RECON

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Mr. Allen Kashani
TriPointe Homes
13520 Evening Creek Drive North, Suite 300
San Diego, CA 92128

Reference: Southwest Village Specific Plan Caliente Avenue Alternatives Analysis (RECON Number 8868)

Dear Mr. Kashani:

Tri Pointe Homes is currently in the entitlement phase for the Southwest Village Specific Plan Project (Specific Plan; project). The project includes both project-level and program-level components (Figure 1). The project-level areas include approximately 218 acres within Phase 1, Phase 2, and a portion of the Phase 4 development areas of the Specific Plan, namely within Planning Areas 7 through 20 (Figure 2). The project-level components additionally address project access, including extension of Beyer Boulevard and Caliente Avenue, and off-site infrastructure improvements related to transportation, emergency vehicle access, water, and sewer. Areas proposed for restoration were also evaluated, including a vernal pool restoration area, a coastal cactus wren (*Campylorhynchus brunneicapillus sandiegensis*) habitat restoration area, an Otay tarplant (*Deinandra conjugens*) and native grassland restoration area, and a wetland restoration area where project mitigation would be implemented. Portions of the primitive trails and trail restoration area evaluated include a 100-foot restoration corridor around proposed project-level primitive trail alignments. The extension of Caliente Avenue would encroach into 100 percent of historical resource P-37-039052/CA-SDI-22,936 (Figure 3). This impact would be significant and unavoidable, as determined by the project's Environmental Impact Report.

Due to the finding of significance, this letter presents an alternatives analysis for the extension of Caliente Avenue. The goal is to identify the alternative that best meets project goals and objectives while resulting in the least impact to the historical resource P-37-039052/CA-SDI-22,936. Under the project, Caliente Avenue is estimated to carry over 29,000 average daily trips (ADT). Four alternatives were analyzed. The No Project Alternative, which avoids the construction of Caliente Avenue extension between Central Avenue and Beyer Boulevard, was reviewed but rejected. Without the Caliente Avenue extension, primary access to the Specific Plan would be taken from Beyer Boulevard offering an east-west access from San Ysidro; however, there would be no north-south access from Otay Mesa, limiting both ingress and egress to the project site and internal circulation. Additionally, the western portion of Beyer Boulevard would be a Modified 4-Lane Urban Collector Street built with two lanes due to environmental constraints and Class II Bike lanes with buffer. The right-of-way (ROW) width of this road segment would be 53 feet with an ADT of 25,000 (Level of Service [LOS] D) and estimated ultimate ADT of 28,100. Additionally, Beyer Boulevard and Caliente Avenue would provide primary fire/emergency access routes to the Specific Plan. Without the Caliente Avenue extension, the development of the Specific Plan would be infeasible due to its inability to conform to City of San Diego (City) safety and traffic mobility operations requirements.

Proposed Alternative

The extension of Caliente Avenue is required as one of the primary access roadways to the Specific Plan. Primary access to the Specific Plan would be taken from either of two key arterials: Caliente Avenue, which offers north-south access from Otay Mesa, or Beyer Boulevard, which offers east-west access from San Ysidro (Figure 4). These roadways are City Mobility Element roadways identified in the Otay Mesa Community Plan (OMCP).

Caliente Avenue within the Specific Plan area was planned as a 6-Lane Major Arterial within the City's OMCP (see OMCP Figure 3-2). The OMCP requires a future Specific Plan to implement land use and mobility frameworks. The project identifies the mobility network for the Specific Plan area (Specific Plan Figure 4.1) and includes Caliente Avenue between Central Avenue and Beyer Boulevard as a 4-Lane Urban Collector Street with a Class I bike path and Class II bike lane with a right-of-way (ROW) of 122 feet. This segment of Caliente Avenue, the construction of which would result in impacting 100 percent of historical resource P-37-039052/CA-SDI-22,936, was downgraded from the OMCP planned 6-Lane Major Arterial to a 4-Lane Urban Collector Street with a design speed of 35 miles per hour (mph). It is designed with an ADT of 25,000 (Level of Service [LOS] D) and an estimated ultimate ADT of 29,200 (see Figure 3) and represents the least impactive design to support anticipated road use. Further reduction in the road designation would not support anticipated traffic volumes.

Alternative 1: Reduce Impacts to the Archaeological Site

As shown in Figure 5, this alternative narrows Caliente Avenue within its currently proposed alignment (from 122 feet to 62 feet) in an effort to reduce the extent of intrusion into the historical resource. However, this further reduction in roadway width would not support projected traffic volumes needed to support long-term circulation demands within the Specific Plan area. In order to reduce impacts to the historical resource, this alternative would be a 2-Lane Urban Collector Street with Class II Bike Lanes with buffer designed with an ADT of 6,500 (LOS D) and an estimated ultimate ADT of 3,900. Grading for fill slopes under this alternative would impact a portion of the historical resource. Because this alternative reduces the ROW from 122 feet to 62 feet, resulting in a loss of two lanes compared to the proposed project, anticipated traffic volumes would not be accommodated.

Therefore, Alternative 1 would have less impact on the historical resource; however, due to its inability to support anticipated traffic volumes, this alternative is not feasible.

Alternative 2: Avoid Impact to the Archaeological Site

As shown in Figure 6, this alternative shifts Caliente Avenue to the west, creating a tighter curve radius compared to the proposed alignment. This realignment of Caliente Avenue would avoid the historical resource. This alternative would be a 4-Lane Urban Collector Street with a Class I bike path and Class II bike lane with a ROW of 122 feet. The 4-Lane Urban Collector Street would accommodate an ADT of 25,000 (LOS D) and an estimated ultimate ADT of 29,200. This alternative would accommodate anticipated traffic volumes and includes 12 feet of parkway that would support the pedestrian and bicycle safety requirements and meets the City's Mobility Choices that aim to connect every San Diegan with safe and convenient mobility options.

The revised position of the roadway presents engineering challenges due to geometric limitations, including a tight-curve radius that does not meet City standard design requirements. The proposed centerline radius is 300 feet, which does not meet the minimum curve radius permitted for a 4-Lane Urban Collector with a design speed of 35 mph, which is 380 feet with up to a 6 percent superelevation. This deviation from City standard design requirements would need City approval. As a result, deviations would be required for minimum curve radius and superelevation standards. Additionally, construction of this alignment would extend onto property not owned by TriPointe (Southwind).

Therefore, Alternative 2 would have less impact on the historical resource; however, due to required engineering deviations and off-site impacts, this alternative is not feasible.

Alternative 3: Geological and Biological Constraints

As shown in Figure 7, this alternative would revise the alignment and geometry of Caliente Avenue to avoid the historical resource by rerouting the road into areas with steep slopes and finger canyons, thereby introducing new geological constraints that complicate road construction and long-term stability. This alternative would be a 4-Lane Urban Collector Street with a Class I bike path and Class II bike lane with a ROW of 122 feet. This alternative design would accommodate anticipated traffic volumes within 12 feet of parkway that would also support the pedestrian and bicycle safety requirements and meets the City's Mobility Choices aim to connect every San Diegan with safe and convenient mobility options. Vehicles would use "T-intersections" to reach the new Caliente Avenue alignment with one leg of the T-intersections leading to a dead end or a low-volume connection. T-intersections require either all-way stop control or a traffic signal. Caliente Avenue is estimated to carry over 29,000 ADT. Moving 29,000 ADT through these T-intersections further requires dual right- and left-turn lanes with additional ROW at the new intersections.

In addition, portions of the revised alignment extend beyond the boundaries of the project-level environmental analysis area, triggering the need for supplemental studies and additional coordination with regulatory agencies. Portions also would impact the Vernal Pool Habitat Conservation Plan/Multi-Habitat Planning Area. This would result in delays to project implementation due to the requirement for new or amended permits from the City and agencies.

Therefore, Alternative 3 would have less impact on the historical resource; however, due to additional biological impacts, geological constraints, and traffic flow issues, this alternative is not feasible.

Alternative 4: Traffic Constraints on Central Avenue

As shown in Figure 8, this alternative proposes extending Caliente Avenue north to intersect with Central Avenue at a T-intersection, then zigzagging along Central Avenue before rejoining the existing Caliente Avenue alignment. Although this configuration aims to avoid the historical resource, it lacks the capacity to accommodate the anticipated ADT. Under this alternative, Central Avenue would be constructed as a 2-Lane Collector with Class II Bike Lanes with buffer and the capacity of 6,500 ADT (LOS D) with a ROW of 62 feet. This lacks the capacity to accommodate the anticipated ADT generated by the project. Specifically, the horizon year ADT would increase from 3,900 ADT to 24,900 ADT along Central Avenue between the Southwind property and the existing Caliente Avenue alignment. This increase in ADT would require Central Avenue be a 4-Lane Collector with 110 to 122 feet of ROW to operate at LOS D (as proposed by the project). Additionally, this alternative creates a significant number of left- and right-turning vehicles due to the proposed design with this new alignment. Dual left- and right-turn lanes would be required at the new intersections of Caliente Avenue/Central Avenue adjacent to Southwind and at Central Avenue/Caliente Avenue at the existing Caliente alignment resulting in additional ROW needs. The necessary widening of Caliente at this alignment encroaches onto the Southwind property, which lies outside of TriPointe Home's ownership.

Therefore, Alternative 4 would have less impact on historical resources; however, due to its inability to support anticipated traffic volumes, requirement for off-site impacts, and encroachment into private property, this alternative is not feasible.

Alternative 5: Preservation in Place by Capping the Archaeological Resource

As shown in Figures 9 and 10, this alternative proposes preservation in place by capping archaeological resource P-37-039052/CA-SDI-22,936 with a geofabric followed by two feet of clean fill soils before adding project soils to existing grades ranging from 482 to 486 feet above mean sea level to the proposed finished grades from

approximately 498 to 502 feet above mean sea level. This alternative would require that an area of approximately 127 by 75 feet by 3 to 4 feet deep of topsoil with unsuitable clay material would be left intact prior to placement of structural fill soil. This alternative does not meet the overall project geotechnical grading requirements that necessitate approximately 3 to 4 feet of over-excavation to remove unsuitable topsoil and clay materials prior to placement of structural fill. The lack of this remedial grading over the capped resource area could introduce long-term settlement issues and distress to improvements built at finished grade areas, including Caliente Avenue. Additionally, the project includes grading/trenching and construction of water, sewer, and storm drain facilities within Caliente Avenue. The placement of public utilities would require installation at deep depths that would impact the archaeological resource or immediately adjacent to the resource as follows:

- In order for Planning Area 7 (PA7 – potential school site) and other property owners to gravity sewer, the sewer main that crosses Caliente Avenue must maintain a relatively deep profile (approximately 25 feet) as shown on Figure 10. Installation of these utilities would require excavation through or immediately adjacent to the archaeological footprint. Additionally, long-term maintenance and potential future repair of these facilities would necessitate continued access within this corridor.

- Based on review of the proposed drainage map, conceptual site plan, and alignment and grade study for Caliente Avenue, the storm drain system across Caliente Avenue is anticipated to be relatively deep due to the roadway bucking grade. As illustrated in Figure 9, PA1, PA7, and Caliente Avenue are designed to drain southeasterly, ultimately discharging to Outfall 10. These hydraulic constraints further necessitate deep utility installation within the area of the archaeological resource.

- Public utilities within this area would require ongoing access for inspection, maintenance, and potential repair. Even if capped, the presence of essential infrastructure within and adjacent to the resource area creates a substantial likelihood of future ground disturbance that could undermine the intent of preservation in place.

Therefore, due to the capping/preservation of the resource, Alternative 5 would have less impact on historical resources compared to the project; however, site-specific grading requirements, utility depth constraints, drainage design, and long-term infrastructure maintenance, make this alternative is not feasible.

Methodology

The applicant analyzed five different alternatives to determine whether there could be an opportunity to minimize impacts to a known historical resource. Alternative 1 narrows Caliente Avenue within its current alignment (from 122 feet to 110 feet) in an effort to reduce the extent of intrusion into the historical resource. Alternative 2 shifts the alignment of Caliente Avenue to the north to avoid the historical resource. Alternative 3 changes the alignment and geometry of Caliente Avenue to avoid the historical resource by rerouting the road into areas with steep slopes and finger canyons. Alternative 4 proposes extending Caliente Avenue north to intersect with Central Avenue, then zigzagging before rejoining the existing Caliente alignment to avoid the historical resource. Alternative 5 proposes to preserve P-37-039052/CA-SDI-22,963 in place through site capping. Table 1 summarizes the proposed project and each alternative, including potential impacts to the historical resource and feasibility.

Table 1 Summary of Proposed and Alternatives for Caliente Avenue Extension			
Alternative	Description	Impact to Resources	Feasibility
PROPOSED	Caliente Avenue between Central Avenue and Beyer Boulevard is proposed as a Modified 4-Lane Urban Collector with Class I Bike Path and Class II Bike Lane. As proposed, there are 122 feet of ROW to accommodate the bike lanes, sidewalks, and buffers.	Significant and Unavoidable	This design would support the OMCP mobility framework, anticipated traffic generated by the project. It could be constructed without engineering constraints and/or deviations to City road design standards. Therefore, the proposed design would be feasible.
Alternative 1: Reduce Impacts to Archaeological Site (Figure 5)	This alternative constructs Caliente Avenue within the proposed alignment but would reduce the ROW to 62 feet.	Less than Significant/ Reduced Impact	This alternative would not support anticipated traffic volumes. Therefore, this alternative is deemed infeasible.
Alternative 2: Avoid Impact to Archaeological Site (Figure 6)	This alternative realigns Caliente Avenue to curve further west to fully avoid the historical resource.	Less than Significant/Impact Avoided	This alternative would not meet City road design standards requiring an engineering deviation because of the 6 percent superelevation and tight curve radius. Therefore, this alternative is deemed infeasible.
Alternative 3: Geological and Biological Constraints (Figure 7)	This alternative realigns Caliente Avenue to curve to the east to fully avoid the historical resource.	Less than Significant/Impact Avoided	This alternative would result in traffic flow issues due to its required design. It would result in impacts to additional off-site areas and portions of the Vernal Pool Habitat Conservation Plan/Multi-Habitat Planning Area and create geological issues because of steep slopes. Therefore, this alternative is deemed infeasible.
Alternative 4: Traffic Constraints on Central Avenue (Figure 8)	This alternative removes the proposed connection of Caliente Avenue to Beyer Boulevard, replacing it with an extension of Caliente Avenue north to Central Avenue.	Less than Significant/Impact Avoided	This alternative would not support anticipated traffic volumes, it creates impacts to additional off-site areas, and it encroaches into private property. Therefore, this alternative is deemed infeasible
Alternative 5: Resource Capping (Figure 9)	This alternative preserves the majority of the archaeological resource through a resource capping program.	Less than Significant/Reduced Impact	This alternative would not meet remedial geotechnical grading requirements and would require future inspection, maintenance, and potential repair of public infrastructure that would undermine the goal of preservation in place. Therefore, this alternative is deemed infeasible.

Conclusion

The proposed alignment for the Caliente Avenue extension supports projected traffic volumes and meets multi-modal movement and safety standards for pedestrians and bicyclists. Although impacts to historical resource P-37-039052/CA-SDI-22,936 would be significant, implementation of the Specific Plan's Mitigation Monitoring and Reporting Program would be implemented to reduce this impact to the greatest degree feasible. The Mitigation

Monitoring and Reporting Program outlines a research design and two-phased data recovery program that includes up to 2 percent recovery from the central area of P-37-039052/CA-SDI-22,936. Additionally, a mitigation measure requiring construction monitoring during ground disturbance would minimize potentially significant impacts to buried archaeological resources during grading to the maximum extent feasible. Therefore, the loss of historic resource P-37-039052/CA-SDI-22,936 would be significant, the project's mitigation framework would be implemented to reduce this impact to the greatest degree feasible.

Sincerely,

Carmen Zepeda-Herman
Senior Archaeologist

CZH:jg:sjg

cc: Suzanne Segur, City of San Diego

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