to make additional recommendations are detailed in the Findings and Statement of Overriding Considerations.~~ At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future ~~discretionary~~ subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

The impacts are considered significant and ~~unavoidable~~ unmitigated. To reduce impacts the following mitigation shall be provided:

**TRF-1:** Intersections shall be improved per the intersection lane designations identified in Figures 5.12-4a-g.

### **c. Freeway Segments**

#### **Impact**

With the planned and funded I-805 improvements, all I-805 freeway segments would be expected to operate at an acceptable LOS in the Horizon Year Plus CPU condition and therefore impacts would be less than significant. Five SR-905 freeway segments would be expected to operate at unacceptable levels in the Horizon Year Plus CPU condition. Thus, the CPU impact at these five SR-905 freeway segments would be significant.

#### **Mitigation Framework**

While providing one HOV lane in each direction on the SR-905 would reduce impacts associated with buildout of the CPU, the additional lanes are not funded; therefore, impacts would remain significant and ~~unavoidable~~ unmitigated at the programmatic level. At the project-level, partial mitigation may be possible in the form of auxiliary lanes, and/or transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future ~~discretionary~~ subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

## d. Freeway Ramp Metering

### Impact

Five SR-905 freeway ramps would be expected to experience delays over 15 minutes with downstream freeway operations at unacceptable levels in the Horizon Year Plus CPU condition. The CPU impact at these five freeway ramps would be significant.

### Mitigation Framework

Mitigation that would reduce freeway ramp metering impacts at the five significantly impacted SR-905 locations consists of adding a lane to the freeway on-ramp, auxiliary lanes, and/or implementation of transportation demand management (TDM) measures that encourage carpooling and other alternate means of transportation. At the time future ~~discretionary~~ subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact.

However, due to the uncertainty associated with implementing freeway ramp improvements, and uncertainty related to implementation of TDM measures, the freeway ramp impacts associated with the CPU would remain significant and ~~unavoidable~~ unmitigated at the program-level.

## 11.11 Utilities

### 11.11.1 Solid Waste

#### Impact

The CPU would not result in the direct need for a new landfill. Compliance with the Storage, Recycling, and C&D ordinances and the requirement to prepare a WMP (in some instances) would contribute to the CPU meeting the state-mandated 75 percent diversion rate. However, because all future projects within the CPU area may not be required to prepare a WMP or may not reduce project-level waste management impacts to below a level of significance, the CPU cannot be guaranteed, at the program-level, to meet the 75 percent diversion requirement. Direct impacts associated with solid waste would be significant at the program-level.

#### Mitigation Framework

**UTIL-1:** Pursuant to the City's Significance Determination Thresholds, future subsequent development projects (including construction, demolition, and /or renovation) that would

## 11.0 Mitigation Monitoring and Reporting Program

generate 60 tons or more of solid waste shall be required to prepare a Waste Management Plan (WMP). The WMP shall be prepared by the applicant, conceptually approved by the ESD and discussed in the environmental document. The WMP shall be implemented by the applicant and address the demolition, construction, and occupancy phases of the project as applicable to include the following:

- a. A timeline for each of the three main phases of the project (demolition, construction, and occupancy).
- b. Tons of waste anticipated to be generated (demolition, construction, and occupancy).
- c. Type of waste to be generated (demolition, construction, and occupancy).
- d. Describe how the project will reduce the generation of C&D debris.
- e. Describe how the C&D materials will be reused on-site.
- f. Include the name and location of recycling, reuse, and landfill facilities where recyclables and waste will be taken if not reused on-site.
- g. Describe how the C&D waste will be source separated if a mixed C&D facility is not used for recycling.
- h. Describe how the waste reduction and recycling goals will be communicated to subcontractors.
- i. Describe how a "buy recycled" program for green construction products, including mulch and compost, will be incorporated into the project.
- j. Describe how the Refuse and Recyclable Materials Storage Regulations (LDC Chapter 14, Article 2 Division 8) will be incorporated into design of building's waste storage area.
- k. Describe how compliance with the Recycling Ordinance (Municipal Code Chapter 6, Article 6, Division 7) will be incorporated in the operational phase.
- l. Describe any International Standards of Operation 1, or other certification, if any.

## 11.12 Greenhouse Gas Emissions

### 11.12.1 Consistency with Adopted Plans, Policies, and Regulations

#### Impact

The CPU contains policies that would reduce GHG emissions from transportation and operational building uses (related to water and energy consumption, and solid waste generation, etc.) and would be consistent with the strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Subsequent projects implemented in accordance with the CPU would be required to implement GHG-reducing features beyond those mandated under existing codes and regulations. However, because project-level details are not known, there is the potential that projects would not meet the necessary City reduction goals put in place in order to achieve the reductions required by AB 32. Thus, the level of potential impacts associated with plan conflict would be significant.

#### Mitigation Framework

**GHG-1:** Future projects implemented in accordance with the CPU shall be required to demonstrate their avoidance of significant impacts related to long-term GHG emissions. The Mobility, Urban Design, and Conservation elements of the CPU include specific policies to require dense, compact, and diverse development, encourage highly efficient energy and water conservation design, increase walkability and bicycle and transit accessibility, increase urban forestry practices and community gardens, decrease urban heat islands, and increase climate-sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to BAU.

Future projects implemented in accordance with the CPU shall be required to incorporate GHG reducing features or mitigation measures in order to show a 28.3 percent reduction in GHG emissions, relative to BAU, to meet AB 32 year 2020 target levels. Quantifiable GHG reduction measures at the level of subsequent projects consist of:

- Building and non-building energy use
- Indoor and outdoor water use
- Area sources
- Solid waste disposal
- Vegetation/carbon sequestration
- Construction equipment
- Transportation/vehicles

## **11.12.2 Cumulative GHG Emissions**

### **Impact**

The 9.1 to 11.4 percent reductions relative to BAU fall short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to BAU, and therefore impacts associated with GHG emissions under the CPU would be significant and unavoidable.

The Mobility, Urban Design, and Conservation elements of the CPU include specific policies to require dense, compact, and diverse development, encourage highly efficient energy and water conservation design, increase walkability and bicycle and transit accessibility, increase urban forestry practices and community gardens, decrease urban heat islands, and increase climate-sensitive community design. These policies would serve to reduce consumption of fossil-fueled vehicles and energy resulting in a reduction in communitywide GHG emissions relative to BAU. These policies are discussed in detail in Section 5.18.3.

Despite the inclusion of these policies (most of which are not quantifiable in terms of their GHG emissions reductions at the program level), and despite the GHG reductions gleaned from statewide regulations on vehicle GHG emissions and building energy and water use, the CPU's projected GHG emissions would fall short of meeting the 28.3 percent GHG reduction target relative to 2020 BAU.

### **Mitigation Framework**

**GHG-2:** Future projects implemented in accordance with the CPU shall be required to demonstrate their avoidance of significant impacts related to long-term operational emissions as identified in mitigation measure GHG-1 in Section 5.18.3.3.

The approximate gap of 16.9 to 19.2 percent in meeting the target reductions shall consist of one or a combination of several effective and quantifiable GHG reduction measures that pertain to: building and non-building energy use; indoor and outdoor water use; area sources; solid waste disposal; vegetation/carbon sequestration; construction equipment; and transportation/vehicles. Project-level GHG reduction design features shall demonstrate a reduction in BAU GHG emissions to 28.3 percent or more relative to BAU, and to the extent practicable, shall be required for future development projects implemented in accordance with the CPU.



## 12.0 References

The following documents were used, referenced, or relied on in preparing this EIR, and the documents are available for public review and inspection at the City of San Diego. Some documents are additionally available for review on the City of San Diego website page at [www.sandiego.gov](http://www.sandiego.gov).

### AECOM

- 2012 Final Draft Technical White Paper 1: Focal Species Status Update for the City of San Diego Vernal Pool Habitat Conservation Plan. August.

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- 2010 Spring 2010 Advanced CEQA Workshop. San Diego Chapter. May 13.

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- 2010 Quantifying Greenhouse Gas Mitigation Measures: A Resource for Local Government to Assess Emission Reductions from Greenhouse Gas Mitigation Measures. August.

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- 2008b Climate Change Scoping Plan: A Framework for Change. Accessed from the CARB website April 15, 2010 at [http://www.arb.ca.gov/cc/scopingplan/document/adopted\\_scoping\\_plan.pdf](http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf). December.

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## **13.0 Individuals and Agencies Consulted**

Agencies and individuals contacted during preparation of the PEIR include the following:

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### **Sweetwater Union High School District**

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## 14.0 Certification

This document has been completed by the City's Environmental Analysis Section under the direction of the Development Services Department Deputy Director and is based on independent analysis and determinations made pursuant to the San Diego Land Development Code Section 128.0103.

A list of contributing City and consultant staff members, their titles and affiliations, is provided below.

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### **Air Quality Technical Report**

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## **APPENDIX A**

### **Notice of Preparation and Comments**



THE CITY OF SAN DIEGO

**DEVELOPMENT SERVICES DEPARTMENT**

**Date of Notice: October 1, 2010**

**PUBLIC NOTICE OF PREPARATION OF A DRAFT PROGRAM ENVIRONMENTAL IMPACT REPORT**

**INTERNAL ORDER No. 11001373**

The CITY OF SAN DIEGO (City) as the Lead Agency under the California Environmental Quality Act (CEQA) has determined that preparation of a Program Environmental Impact Report (PEIR) will be required for the **OTAY MESA COMMUNITY PLAN UPDATE**, as described below. A previous Notice of Preparation (NOP) was issued on May 12, 2004 for a Master EIR that described the project as a comprehensive update of the Otay Mesa Community Plan with major revisions focusing on redesignating land uses and describing the primary changes within specific neighborhoods. On September 12, 2006, a second NOP was issued for a Program EIR to evaluate and analyze equally three Land Use Scenarios for the community plan which included a range of land use intensities within the planning area. Based on the work and analysis done to date, the City has determined to revise and narrow the scope to study a single, consensus scenario. At this time, the City has decided to issue a new NOP for a PEIR for the update in order to give interested agencies and members of the public an additional opportunity to participate in the CEQA process. This notice was published in the SAN DIEGO DAILY TRANSCRIPT and placed on the City of San Diego web-site at the location noted below on **October 1, 2010**.

**City website:** <http://clerkdoc.sannet.gov/Website/publicnotice/pubnotceqa.html>. The City has also determined that a new scoping meeting will not be required for the current activity

**NOTICE OF PREPARATION (NOP) COMMENT PERIOD:** Written comments from responsible and trustee agencies, the public, and interested parties on the scope and content of the draft EIR must be received by Development Services Department no later than 30 days after receipt of this notice (**November 1, 2010**). Please send your written comments to the following address: **Myra Herrmann, Senior Environmental Planner, City of San Diego Development Services Center, 1222 First Avenue, MS 501, San Diego, CA 92101** or **e-mail your comments to [DSDEAS@sanidiego.gov](mailto:DSDEAS@sanidiego.gov) referencing the Project Name (Otay Mesa Community Plan Update) and Project Number (30330) in the subject line.** A draft Program EIR incorporating public input will then be prepared and distributed for public review and comment in accordance with CEQA.

**RESPONSIBLE AND TRUSTEE AGENCY:** Pursuant to CEQA Section 15082(b), the City requests your input on the scope and content of the environmental information pertaining to your agency's statutory responsibilities in connection with this project. Your agency may need to use this EIR prepared by our agency when considering any permit or other approval for the project.

**GENERAL PROJECT INFORMATION:**

- Project Name/No. **OTAY MESA COMMUNITY PLAN UPDATE/30330**, SCH No. **2004051076**
- Community Plan Area: **OTAY MESA**
- Council District: **8**
- Applicant: **CITY OF SAN DIEGO, CITY PLANNING AND COMMUNITY INVESTMENT DEPARTMENT**



THE CITY OF SAN DIEGO

**SUBJECT:** CITY COUNCIL APPROVAL of a comprehensive update of the 1981 Otay Mesa Community Plan (Plan), and the Otay Mesa Development District Ordinance zoning regulations. The update includes modifications to the various elements of the Plan to incorporate current planning policies and practices in the City of San Diego, as well as to make the Plan reflective of the substantial land use changes (e.g., adopted alignment of SR-905) that have occurred over the last twenty-five years. The Otay Mesa community encompasses approximately 9,300 acres in the southeastern portion of the City of San Diego. The community is bordered by the San Ysidro and Otay Mesa-Nestor communities on the west, the City of Chula Vista and the Otay Valley Regional Park on the north, the County of San Diego on the east and the US/Mexico border and the City of Tijuana on the south.

The updated Otay Mesa Community Plan would provide a long-range, comprehensive policy framework for growth and development in Otay Mesa over the next 20 to 30 years. Guided by citywide policy direction contained within the General Plan (adopted by the City Council on March 8, 2008), the updated community plan will identify a land use strategy with new land use designation proposals to create villages, activity centers and industrial/employment centers along major transportation corridors, while strengthening cultural and business linkages to Tijuana, Mexico via the Otay Mesa Port of Entry, as well as other enhancements to the existing planning area. The Otay Mesa Community Plan Update (Project) will be consistent with and implement the City's General Plan and will include the following 8 elements: Land Use and Community Planning; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services and Safety; Recreation; Historic Preservation; and Noise. In conformance with CEQA Section 15152, the environmental analyses for the draft PEIR would "tier" from the General Plan Final PEIR (Project No. 104495/ SCH No. 2006091032) and will incorporate by reference the general discussions disclosed in this certified environmental document. The General Plan Final PEIR is available for public review at the City of San Diego Development Services Center, 1222 First Avenue, San Diego, CA 92101, and on the City's website at: <http://www.sandiego.gov/planning/genplan/peir.shtml>.

The Project contemplates land use designations that support a fully integrated circulation system which includes, but is not limited to, high frequency transit and/or public transportation. Circulation changes (i.e., roadway deletions, reclassifications, and alignment modifications) would involve primarily Siempre Viva Road, Beyer Boulevard, Otay Mesa Road, Old Otay Mesa Road, Airway Road, Heritage Road (north and south of SR-905), Cactus Road, Britannia Road, La Media Road, Otay Valley Road, and Lonestar Road. Moreover, the Project will take into account the approved alignment for SR-905, which is different from that assumed in the existing community plan. A community-serving drainage facility in the southeastern portion of the planning area also would be included for consideration, as well as identification of locations for a variety of public facilities, including schools, parks, a library, fire and police stations.

As depicted in the attached Draft Land Use Map and the Land Use Summary Table below, the project would re-designate land uses to increase the number of allowed residential units and reduce the acreage for industrial uses. New land use designations are proposed to allow the establishment of industrial centers, mixed commercial and residential uses, and, where appropriate, residential uses near industrial uses. Modified industrial and commercial land use designations also are included that

are similar to the industrial intensity found in the adopted community plan. The International Business and Trade would be the dominant industrial land use in this scenario. Other features of the project include:

- Increasing housing unit yield in the southwestern residential areas
- Creating a village center in an area south of SR-905 and west of Britannia Boulevard
- Designating a corridor of Business Park industrial uses along SR-905
- Seeking to enhance the image of the community along SR-905 with flex space and corporate office users flanking the freeway
- Encouraging outdoor storage and heavy industry uses to shift to the border area

### LAND USE SUMMARY TABLE

Land Use Categories	Adopted Community Plan	Proposed Community Plan Update
Residential	7,258 ac	742 ac
Single dwelling unit detached	4,800 dus	4,273 dus
Multiple dwelling unit and attached	7,600 dus	14,501 dus
Residential Areas w Village Centers	---	71.6 ac
Commercial	457 ac	520 ac
Industrial	2,885 ac	2,599 ac
Institutional	1,027 ac	1,163 ac
Parks and Open Space	2,594 ac	2,888 ac

SOURCE: City of San Diego's Planning and Community Development Department, 6/10/2010

**Alternatives:** Preparation of the DEIR will include an analysis of a reasonable range of alternatives which avoid or mitigate the plan update's significant environmental impacts. These alternatives will be identified and discussed in detail, and address all significant impacts. The alternative's analysis will be conducted in sufficient graphic and narrative detail to clearly assess the relative level of impacts and feasibility. Preceding the detailed alternatives analysis will be a section entitled "Alternatives Considered but Rejected." This section will include a discussion of preliminary alternatives that were considered but not analyzed in detail and the reason for rejection should be explained. The following three alternatives will be considered in the Program EIR:

#### A. THE NO PROJECT ALTERNATIVE

This alternative will analyze a continuation of the existing conditions of Otay Mesa Community Plan at the time the NOP is published, and what would be reasonably expected to occur in the foreseeable future if the Project were not approved (current community plan). This alternative will compare the projected impacts of the change that would result from Project approval against impacts that would occur under the existing plan. Should the No Project Alternative prove to be the environmentally preferred alternative, then CEQA requires that another environmentally preferred alternative be identified for the Project.

#### B. REDUCED BIOLOGICAL IMPACTS ALTERNATIVE

This alternative would be fully consistent with the Environmentally Sensitive Lands Regulations and consistent with the encroachment allowances permitted by the Environmentally Sensitive Lands ordinance for steep slopes, wetlands, and sensitive biology and consistent with the Historical Resources Regulations for archaeological sites, without the need for deviations or variances.

### C. REDUCED DEVELOPMENT ALTERNATIVE

This alternative shall consider the impacts of a reduced project which includes a land use plan and policies that reduce significant impacts such as, but not limited to, biological resources, transportation/circulation, air quality, greenhouse gases, historical resources, etc.

**Recommended Finding:** Pursuant to Section 15060(d) of the CEQA Guidelines, the proposed project may result in significant environmental impacts in the following areas: *Land Use, Biological Resources, Transportation/Circulation/Parking, Noise, Historical Resources, Aesthetic Visual Resources/Community Character, Hydrology/Water Quality, Geology/Soils, Paleontological Resources, Public Services and Facilities (Police, Fire/Life Safety, Libraries, Parks, Recreational Facilities, and Schools), Public Utilities (Water Supply, Wastewater, Storm Drain, Solid Waste, and Energy), Air Quality, Greenhouse Gases, Growth Inducement, Health and Safety, Population and Housing, and Cumulative Impacts.*

**Availability in Alternative Format:** This information is ALSO available in alternative formats for persons with disabilities. To request this notice in an alternative format, call (619) 446-5446 or (800) 735-2929 (TDD) TELEPHONE). **Additional Information:** Contact Senior Planner, Myra Herrmann at (619) 446-5572 or [myra.herrmann@cityofotay.com](mailto:myra.herrmann@cityofotay.com) for any information regarding the environmental review of this project. For other information regarding the Community Plan Update process or public meetings/hearings on this project contact the Senior Planner, Theresa Millette, at (619) 235-5206 or [theresa.millette@cityofotay.com](mailto:theresa.millette@cityofotay.com). The draft OMCPU can be viewed online at: <http://www.cityofotay.com/planning/community-plan/otaymcpl.aspx>.

**Attachments:** FIGURE 1: Otay Mesa Community - Location Map  
FIGURE 2: Otay Mesa Community Plan Land Use Map

**Distribution:** SEE ATTACHED

Cecilia Gallardo, AICP, Assistant Deputy Director  
Development Services Department



 Project location



FIGURE 1  
Regional Location



### Otay Mesa Community Plan Land Use Map

#### General Land Use Categories

- Parks, Open Space, and Institutional**
- Open Space
  - Parks
  - Institutional
- Village Centers**
- Neighborhood Village 15 - 29 d/s/c
  - Community Village 30 - 45 d/s/c

- Residential**
- Residential - Very Low 6-4 d/s/c
  - Residential - Low 5-0 d/s/c
  - Residential - Low Medium 15-14 d/s/c
  - Residential - Medium 15-25 d/s/c
  - Residential - Medium High 30-44 d/s/c

- Commercial - Residential Prohibited**
- Neighborhood Commercial
  - Community Commercial
  - Regional Commercial
  - Heavy Commercial
  - Major Commercial
  - Office Commercial - Residential Permitted 3 - 44 d/s/c

- Industrial - Residential Prohibited**
- Business Park - Office Permitted
  - Light Industrial
  - International Business and Trade
  - Heavy Industrial
  - Business Park - Residential Permitted 15 - 80 d/s/c

- Overlays**
- Potential School Area
  - Potential Park Area
  - Potential Drainage Facility
  - U.S. Government Facility
  - Brown Field Boundary
  - Community Plan Boundary

**THE CITY OF SAN DIEGO  
CITY PLANNING & COMMUNITY INVESTMENT**

This land use plan is intended to be used in conjunction with the City's other planning documents and policies. It is not intended to be used in isolation.

San Diego is a city of the future. We are committed to providing a high quality of life for all our residents. We are committed to providing a safe and secure environment for all our residents. We are committed to providing a sustainable future for all our residents.

48

NOTICE OF PREPARATION PUBLIC REVIEW DISTRIBUTION:

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- Naval Facilities Command, Southwest Division (8-12)
- Environmental Protection Agency (19)
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- Planning and Land Use (68)
- Parks & Recreation Department (69)
- Department of Public Works (72)
- Water Authority (73)
- Department of Environmental Health (75)
- Land & Water Quality Division (76)
- Crack Truck (232)

City of San Diego

- Mayor's Office (91)
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- David Jarrell - Deputy Chief Operating Officer for Public Works (MS 9A)
- Council President Hueso, District 8 (MS 10A)
- Councilmember Lightner, District 1 (MS 10A)
- Councilmember Faucner, District 2 (MS 10A)
- Councilmember Gloria, District 3 (MS 10A)
- Councilmember Young, District 4 (MS 10A)
- Councilmember DeMaio, District 5 (MS 10A)
- Councilmember Frye, District 6 (MS 10A)
- Councilmember Emerald, District 7 (MS 10A)



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 Cecilia Calando, Assistant Deputy Director  
 John Fisher - Project Manager  
 Victoria Huffman - Transportation Review  
 Gary Geiker - Planning Review  
 Ron Carter - Fire Plans Officer (MS 401)  
 Patrick Thomas - Geology Review  
 Martha Blake - LAS Senior  
 Anna McPherson - LAS Senior

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 Tac Galloway - Airport Review (MS 4A)  
 Jeanne Krosch - MSCP (MS 5A)  
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 Kelley Stancio - Plan Historic (MS 5A)  
 Deborah Sharpe - (MS 5A)

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 Frankie Murphy - Deputy Fire Chief (MS 603)

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## Steve Fontana - FSD (80)

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## Environmental Services Library (81J)

## Oreg Mesa-Nestor Branch Library (81W)

## San Ysidro Branch Library (81E)

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## Wetland Advisory Board (91A MS 908A)

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## Environmental Services Department (93A)

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## Office of the City Attorney (93C)

## Transportation Department (MS 609)

## Other Individuals or Groups

City of Chula Vista (94)  
 SANDAG (108)  
 San Diego County Regional Airport Authority (110)  
 San Diego Transit (112)  
 San Diego Gas & Electric (114)

MFS (115)  
 Chula Vista School District (118)  
 San Diego Unified School District (125)  
 San Ysidro School District (127)  
 San Diego City Schools (132)  
 San Diego Community College District (133)  
 University of California San Diego Library (134)  
 San Diego Daily Transcript (135)  
 Union-Tribune City Desk (140)  
 Metro News (141)  
 San Diego Chamber of Commerce (157)  
 Building Industry Federation (158)  
 San Diego Convention & Visitors Bureau (159)  
 Back Country against Dumps (162)  
 Sierra Club, San Diego Chapter (165)  
 Neighborhood Canyon Creek & Park Groups (165A)  
 San Diego Natural History Museum (166)  
 San Diego Audubon Society (167-167A)  
 Environmental Health Coalition (169)  
 California Native Plant Society (170)  
 San Diego Baykeeper (173)  
 Ellen Bauder (175)  
 Citizen's Coordinate for Century III (179)  
 J.C. Allison Research Center (181)  
 Endangered Habitats League (182-182A)  
 Verml. Pool Society (185)  
 Local 30 (191)  
 League of Women Voters (192)  
 Community Planners Committee (194)  
 Carmen Lucas (206)  
 South Coastal Information Center (210)  
 San Diego Historical Society (211)  
 San Diego Archaeological Center (212)  
 Save Our Heritage Organisation (214)  
 Ron Christian (215)  
 Louie Guassac (215A)  
 Clint Linton (215B)  
 San Diego County Archaeological Society (218)  
 Kutzmay Cultural Repatriation Committee (225)  
 Native American Distribution - Public Notice + Map (225A-R)  
     Barma Group of Capitan Grande Band of Mission Indians  
     Campo Band of Mission Indians  
     Ewiiwapaayp Tribal Office  
     Iraja and Coscoit Band of Mission Indians  
     Jamal Band of Mission Indians  
     La Posta Band of Mission Indians  
     Marzanita Band of Mission Indians  
     Sycuan Band of Mission Indians  
     Viñas Group of Capitan Grande Band of Mission Indians  
     Yesa Grande Band of Mission Indians  
     San Pasqual Band of Mission Indians  
     Santa Ysabel Band of Diegueño Indians  
     La Jolla Band of Mission Indians  
     Pala Band of Mission Indians  
     Pauma Band of Mission Indians

Pechanga Band of Mission Indians  
Rincon Band of Luiseno Mission Indians  
Los Coyotes Band of Mission Indians  
Kumeyaay Cultural Heritage Preservation  
Industrial Environmental Association – Patu Krebs  
Southwestern College  
Otay Water District – Robert Schell  
Otay Valley Regional Park CAC (227)  
Otay Mesa Neater Planning Committee (228)  
Theresa Acerro (230)  
Otay Mesa Chamber of Commerce (231A)  
Janay Kruger (233)  
Marilyn Porsiegg – City of Chula Vista, Planning Department (234)  
Otay Mesa Planning Committee (235)  
San Ysidro Planning and Development Group (433)  
United Border Community Town Council (434)  
Chula Vista Chamber of Commerce  
Kaiser Permanente  
San Diego County Hispanic Chamber of Commerce  
San Ysidro Chamber of Commerce  
Tijuana Chamber of Commerce  
Tijuana Economic Development Corporation  
South County Economic Development Corporation  
Regional Economic Development Corporation  
California Transportation Ventures (CTV)  
Jimmy Ayala, Pardee Homes  
Mark Rowson, Land Development Strategies  
Richard Sax, Metro Airpark, LLC  
Nici Boon, Metro Airpark, LLC  
S. Wayne Rosenbaum, Attorney  
Jaes Gortzeman, ESA  
Bobbie Herdes, RECON (Environmental Consultant)

**SHEPPARD MULLIN**

SHEPPARD MULLIN RICHTER &amp; HAMPTON LLP

ATTORNEYS AT LAW

501 West Broadway | 19th Floor | San Diego, CA 92101-3598  
619-338-6500 office | 619-234-3815 fax | [www.sheppardmullin.com](http://www.sheppardmullin.com)John E. Ponder  
Writer's Direct Line: 619-338-6646  
[jponder@sheppardmullin.com](mailto:jponder@sheppardmullin.com)

November 1, 2010

Our File Number: 15BK-151316

***VIA E-MAIL AND U.S. MAIL***Myra Herrmann  
Senior Environmental Planner  
City of San Diego Development Services  
Department  
1222 First Avenue, MS #501  
San Diego, CA 92101Theresa Millette  
Senior Planner  
City of San Diego Planning and Community  
Investment Department  
202 C Street, MS 5A,  
San Diego, CA 92101Re: Notice of Preparation for the Draft Programmatic Environmental Impact Report for the Otay Mesa Community Plan Update (Project No. 30330)

Dear Ms. Herrman and Millette:

On behalf of our client, Western Alliance Bancorporation, owner of the La Media property ("La Media"), an approximately 51.1-acre undeveloped site located at the southeastern corner of Otay Mesa Road and La Media Road in the Otay Mesa Community Planning Area at 8420 Airway Road (APN 646-121-3200), we appreciate the opportunity to provide input on the scope and content of the proposed Program Environmental Impact Report ("PEIR") for the Otay Mesa Community Plan Update (Project No. 30330) ("OMCPU" or "Project"). Western Alliance Bancorporation is affiliated with San Diego's local financial institution, Torrey Pines Bank. The Notice of Preparation ("NOP") announces that the City of San Diego will be the lead agency for preparation of a PEIR in connection with major revisions to the land use designations for what allegedly has developed among the City staff as a "consensus scenario" for the OMCPU.

The PEIR is intended to satisfy the requirements of the California Environmental Quality Act ("CEQA"). CEQA Guidelines § 15083 encourages the lead agency through the scoping process to consult directly with any person or organization it believes will be concerned with the environmental effects of a project because "many public agencies have found that early consultation solves many potential problems that would arise in more serious forms later in the review process." (14 Cal. Code Regs. § 15083.) In addition, "Scoping has been helpful to agencies identifying the range of actions, alternatives, mitigation measures, and significant effects to be analyzed in depth in an EIR and in eliminating from detailed study issues found not to be important. Scoping has been found to be an effective way to bring together and resolve

concerns of ...the proponent of the action, and other interested persons including those who might not be in accord on environmental grounds." (14 Cal. Code Regs. 15083(a),(b).)

Our foremost goal is to ensure that Otay Mesa grows into a comprehensively planned community with a high quality of life. To that end, we have been monitoring the Project closely for years and in the spirit of avoiding potential problems that can arise later in the review process, we submit this letter offering constructive comments that could be used to improve the PEIR.

## **I. General Comments**

### **A. Project Description**

Our primary concern is that the OMCPU project description should describe the La Media property with a commercial land use designation for public policy, fiscal, and fairness and legal reasons.

From a fairness and legal perspective, the La Media project has been in the City's regulatory pipeline for nearly a year with investor funds and City staff working towards the requirements for a project approval under the assumption that commercial use would predominate the project site. The site has been designated for commercial use in the Otay Mesa Community Plan since at least 1981. Both the 3B and 4B scenarios depicted on the City's website in April 2009 proposed to retain commercial use on the northern portion of the property, with either Village Community or International Business and Trade ("IBT") uses on the southern portion of the property. Yet, the NOP's "consensus scenario" project description now eliminates all commercial and Village Community and proposes IBT for the entire property. The City deemed the La Media project complete on December 21, 2009. For fairness and legal reasons, after the project application is deemed complete, the City typically does not change the development rules, regulation and policies for projects, including land use designations, in the regulatory pipeline unless it would place residents in a condition dangerous to their health or safety. The Government Code allows the City to apply new rules when, at the time of the application, the City (1) initiated proceedings for a development rule change by way of ordinance, resolution, or motion; and (2) published notice in accordance with Government Code § 65090 notice procedures that contains *a description sufficient to notify the public of the nature of the proposed change in the applicable general or specific plans, or zoning or subdivision ordinances.* Gov't Code § 66474.2(b)). In this case, while the fact of a pending OMCPU has generally been known to developers in Otay Mesa, it cannot be said that developers had any notice that the nature of the OMCPU's description of the La Media property would be to eliminate all commercial uses that had existed since the 1981 Otay Mesa Community Plan and remained the predominate use in the April 2009 3B and 4B scenarios. Whether on legal or simply fairness grounds, we urge the City to adopt a project description that restores the La Media project's commercial land use designation.

There are also policy reasons to correct the project description. Per our previous discussions with the City, we are aware of the City's concerns regarding traffic conditions on Otay Mesa Road. However, retaining the La Media site as commercial will not change the proposed OMCPU's level of service on Otay Mesa Road and would not appear to trigger significant delays. The site will have access from Otay Mesa Road and Caltrans has conditionally approved access from La Media Road. Therefore, the site is convenient for shoppers and supports transit development.

From a fiscal perspective, the benefits to the City of restoring the La Media project's commercial designation are supported by the City's past studies. The adopted community plan proposes 457 acres of commercial, but the consensus scenario only proposes 320 acres of commercial. The *Fiscal Impact Analysis of Otay Mesa Community Plan Update* (ERA 2007) analyzed the net fiscal impacts of three OMCPU scenarios. Scenario 1, with 512 acres of commercial, netted the highest annual returns for the City with \$19.1 million. Scenario 2, with 400 acres of commercial, netted \$17.5 million annually. As ERA explains, "Scenario 1's anticipated sales tax, property tax, and transient occupancy tax receipts help to generate the highest revenues of all the scenarios." (ERA at p. 7) "With the greatest proportion of residential and office development, Scenario 2 generates the most property taxes at buildout, but also the highest expenditures. Though the greatest number of new residents is anticipated in Scenario 2, this alternative has *substantially lower retail space than the other scenarios and produces less sales tax.*" (ERA at p. 7.) In other words, if the City had increased adopted commercial acres from 457 to 512, the City would net higher annual revenues. The loss of sales taxes from reducing the commercial acres from 457 to 400 acres reduces the City's net revenues by \$1.6 million. Yet the consensus scenario proposes to do more fiscal harm to the City by further reducing commercial acres to 320. Therefore, restoring the commercial use to the La Media project would appear to be wise fiscal policy for the City, particularly where the project would not cause significant new delays on Otay Mesa Road or La Media beyond which is currently anticipated under the existing Otay Mesa Community Plan or the proposed OMCPU consensus scenario.

#### B. Alternatives Analysis – Avoiding Leapfrog Patterns Along I-905 Corridor

The alternatives analysis must fulfill CEQA's mandate to examine a "reasonable range" of alternatives aimed at avoiding or reducing the significant impacts of the proposed project.<sup>1</sup> Please ensure that the PEIR does not improperly constrain the range of alternatives by eliminating options that would provide substantial reductions in the impacts of the Project or better achieve a consensus for landuse designations within the Otay Mesa Community Planning Area. For example, the PEIR should consider alternatives that would provide better locations for

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<sup>1</sup> 14 Cal. Code Regs. § 15126.6.

the OMCPU's commercial land use designations, which would substantially lessen the Project's impacts.<sup>2</sup>

Even if the City is intent on reducing commercial acres in Otay Mesa, the distribution of commercial acres does not reflect the community input the City sought. The consensus 3B scenario upzones industrial property to add commercial acres farther to east rather than retaining commercial acres, such as the La Media project ideally located at the 905 / LaMedia interchange. With the supporting residential base for Otay Mesa's commercial uses in the western part of Otay Mesa, moving commercial farther to the industrialized eastern part of Otay Mesa seems a misallocation of land uses, especially when the industrialize eastern part of Otay Mesa are already scheduled to be served by the commercial core at the port of entry.

This shifting of commercial to the east is also antithetical to the NOP's stated project feature to designate a corridor of Business Park industrial uses along SR-905. Under the consensus 3B scenario, this is achieved for most of the SR-905 until La Media road, where the scenario shifts to a leapfrog of industrial and commercial use pattern that leaves the La Media project an island of industrial within the linear corridor surrounded by commercial on either side, instead of a true commercial core. This island land use designation is typically discouraged as a form of spot zoning.

As such, if the City does not change the project description to include the La Media property with a commercial designation, we respectfully submit that a reasonable range of alternatives for the PEIR must include a "non-leapfrog alternative" identical to the proposed consensus 3B scenario with the La Media project retaining its commercial designation.

#### C. Alternatives Analysis – No Project Alternative Fails to Disclose Impacts.

The City correctly notes that the No Project Alternative is required by CEQA. It often serves to aid the decision-maker in understanding the environmental impacts of not moving forward with the project and what impacts may occur if development proceeds under exiting plans (ie. The 1981 Otay Mesa Community Plan).

The No Project Alternative would analyze a continuation of existing conditions including the La Media property as a commercial land use. However, in order to comply with CEQA's goal of providing information to decision-makers and the public concerning the potential environmental effects of proposed activities (14 Cal. Code Regs. 15002(a)(2)-(3)), the continued commercial use of La Media property must be analyzed in conjunction with the other

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<sup>2</sup> Pub. Res. Code § 21001(g); see also *See Laurel Heights Improvement Ass'n v Regents of Univ. of Cal.* (1988) 47 Cal.3d 376, 403 (noting that EIR, which stated that no feasible alternative sites were available for relocation of university facilities other than site it owned, did not assess possibility of expanding or remodeling other facilities or possibility of purchasing or leasing other facilities).



proposed uses depicted in the consensus scenario. Failure to do so will not fairly disclose the potential effects and benefits of continuing the commercial use on the site.

D. The PEIR Must Fully Address Cumulative Impacts of the Project

The PEIR must analyze both the Project's direct and cumulative impacts.<sup>3</sup> Failing to do so would constitute a form of "piecemealing" which would violate CEQA.<sup>4</sup> "Under CEQA, the agency must consider the cumulative environmental effects of its action before a project gains irreversible momentum."<sup>5</sup> The cumulative impacts analysis should also consider the impacts of past projects.<sup>6</sup>

E. The PEIR Should Fully Analyze the Project's Indirect and Displacement Impacts

CEQA requires lead agencies to consider indirect impacts from a project.<sup>7</sup> "Direct and indirect significant effects of the project on the environment shall be clearly identified and described, giving due consideration to both the short-term and long-term effects."<sup>8</sup> An indirect environmental impact is a change in the physical environment that is not immediately related to the project but that is caused indirectly by the project, occurs later in time, or is farther removed in distance than direct effects.<sup>9</sup> Additionally, CEQA requires analysis of whether a lead agency's action results in the displacement of development to other areas.<sup>10</sup>

F. The PEIR Should Not Improperly Defer Analysis of Environmental Impacts

Moreover, to satisfy the informational requirements of CEQA,<sup>11</sup> the PEIR must analyze all reasonably foreseeable impacts.<sup>12</sup> Failing to analyze reasonable foreseeable impacts

<sup>3</sup> 14 Cal. Code Regs. §§ 15126.2(a), 15130.

<sup>4</sup> See *Orinda Ass'n v. Bd. of Supervisors* (1986) 182 Cal.App.3d 1145, 1171; see also *Las Virgenes Homeowners Federation, Inc. v. County of Los Angeles* (1986) 177 Cal.App.3d 300, 306.

<sup>5</sup> *City of Antioch v. City Counsel* (1986) 187 Cal.App.3d 1325, 1333.

<sup>6</sup> See *Environmental Protection & Information Center v. California Dept. of Forestry and Fire Protection* (2008) 44 Cal.4th 459, 523.

<sup>7</sup> *Stanislaus Audubon Soc'y, Inc. v. County of Stanislaus* (1995) 33 Cal.App.4th 144 (EIR required for golf course project because adverse impacts would result indirectly from later residential development that might be attracted to area by development of golf course).

<sup>8</sup> 14 Cal Code Regs § 15126.2(a).

<sup>9</sup> 14 Cal Code Regs §§ 15064(d)(2), 15358(a)(2).

<sup>10</sup> *Muzzy Ranch Co. v. Solano County Airport Land Use Comm'n* (2007) 41 Cal.4th 372, 383.

<sup>11</sup> It is noteworthy that when the informational requirements of CEQA are not complied with, an agency fails to proceed in a "manner required by law," and has therefore abused its discretion. (Pub. Resources Code, § 21168.5; see also *County of Amador v. El Dorado County Water Agency* (1999) 76 Cal.App.4th 1428.)



eviscerates one of CEQA's prime purposes, to have, "at the earliest feasible time, project sponsors . . . incorporate environmental considerations into project conceptualization, design, and planning."<sup>13</sup>

Moreover, analysis of indirect and displacement impacts should not be deferred. If the PEIR does not consider the potentially significant impacts induced by, or indirectly caused by, approval of the Project, the PEIR would impermissibly segment the whole of the project.<sup>14</sup>

#### G. Land Use

The PEIR's land use analysis should also consider the "transformation" impacts caused by the Project.<sup>15</sup> This analysis must address the direct, indirect, and cumulative impacts caused by adding commercial to areas currently designated industrial. Because the Project would eliminate the current industrial designation on certain parcels, the General Plan requires an analysis of whether the property could still feasibly support industrial uses.<sup>16</sup> There are potentially significant land use and other environmental impacts resulting from the Project's transformational aspects that should be evaluated in the PEIR.

Please address all impacts of the Project on the General Plan including addressing section EP-L-2, which states: "Prepare a Community and Economic Benefit Assessment (CEBA) process focusing on economic and fiscal impact information for significant community plan amendments involving land use or intensity revisions. A determination of whether a CEBA is required for community plan amendments will be made when the community plan is initiated."<sup>17</sup> The Project is a significant land use and intensity revision as defined in the General Plan, requiring preparation of a CEBA. The City's preparation of a CEBA in 2007 analyzed different scenarios that the proposed consensus 3B scenario. As discussed above, the consensus 3B scenario appears to dramatically depart from the commercial acreage levels in the 2007 CEBA that would maximize net annual revenues for the City. As such, a revised CEBA based on the consensus 3B scenario and a reasonable range of alternatives that includes an increase in commercial acres would seem to be in order, if not required by the General Plan.

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<sup>12</sup> 14 Cal. Code Regs. § 15064(d); see also *City of Antioch, supra*, 187 Cal.App.3d 1325.

<sup>13</sup> 14 Cal. Code Regs. § 15004(b)(1).

<sup>14</sup> See *Laurel Heights Improvement Assoc. v. Regents of the Univ. of California* (1988) 47 Cal.3d 376, 391 fn. 2.

<sup>15</sup> 14 Cal. Code Regs. § 15355(b); see also *Environmental Protection Center v. Johnson* (1985) 170 Cal.App.3d 604, 624-25.

<sup>16</sup> General Plan, at p. EP-8 to EP-9.

<sup>17</sup> *Id.* at p. EP-36.

Additionally, the Land Use section of the NOP fails to mention whether the PEIR will analyze conformity with California's landmark planning law, SB 375.<sup>18</sup> It requires that SANDAG prepare a "Sustainable Communities Strategy," which must encourage development that reduces GHG emissions. Please ensure that the PEIR fully analyzes the Project's consistency with the Sustainable Communities Strategy and fully complies with SB 375.

## **II. Request for Special Notice and Copy of NOP**

In order to facilitate a prompt exchange of information as the OMCPU moves forward, please accept this letter as my written request for Special Notice of any actions related to the OMCPU including, but not limited to, all decisions, meetings, hearings, and/or workshops concerning the Project, and the distribution of any other documents prepared in accordance with CEQA for the Project which are available for public review and comment. Although the City did not elect to provide a copy of its initial study with the NOP, in the event an initial study was prepared, I respectfully request a copy. If necessary, please accept this letter as a Public Records Act request for the initial study. Copies of documents and Special Notice can be provided to the following address:

John E. Ponder, Esq.  
Sheppard, Mullin, Richter & Hampton LLP  
501 West Broadway, Suite 1900  
San Diego, CA 92101  
Tel: 619.338.6500  
Fax: 619.234.3815  
E-mail: [jponder@sheppardmullin.com](mailto:jponder@sheppardmullin.com)

With a copy to:

Ann Marie Berg  
Senior Vice President, Director of Corporate Facilities  
Western Alliance Bancorporation  
2700 West Sahara Avenue  
Las Vegas, NV 89102  
[aberg@torreypinesbank.com](mailto:aberg@torreypinesbank.com)  
(702) 856-7219

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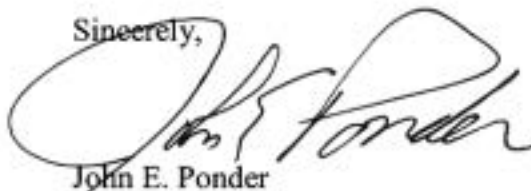
<sup>18</sup> NOP at p. 6-7.

### **III. Conclusion**

Thank you for the opportunity to comment on the NOP. We respectfully request that you review each of these concerns in the PEIR and ensure that the Project's impacts do not degrade Otay Mesa's high quality of life and distinctive community character. Western Alliance Bancorporation plans to stay involved throughout the Project's planning process to ensure the impacts to the community are thoroughly analyzed and the concerns discussed in this letter are addressed.

On behalf of Western Alliance Bancorporation, we look forward to discussing these issues with you further. Please do not hesitate to contact us if you require information regarding the nature and scope of our comments.

Sincerely,

A handwritten signature in black ink, appearing to read "John E. Ponder". The signature is fluid and cursive, with a large initial "J" and "P".

John E. Ponder

for SHEPPARD, MULLIN, RICHTER & HAMPTON LLP

W02-WEST:8JWF1\403036970.4

cc: Elizabeth Maland, City Clerk, City of San Diego  
William Anderson, Director, Department of City Planning and Community Investment  
Mary Wright, Deputy Director, Department of City Planning and Community Investment  
Anne Marie Berg, Senior Vice President, Western Alliance Bancorporation



## Development Services Department

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November 1, 2010

Myra Herrmann, Senior Environmental Planner  
City of San Diego  
Development Services Center  
1222 First Avenue, MS501  
San Diego, CA 92101

Re: Otay Mesa Community Plan Update Revised Notice of Preparation (NOP)

Thank you for providing the City of Chula Vista the opportunity to comment on the Revised Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the proposed Otay Mesa Community Plan Update.

As we understand the proposed project, it is an update of the Otay Mesa Community Plan. Among other things, the intent of the update is to carry forward desired changes in land use types, densities and intensities envisioned through your City of Villages General Plan Framework Element. The EIR project description has been revised since the first NOP was circulated for the Otay Mesa Community Plan Update EIR.

Previously three land use scenarios were to be analyzed in the EIR. We now understand that only one scenario will be analyzed at the full project level in the EIR. The proposed scenario decreases the total acreage for residential development, reduces the number of single-family dwellings while increasing the number of multiple-family dwellings and creates a new designation of "Residential Areas w/Village Centers": all of which result in an increase of 7,617 residential units beyond what is in the currently adopted Community Plan. The proposed scenario reduces the commercial acreage by 137 acres, increases the industrial acreage by 486 acres, increases the institutional acreage by 136 acres and adds 294 acres to Parks and Open Space.

The proposed scenario also includes changes to the Circulation Element involving Siempre Viva Road, Beyer Boulevard, Otay Mesa Road, Old Otay Mesa Road, Airway Road, Heritage Road (north and south of SR-905), Cactus Road, Britannia Road, La Media Road, Otay Valley Road and Lonestar Road).

The City of Chula Vista submitted comments on the first Otay Mesa Community Plan Update EIR NOP dated November 17, 2006 (attached). Those comments remain valid and the issues addressed in that comment letter should be addressed in the DEIR. In addition, certain circumstances have changed since the original NOP that should also be addressed in the DEIR.

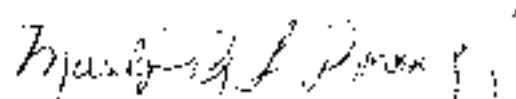
The City of Chula Vista adopted two Land Offer Agreements (LOAs) in 2008 between the City of Chula Vista and the Otay Land Company LLC; and the City of Chula Vista and JJK Investments Myra Herrmann, Senior Environmental Planner

Two, LLC; OV Three Two, LLC; and RR Quarry, LLC, respectively. The LOAs contemplate changes to the City's adopted General Plan. The changes include increases in residential density, modification of the University site and location of a Regional Technology Park (RTP) within the University site.

Chula Vista staff has been meeting with San Diego staff to discuss traffic modeling for both the University Villages General Plan Update and the Otay Mesa Community Plan Update. We recognize that our two Cities are working together to create a variety of traffic models that analyze traffic impacts throughout the study area with a variety of land use and circulation assumptions. We look forward to this on-going effort.

Thank you for the opportunity to comment on the NOP. We look forward to reviewing the Draft EIR. Please feel free to contact me if you have any questions on this.

Sincerely,



Marilyn R. F. Ponzeggi  
Principal Planner

Attach: NOP Comment Letter dated November 17, 2006

CC: Gary Haibert, Assistant City Manager/Development Services Director  
Dave Kaplan, Transportation Engineer



**PLANNING & BUILDING DEPARTMENT**

November 17, 2006

Myra Herrmann, Senior Environmental Planner  
City of San Diego  
Development Services Center  
1222 First Avenue, MS501  
San Diego, CA 92101

Re: Otay Mesa Community Plan Update Notice of Preparation (NOP)

Thank you for providing the City of Chula Vista the opportunity to comment on the Notice of Preparation (NOP) for the Environmental Impact Report (EIR) for the proposed Otay Mesa Community Plan Update.

As we understand the proposed project, it is an update of the Otay Mesa Community Plan. Among other things, the intent of the update is to carry forward desired changes in land use types, densities and intensities envisioned through your City of Villages General Plan Framework Element Three land use scenarios will be analyzed in the EIR. All three of the scenarios would re-designate land uses to increase the number of allowed residential units and reduce the acreage for industrial uses. Two of the scenarios would increase the amount of commercial land uses over the existing community plan. Circulation changes to various roadways including Heritage Road, La Media Road and Otay Valley Road are also proposed as well as the designation of various sites for public facilities such as a drainage facility, schools, parks, libraries, etc.

The City of Chula Vista has a particular interest in the proposed Otay Mesa Community Plan Update given the subject area's proximity to the City of Chula Vista, the interrelationship of the County and the City of San Diego with Chula Vista, and the potential impacts of the proposed Otay Mesa land use designations on the City of Chula Vista. As you may be aware, land use decisions made through joint planning efforts for the adjoining Otay Ranch project were in consideration of the currently adopted land use patterns on the Otay Mesa. In order to ensure that any proposed changes appropriately address these mutual considerations, the following issues should be addressed in the EIR:

Jobs/Housing Balance

All of the scenarios to be analyzed reduce industrial acreage and increase residential units to some extent. A jobs/housing imbalance and the results it creates in regional commuting patterns

and roadway/freeway congestion is an issue of concern, particularly in the South Bay subregion. The need for retaining and expanding the capacity for higher-value jobs is clear. Chula Vista's recently adopted General Plan Update acknowledged this issue, and expanded industrial/tech park employment designation acreage in eastern Chula Vista in response to the need for wages to keep pace with rising housing costs, and to lessen burdens on regional commuting. This was in recognition of, and in addition to the industrial lands currently designated on Otay Mesa. In fact, the original planning of the strong residential base in the Otay Ranch plan was the result of joint understandings that the Otay Mesa would provide a higher-value jobs base.

Absent retention of sufficient jobs on the Otay Mesa, the regional commuting and traffic pattern assumptions associated with the original Otay Ranch planning, and the recently adopted Chula Vista General Plan, could be fundamentally altered, and generate systemic effects to the planned transportation and transit networks. The EIR should analyze the impact that the proposed reductions in higher value industrial job base, and the simultaneous increase in residential units would have on the jobs/housing balance for the larger South Bay subregion as well as the regional transportation network.

#### Traffic Analysis Methodology

The EIR will need to address potentially significant impacts due to increased traffic demand. The subsequent Traffic Impact Analysis should assess the direct and cumulative impacts to the City of Chula Vista's circulation system in terms that correspond to the methodologies that have been used to date throughout the City of Chula Vista. In particular, the City's Growth Management thresholds of significance and City of Chula Vista Roadway Capacity Standards should be used for the analysis of the City's intersection and arterial segments that will be impacted by the project. All traffic models should use the most up to date current and proposed land uses within the City of Chula Vista and be consistent with assumptions used in the transportation analysis for the City's recently completed General Plan Update.

#### Infrastructure

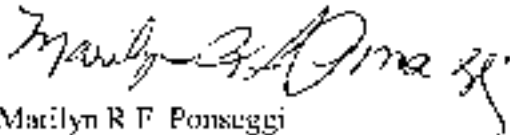
The EIR should identify impacts to public infrastructure based on the proposed changes to the land uses within the Community Plan area as well as currently adopted land uses within the surrounding communities. In accordance with CEQA, mitigation measures must identify all public facilities necessary to mitigate impacts including facilities that are not within the limits of the project area or jurisdiction. Such improvements would include major roads, sewers, and potential bridge structures (such as bridges over the Otay River along La Media Road and Heritage Road), which may be required to accommodate the anticipated growth.

We appreciate the opportunity to comment on this NOP and look forward to working with you during the preparation of the EIR and to reviewing the completed document. The City of Chula Vista requests notification prior to any and all scheduled public meetings, hearings, and workshops, and availability of draft documents related to the proposed project. Please send

Page 3  
Herrmann/NOP  
November 17, 2006

notices to my attention. If you have any questions regarding the above comments, please contact me at (619) 585-5707.

Sincerely,



Marilyn R. F. Ponsuggi  
Environmental Special Projects Manager

cc: Jim Sandoval, Director of Planning & Building  
Ed Batchelder, Advanced Planning Manager  
Jim Newton, Acting Principal Engineer - Traffic Division





# DEPARTMENT OF CONSERVATION

*Managing California's Working Lands*

## DIVISION OF LAND RESOURCE PROTECTION

801 K STREET • MS 18-01 • SACRAMENTO, CALIFORNIA 95814

PHONE 916 / 324-0850 • FAX 916 / 327-3430 • TDD 916 / 324-2555 • WEBSITE [conservation.ca.gov](http://conservation.ca.gov)

November 4, 2010

**VIA EMAIL: [DSDEAS@SanDiego.gov](mailto:DSDEAS@SanDiego.gov)**

Ms. Myra Herrmann, Senior Environmental Planner  
City of San Diego Development Services Center  
1222 First Avenue, MS-501  
San Diego, CA 92101

Subject: Otay Mesa Community Plan Update, Project Number 30330  
- SCH# 2004051076

Dear Ms. Herrmann:

The Department of Conservation's (Department) Division of Land Resource Protection (Division) has reviewed the Notice of Preparation of a DEIR for the Otay Mesa Community Plan Update. The Division monitors farmland conversion on a statewide basis and administers the California Land Conservation (Williamson) Act and other agricultural land conservation programs. We offer the following comments and recommendations with respect to the proposed project's potential impacts on agricultural land and resources.

**Project Description:**

The Otay Mesa Community Plan (project) would provide a long-range, comprehensive policy framework for growth and development in the Otay Mesa community over the next 20 to 30 years. Guided by citywide policy direction contained within the City of San Diego's General Plan, the updated Otay Mesa plan will identify a land use strategy with new land use designations to create villages, activity centers and industrial/employment centers along major transportation corridors.

The Department of Conservation's Farmland Mapping & Monitoring Program's San Diego County Important Farmland map designates the Otay Mesa area as Urban Built-Up Land, Farmland of Local Importance, Unique Farmland, and Farmland of Statewide Importance.

**Division Comments:**

The Division recommends that the DEIR address the following items in order to provide a comprehensive discussion of potential impacts of the Community Plan Update on agricultural land and activities:

**Agricultural Setting of the Project**

- Location and extent of Farmland of Statewide Importance, Unique Farmland, and other types of farmland in and adjacent to the project area.
- Current and past agricultural use of the project area. Please include data on the types of crops grown, and crop yields and farm gate sales values.

To help describe the full agricultural resource value of the soils of the area, the Department recommends the use of economic multipliers to assess the total contribution of the area's potential or actual agricultural production to the local, regional and state economies. Two sources of economic multipliers can be found at the University of California Cooperative Extension Service and the United States Department of Agriculture (USDA).

**Project Impacts on Agricultural Land**

When determining the agricultural value of the land, it's important to recognize that the value of a property may have been reduced over the years due to inactivity, but it does not mean that there is no longer any agricultural value. The inability to farm the land, rather than the choice not to do so, is what could constitute a reduced agricultural value. The Division recommends the following discussion under the Agricultural Resources section of the Draft EIR:

- Type, amount, and location of potential farmland conversion resulting directly and indirectly from project implementation (i.e., rezoning) and growth inducement, respectively.
- Impacts on current and future agricultural operations; e.g., land-use conflicts, increases in land values and taxes, etc.
- Incremental project impacts leading to cumulative impacts on agricultural land. This would include impacts from the proposed project, as well as impacts from past, current, and likely specific projects in the future.

**Mitigation Measures**

Although direct conversion of agricultural land is often an unavoidable impact under California Environmental Quality Act (CEQA) analysis, mitigation measures must be



Ms. Myra Herrmann  
November 4, 2010  
Page 3 of 3

considered. The adoption of a Statement of Overriding Consideration does not absolve an agency of the requirement to implement feasible mitigation that lessens a project's impacts. A principal purpose of an EIR is to present a discussion of mitigation measures in order to fully inform decision-makers and the public about ways to lessen a project's impacts. In some cases, the argument is made that mitigation cannot reduce impacts to below the level of significance because agricultural land will still be converted by the project, and, therefore, mitigation is not required. However, reduction to a level below significance is not a criterion for mitigation. Rather, the criterion is feasible mitigation that lessens a project's impacts. Pursuant to CEQA Guideline §15370, mitigation includes measures that "avoid, minimize, rectify, reduce or eliminate, or compensate" for the impact.

Mitigation can be accomplished by incorporating a program or policy into the Otay Mesa Community Plan Update which would require mitigation for any specific future projects permitted within the Community Plan boundaries that would impact agricultural resources .

The Department also has available a listing of approximately 30 "conservation tools" that have been used to conserve or mitigate project impacts on agricultural land. This compilation report may be requested from the Division at the address or phone number at the conclusion of this letter.

Thank you for giving us the opportunity to comment on the Otay Mesa Community Plan Update. Please provide this Department with the date of any hearings for this particular action, a copy of the DEIR, and any staff reports pertaining to it. If you have questions regarding our comments, or require technical assistance or information on agricultural land conservation, please contact Meri Meraz, Environmental Planner, at 801 K Street, MS 18-01, Sacramento, California 95814, or by phone at (916) 445-9411.

Sincerely,



Dan Otis  
Program Manager  
Williamson Act Program

cc: State Clearinghouse

**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11  
4050 TAYLOR STREET, MS 240  
SAN DIEGO, CA 92110  
PHONE (619) 688-6960  
FAX (619) 688-4299  
TTY 711



*Flex your power!  
Be energy efficient!*

November 8, 2010

Ms. Myra Herrman  
City of San Diego  
1222 First Avenue, MS-501  
San Diego, CA 92101

11-SD-905  
DEIR NOP  
Otay Mesa Community Plan Update  
SCH 2004051076

Dear Ms. Herrman:

The California Department of Transportation (Caltrans) appreciates the opportunity to comment on the Notice of Preparation (NOP) for a draft Environmental Impact Report (EIR) for the Otay Mesa Community Plan Update. The Otay Mesa Community is located within the southern region of the City. It is bounded on the north by the city of Chula Vista, and on the south by the Tijuana River Valley and the San Ysidro Communities. The State highways serving Otay Mesa are State Route 905 (SR-905), State Route 125 (SR-125) and the proposed State Route (SR-11). Caltrans would like to submit the following comments:

Caltrans recommends early coordination in the update of the mobility element of the Otay Mesa Community Plan.

A traffic impact study is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide.

The Level of Service (LOS) for operating State highway facilities is based upon Measures of Effectiveness (MOE) identified in the Highway Capacity Manual (HCM). Caltrans endeavors to maintain a target LOS at the transition between LOS "C" and LOS "D" on State highway facilities; however, Caltrans acknowledges that this may not always be feasible and recommends that the lead agency consult with Caltrans to determine the appropriate target LOS. If an existing State highway facility is operating at less than this target LOS, the existing MOE should be maintained. In general, the region-wide goal for an acceptable LOS on all freeways, roadway segments, and intersections is "D". For undeveloped or not densely developed locations, the goal may be to achieve LOS "C".

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing



Ms. Myra Herrman

November 8, 2010

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noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State highway system be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Mitigation measures to State facilities should be included in the traffic impact analysis. Mitigation identified in the traffic study, subsequent environmental documents, and mitigation monitoring reports, should be coordinated with Caltrans to identify and implement the appropriate mitigation. This includes the actual implementation and collection of any "fair share" monies, as well as the appropriate timing of the mitigation. Mitigation improvements should be compatible with Caltrans concepts.

The lead agency should monitor impacts to insure that roadway segments and intersections remain at an acceptable LOS. Should the LOS reach unacceptable levels, the lead agency should delay the issuance of building permits for any project until the appropriate impact mitigation is implemented.

Mitigation conditioned as part of a local agency's development approval for improvements to State facilities can be implemented either through a Cooperative Agreement between Caltrans and the lead agency, or by the project proponent entering into an agreement directly with Caltrans for the mitigation. When that occurs, Caltrans will negotiate and execute a Traffic Mitigation Agreement.

Caltrans recognizes that there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both total vehicle miles traveled and the number of trips. Caltrans encourages local agencies to work towards a safe, functional, interconnected, multi-modal system.

Caltrans supports the concept of a local circulation system which is pedestrian, bicycle, and

*"Caltrans improves mobility across California"*

Ms. Myra Herrman

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Page 3

transit-friendly in order to enable residents to choose alternative modes of transportation. As a result, potential transit mitigation for development impacts should also be analyzed, such as improved transit accommodation through the provision of park and ride facilities, bicycle access, signal prioritization for transit, or other enhancements which can improve mobility and alleviate traffic impacts to State facilities.

Caltrans appreciates the continued coordination with City staff and community representatives on this community plan update. If you have any questions, please contact Anthony Aguirre, of the Development Review Branch, at (619) 688-3161.

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

## **APPENDIX B**

### **Community Outreach Chronology**

**Otay Mesa Community Plan Update  
Community Outreach Chronology**

**Public Meetings**

<b>PUBLIC MEETING</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
<b>Community workshop #1</b>	2001	All interested public	Palm Promenade Theatre
<b>Project Advisory Committee</b>	Jan 15,/17, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	Feb 5/7, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	Feb 19/21, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	March 5/7, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	March 19/21, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	April 2/4, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	April 16/18, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	May 7/9, 2002	All interested public	600 W Broadway/ SYSD Board Room
<b>Project Advisory Committee</b>	May 21, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	June 4/6, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	June 18/20, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	July 16/18, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	Aug 6/8, 2002	All interested public	600 W Broadway/Montgomery Waller
<b>Project Advisory Committee</b>	Aug 20, 2002	All interested public	600 W Broadway
<b>Project Advisory Committee</b>	Sept 3/5, 2002	All interested public	600 W Broadway/Kaiser Bldg
<b>Project Advisory Committee</b>	Sept 17/19, 2002	All interested public	600 W Broadway/Kaiser Bldg
<b>Project Advisory Committee</b>	Oct 1/3, 2002	All interested public	600 W Broadway/Kaiser Bldg
<b>Project Advisory Committee</b>	Oct 15/18, 2002	All interested public	600 W Broadway/Kaiser Bldg
<b>EIR Scoping Meeting #1</b>	May 2004	All interested public	Otay Mesa area
<b>EIR Scoping Meeting #2</b>	Sept 25, 2006	All interested public	San Ysidro High School
<b>Stakeholder workshops</b>	August 2004	80 Otay Mesa residents, developers, community leaders business owners, and public officials, which was hosted jointly by the City of San Diego Planning Department, the Otay Mesa Chamber of Commerce, the Otay Mesa Planning Group, and the San Diego Regional Economic Development Corporation	Otay Mesa area
<b>Planning Commission workshop #1</b>	August 4, 2005	Public meeting	City of San Diego City Council Chambers
<b>Community workshop #2</b>	August 18, 2005	All interested public. Invitation mailed to owners of over 4,200 real property parcels within Otay	Murphy Development Company



PUBLIC MEETING	DATE	PARTICIPANTS	LOCATION
<b>Roundtables</b>	October 2005 – January 2006	Mesa The roundtables consisted of small group discussions involving interested members of the public and City staff with specialized knowledge or experience in each issue topic. Consultants engaged in the community plan update augmented the discussion as appropriate. The roundtables were hosted by Gail Goldberg, City of San Diego Planning Director.	City of San Diego Offices
Industrial Land: types, supply and capacity & evaluation of 1981 community plan	9 November 2005	<ul style="list-style-type: none"> <li>• Rob Hixson, CBRE Real Estate Broker &amp; Otay Mesa Planning Group Chair</li> <li>• Joe Smith, Burnham Real Estate Broker</li> <li>• Mike Murphy, Otay Mesa industrial developer &amp; Coalition member</li> <li>• Marney Cox, SANDAG</li> <li>• Bill Anderson, Economics Research Associates</li> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	City of San Diego Offices
Parks	15 November 2005	<ul style="list-style-type: none"> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	City of San Diego Offices
Schools	18 November 2005	<ul style="list-style-type: none"> <li>• Tom Silva, San Ysidro School District</li> <li>• Patricia Parr, Sweetwater Union High School District</li> <li>• Dr. Paul Randolph, Board Member, San Ysidro School District and Ocean View Hills/Otay Mesa resident</li> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	City of San Diego Offices
International Trade	22 November 2005	<ul style="list-style-type: none"> <li>• Bill Anderson, Economics Research Associates</li> <li>• Marney Cox, SANDAG</li> <li>• Adele Fasano, Director, Field Operations, US Customs and Border Protection</li> <li>• Carolyn Goding, International Automated Brokers, Otay Mesa Chamber of Commerce board member, San Diego Brokers Association</li> <li>• John Jolliffe, CASAS International Brokerage,</li> </ul>	City of San Diego Offices

PUBLIC MEETING	DATE	PARTICIPANTS	LOCATION
International Trade (cont'd)		<ul style="list-style-type: none"> <li>Otay Mesa Chamber of Commerce board member</li> <li>• Mike Murphy, Otay Mesa industrial developer, Coalition member</li> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	
Brown Field & Concept of a Cross Border Terminal	13 December 2005	<ul style="list-style-type: none"> <li>• Cindy Gompper Graves, South County Economic Development Corporation</li> <li>• Tony McCune, South County Economic Development Corporation</li> <li>• Rob Hixson, CBRE Real Estate Broker &amp; Otay Mesa Planning Group Chair</li> <li>• Pepper Coffey, Ocean View Hills resident and member of the Otay Mesa Planning Group</li> <li>• Linda Johnson, San Diego County Regional Airport Authority</li> <li>• Flavio Olivieri, Tijuana Economic Development Council</li> <li>• John Jolliffe, CASAS International Brokerage, Otay Mesa Chamber of Commerce board member</li> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	City of San Diego Offices
Infrastructure Needs	16 December 2005	<ul style="list-style-type: none"> <li>• Mike Murphy, Otay Mesa industrial developer &amp; Coalition member</li> <li>• John Leppert, Leppert Engineering</li> <li>• Gary Silverman, PBS&amp;J</li> <li>• Chuck Spinks, Kimley-Horn</li> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	City of San Diego Offices
Truck Traffic, Air Quality & Land Use Planning	6 January 2006	<ul style="list-style-type: none"> <li>• Dick Smith, San Diego County Air Pollution Control District</li> <li>• Cindy Tuck, California Environmental Protection Agency</li> <li>• Shari Libicki, Environ</li> </ul>	City of San Diego Offices

PUBLIC MEETING	DATE	PARTICIPANTS	LOCATION
Truck Traffic, Air Quality & Land Use Planning (cont'd)		<ul style="list-style-type: none"> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	
SR-905, SR-125 and SR-11 Corridor Planning and Funding Considerations	13 January 2006	<ul style="list-style-type: none"> <li>• Mario Lopez for Congressman Bob Filner, US House of Representatives, 51<sup>st</sup> District</li> <li>• Javier Avila for Senator Denise Moreno Ducheny, California Senate District 40</li> <li>• Tanya Aldaz for Assembly Member Juan Vargas, California Assembly, 79<sup>th</sup> District</li> <li>• Ron Kelley for Supervisor Greg Cox, San Diego County Board of Supervisors, District 1</li> <li>• Bob Goralka, San Diego County Public Works</li> <li>• Bob Christopher, San Diego County Public Works</li> <li>• Chandra Wallar, San Diego County Public Works</li> <li>• Allan Kosup, Caltrans</li> <li>• Ismael Salazar, Caltrans</li> <li>• Tony Evans, California Transportation Ventures</li> <li>• Greg Hulsizer, California Transportation Ventures</li> <li>• Mike Murphy, Otay Mesa industrial developer &amp; Coalition member</li> <li>• Bob Leiter, SANDAG</li> <li>• City staff</li> <li>• Consultants</li> <li>• All interested public</li> </ul>	City of San Diego Offices
<b>Public and property owner workshop #3</b>	June 7, 2006	All interested public. Invitation mailed to owners of over 4,200 real property parcels within Otay Mesa	San Ysidro High School
<b>Otay Mesa Planning Group</b>	Monthly (list of CPU topics and meeting dates on pages 8 and 9)	Public meeting of this officially recognized community planning group	Otay Mesa area
<b>Planning Commission workshop #2</b>	September 21, 2006	Public meeting	City of San Diego City Council Chambers
<b>Planning Commission Workshop #3 Focus: Residential Uses</b>	December 7, 2006	All interested public	City Hall

<b>PUBLIC MEETING</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
<b>Planning Commission Workshop #4 Focus: Industrial Uses</b>	January 18, 2007	All interested public	Sanyo (Otay Mesa)
<b>Planning Commission Workshop #5 Focus: Transportation matters (Part I)</b>	May 17, 2007	All interested public	City Hall
<b>Planning Commission Workshop #5 Focus: Transportation matters (Part II)</b>	May 31, 2007	All interested public	City Hall
<b>Planning Commission Workshop #6 Focus: Facilities and financing</b>	August 2, 2007	All interested public	City Hall
<b>Planning Commission Workshop #7 (Scenarios 4A and 4B)</b>	March 13, 2008	All interested public	City Hall

**Briefings by the City of San Diego and/or Consultants**

<b>ORGANIZATION</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
Ocean View Hills Area Neighborhood Leaders	August 2005	Neighborhood leaders and consultants	Residence in Ocean View Hills
Tijuana Economic Development Corporation #1 (staff)	November 11, 2005	Tijuana EDC staff and consultants	Chula Vista
Tijuana Economic Development Corporation #2 (staff)	December 12, 2005	Tijuana EDC staff, City staff and consultants	Tijuana
Tijuana Economic Development Corporation #3 (staff)	April 20, 2006	Tijuana EDC staff and consultants	Downtown San Diego
Southwestern College	May 2, 2006	Faculty and staff and consultants	Southwestern College
Chula Vista Chamber of Commerce Government Affairs Committee	May 31, 2006	Committee members and consultants	Chula Vista Chamber of Commerce
San Ysidro Chamber of Commerce Business Interests in Government Committee	June 14, 2006	Committee members, City staff and consultants	San Ysidro Chamber of Commerce
South County Economic Development Council Transportation & Infrastructure Committee	June 30, 2006	Committee members and consultants	McCune Jeep Chrysler offices

Otay Mesa Community Plan Update  
Community Outreach Chronology

<b>ORGANIZATION</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
Otay Mesa Planning Group Heavy Industrial Use Committee	July 7, 2006	City staff, committee representative and consultants	City of San Diego Offices
San Diego Housing Federation Policy Committee	July 12, 2006	Committee members and consultants	San Diego Housing Federation
Chula Vista Rotary	July 14, 2006	Club members, City staff and consultants	Chula Vista Municipal Golf Course
Casa Familiar Administrative Committee	July 18, 2006	Committee members, City staff and consultants	Casa Familiar
Pacific Southwest Association of Realtors	August 2, 2006	Board members, City staff and consultants	Pacific Southwest Association of Realtors
Rotary of San Ysidro-Otay	August 14, 2006	Club members, City staff and consultants	San Ysidro IHOP
St. Jerome's Catholic Church	August 28, 2006	Church leadership and consultants	MW Steele Group
National Association of Industrial and Office Properties (NAIOP) Legislative Committee	September 26, 2006	Committee members, City staff and consultants	CB Richard Ellis UTC
Knott's Soak City	October 3, 2006	Management and consultants	Knott's Soak City
East Otay Mesa Property Owners' Association	October 12, 2006	County Staff, East Otay Mesa Property Owners, Owners' representatives and consultants	CB Richard Ellis UTC
San Diego Regional Economic Development Corporation (staff)	October 24, 2006	EDC staff and consultants	MW Steele Group
Kaiser Permanente	November 14, 2006	Management and consultants	Kaiser Permanente
CHP Otay Mesa Inspection Facility	February 5, 2007	CHP, City staff and consultants	CHP Otay Mesa Inspection Facility
South County EDC	March 6, 2007	SCEDC members, City staff and consultants	Southwestern College National City
East Otay Mesa Property Owners' Association	March 6, 2007	County Staff, East Otay Mesa Property Owners, Owners' representatives, City staff, CALTRANS staff and consultants	CALTRANS District 11 Offices
County Transportation Planning Division	March 12, 2007	County staff and consultants	County Offices
SDG&E	March 15, 2007	SDG&E staff and consultants	SDG&E
SANDAG Borders Committee	March 23, 2007	Committee members, SANDAG staff, City staff, consultants	SANDAG
NAIOP Tour of South County (Otay Mesa stop)	March 28, 2007	NAIOP members and consultants	Murphy Development
National Association of Industrial and Office Properties (NAIOP) Legislative Committee	April 12, 2007	NAIOP Legislative Committee and consultants	NAIOP
San Diego Regional EDC/BIOCOM	June 22, 2007	City Staff, consultants, EDC and BIOCOM members	BIOCOM

<b>ORGANIZATION</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
<b>Otay Mesa Chamber of Commerce</b>	<b>Ongoing</b>		<b>(see below)</b>
Chamber-Coalition Meeting #1	October 3, 2005	Chamber board members, Coalition representatives and consultants	Otay Mesa Chamber of Commerce
Chamber-Coalition Meeting #2	October 25, 2005	Chamber board members, Coalition representatives, consultants, City staff	Otay Mesa Chamber of Commerce
Chamber-Coalition Meeting #3	December 16, 2005	Chamber board members, Coalition representatives, consultants, City staff	Murphy Development
Chamber-Coalition Meeting #4	January 17, 2006	Chamber board members, Coalition representatives, consultants, City staff	MW Steele Group
Tour of Truck Patterns and Commercial Cargo Port of Entry Facilities in Otay Mesa	February 23, 2006	Chamber board members, Coalition representatives, consultants, City staff, Mexican customs officials, US Customs officials	Otay Mesa
Chamber-Coalition Meeting #5	April 3, 2006	Chamber board members, Coalition representatives, consultants, City staff	MW Steele Group
Chamber-Coalition Meeting #6	June 13, 2006	Chamber board members, Coalition representatives, consultants, City staff	MW Steele Group
Chamber General Membership Breakfast	July 7, 2006	Chamber membership, City staff, consultants	South Bay Fish & Grill
Review truck circulation plan study options	March 21, 2007	Chamber members, executive members, City staff, consultants	City of San Diego Offices
Review of land use alternatives	October 14, 2009	Chamber members, executive members, City staff	Otay Mesa Chamber of Commerce
Status of Plan Update	June 23, 2011	Chamber members, executive members, City staff	Otay Mesa Chamber of Commerce
Status of Plan Update	July 19, 2011	Chamber members, executive members, City staff	Otay Mesa Chamber of Commerce
<b>Otay Mesa Planning Group</b>	<b>Ongoing</b>		<b>(see below)</b>
Three land use plan scenarios presented to the public	March 28, 2006	Public meeting of the Council-recognized community planning group	CBRE Downtown San Diego Office
Three revised land use plan scenarios presented to the public	July 19, 2006	Public meeting of the Council-recognized community planning group	Café Vallarta
Work Program, Visioning, Goals	August 16, 2006	Public meeting of the Council-recognized community planning group	Café Vallarta
Industrial trends, Tijuana's industrial clusters and economic development strategy, review draft vision statement and goals	September 20, 2006	Public meeting of the Council-recognized community planning group	San Ysidro High School

Otay Mesa Community Plan Update  
Community Outreach Chronology

<b>ORGANIZATION</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
Infrastructure	October 18, 2006	Public meeting of the Council-recognized community planning group	Café Vallarta
Brown Field & Cross border terminal concept	November 15, 2006	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Discussion of previous and upcoming Planning Commission workshops	January 17, 2007	Public meeting of the Council-recognized community planning group	Comfort Suites Otay Mesa
Discussion of Jan. 17 Planning Commission workshop, public facilities planning, final vision statement and goals	February 21, 2007	Public meeting of the Council-recognized community planning group	Kaiser Permanente Otay Mesa
Revised land use scenarios and transportation	March 21, 2007	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Discussion of revised land use scenarios	April 18, 2007	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Transportation issues	May 16, 2007	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Discussion of May 17 and 31 Planning Commission workshops on transportation, future LU&H workshops	June 20, 2007	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Discussion of GP and relationship with OMCPU	March 18, 2009	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Discussion of what policies would be in CPU Elements	February 16, 2011	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Distribution and discussion of public draft plan	April 20, 2011	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Zoning presentation	July 20, 2011	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Economic Prosperity and industrial zoning discussion	August 18, 2011	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library
Monthly updates as to status of Traffic Impact Study, draft plan, draft Financing Plan, and draft EIR	Attendance at regularly scheduled monthly meetings	Public meeting of the Council-recognized community planning group	Otay Mesa Nestor Library

**Subcommittee Groups**

<b>SUBCOMMITTEE</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
<b>Parks Subcommittee Meetings</b>			
	August 23, 2006	City staff and consultants	City of San Diego Offices
	September 22, 2006	City staff and consultants	City of San Diego Offices
	November 13, 2006	City staff and consultants	MW Steele Group
	April 11, 2007	City staff and consultants	City of San Diego Offices
<b>Schools Subcommittee Meetings</b>			
	December 15, 2005	School district staff, City staff and consultants	City of San Diego Offices
	January 24, 2006	School district staff, City staff and consultants	City of San Diego Offices
	February 1, 2006	Sweetwater Union High school district staff, Southwestern Community College dean's office and consultants	MW Steele Group
	February 28, 2006	School district staff, City staff and consultants	City of San Diego Offices
	March 28, 2006	School district staff, City staff and consultants	City of San Diego Offices
	April 25, 2006	School district staff, City staff and consultants	City of San Diego Offices
	May 9, 2006	School district staff, City staff and consultants	San Ysidro school site visits
	June 15, 2006	School district staff, City staff and consultants	City of San Diego Offices
	August 8, 2006	School district staff, City staff and consultants	City of San Diego Offices
	September 19, 2006	School district staff, City staff and consultants	City of San Diego Offices
	October 31, 2006	School district staff, City staff and consultants	MW Steele Group
	December 5, 2006	School district staff, City staff and consultants	MW Steele Group
	June 7, 2007	School district staff, City staff and consultants	City of San Diego Offices
	June 12, 2007	School district staff, City staff and consultants	City of San Diego Offices
<b>Transit Subcommittee Meetings</b>			
	February 21, 2006	SANDAG and consultants	SANDAG
	April 17, 2006	SANDAG, City staff and consultants	SANDAG
	August 29, 2006	SANDAG, MTS, City staff and consultants	City of San Diego Offices
	December 18, 2006	SANDAG, SANDAG consultants, City staff, consultants	City of San Diego Offices
	May 7, 2007	SANDAG, MTS, City staff and consultants	City of San Diego Offices
<b>Transit Subcommittee Meetings (cont'd)</b>	May 25, 2007	SANDAG, SANDAG consultants, City staff, consultants	City of San Diego Offices
	May 30, 2007	SANDAG, SANDAG consultants, CALTRANS, MTS, National City, Chula Vista, City staff and consultants	SANDAG



<b>SUBCOMMITTEE</b>	<b>DATE</b>	<b>PARTICIPANTS</b>	<b>LOCATION</b>
<b>Library Subcommittee Meetings</b>			
	November 16, 2006	City staff and consultants	City of San Diego Offices
	May 30, 2007	City staff and consultants	City of San Diego Offices
<b>Police and Fire Subcommittee Meetings</b>			
	February 12, 2007	City staff and consultants	City of San Diego Offices
	April 11, 2007	City staff and consultants	City of San Diego Offices
<b>Implementation &amp; Zoning Subcommittee</b>			
	May 15, 2007	City staff and consultants	City of San Diego Offices
	June 13, 2007	City staff and consultants	City of San Diego Offices
<b>Brown Field Airport Land Use Compatibility Plan Subcommittee</b>			
	January 25, 2006	ATAG	Hilton San Diego Airport/Harbor Island
	February 1, 2006	ATAG	Sheraton San Diego Hotel & Marina
	February 21, 2006	ATAG	Sheraton San Diego Hotel & Marina
	March 3, 2006	ATAG	Sheraton San Diego Hotel & Marina
	March 14, 2006	ATAG	Sheraton San Diego Hotel & Marina
	March 22, 2006	ATAG Subcommittees	SAN Terminal 2
	March 30, 2006	ATAG	Sheraton San Diego Hotel & Marina
	April 11, 2006	ATAG Subcommittees	SAN Terminal 2
<b>Brown Field Airport Land Use Compatibility Plan Subcommittee (cont'd)</b>	April 18, 2006	ATAG	Sheraton San Diego Hotel & Marina
	May 1, 2006	ATAG Subcommittees	SAN Terminal 2
	May 16, 2006	ATAG Subcommittees	SAN Terminal 2
	May 16, 2006	ATAG	Sheraton San Diego Hotel & Marina
	May 26, 2006	ATAG Subcommittees	SAN Terminal 2
	June 1, 2006	ATAG Subcommittees	SAN Terminal 2
	June 6, 2006	ATAG Subcommittees	SAN Terminal 2
	June 15, 2006	ATAG Subcommittees	SAN Terminal 2

SUBCOMMITTEE	DATE	PARTICIPANTS	LOCATION
	June 19, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	June 22, 2006	ATAG Safety Mini-Subcommittee	SAN Terminal 2
	June 22, 2006	ATAG	Sheraton San Diego Hotel & Marina
	July 11, 2006	ATAG Subcommittees	SAN Terminal 2
	July 17, 2006	ATAG	Holiday Inn on the Bay
	July 17, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	July 26, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	August 2, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	August 7, 2006	ATAG	Sheraton San Diego Hotel & Marina
	August 14, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	August 21, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	August 21, 2006	ATAG	Sheraton San Diego Hotel & Marina
	September 6, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	September 11, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	September 26, 2006	ATAG Safety Subcommittee	SAN Terminal 2
	October 11, 2006	ATAG Safety Subcommittee	SAN Terminal 2
<b>Brown Field Airport Land Use Compatibility Plan Subcommittee (cont'd)</b>	January 30, 2007	ATAG	Sheraton San Diego Hotel & Marina
	March 13, 2007	ATAG Urban Airports Subcommittee	SAN Terminal 2
	March 26, 2007	ATAG	Sheraton San Diego Hotel & Marina
	April 10, 2007	ATAG Urban Airports Subcommittee	SAN Terminal 2
	April 13, 2007	ALUC staff, City staff, consultants	SAN Terminal 2
	April 24, 2007	ATAG Urban Airports Subcommittee	SAN Terminal 2
	May 1, 2007	ATAG	Sheraton San Diego Hotel & Marina
	May 15, 2007	ATAG Urban Airports Subcommittee	SAN Terminal 2
	May 29, 2007	ATAG Urban Airports Subcommittee	SAN Terminal 2
	June 4, 2007	ALUC staff, City staff, consultants	SAN Terminal 2
	June 5, 2007	ATAG	Sheraton San Diego Hotel & Marina