

Chapter 3.0

Project Description

This chapter provides the project location, boundaries, background, project objectives, specific characteristics of the project (both program- and project-level), project design features, and City as well as other agency's discretionary actions necessary to implement the project. This chapter has been prepared pursuant to Section 15124 of the California Environmental Quality Act (CEQA) Guidelines.

3.1 Project Background

The proposed project consists of the Southwest Village Specific Plan (Specific Plan), which covers the Southwest District of the Otay Mesa Community Plan (OMCP; City 2014). The Southwest Specific Plan area is one of five neighborhoods identified in the approximately 9,300-acre OMCP area and is located south of State Route 905 (SR-905) and west of Spring Canyon. The OMCP envisions the Southwest Specific Plan area as a mixed-use village core with public spaces, a variety of housing types surrounding the core, and interactive trails with Spring Canyon including up to 5,880 dwelling units (including 1,400 single-family and 4,480 multi-family units) and a population of 21,028 people. While no specific amount of non-residential square footage was identified in the OMCP, a community commercial center was identified in the north portion of the Southwest Specific Plan area and a total of approximately 4.5 million square feet of commercial development was assumed throughout the entire OMCP.

The OMCP includes a land use plan for the Southwest Specific Plan area and generally identifies the area as primarily residential in nature with Neighborhood Village, Institutional, and Parks land uses, as shown on Figure 2-4, *Otay Mesa Community Plan Southwest District Land Uses*. The OMCP requires the preparation of a Specific Plan prior to consideration of any comprehensive development and rezoning proposals within the Southwest Specific Plan area so that development is consistent with applicable OMCP policies. The OMCP anticipated that more specific land uses, densities, and roadway alignments would be identified in the future Specific Plan.

3.2 Project Objectives

The underlying purpose of the project is to provide a comprehensive policy and regulatory framework that guides future development within the Southwest Village Specific Plan area in accordance with the General Plan (2024) and OMCP. In accordance with CEQA Guidelines Section 15124, the primary project objectives that support the purpose of the project are listed below. These objectives also assist the lead agency in developing a reasonable range of alternatives to be evaluated in this Subsequent Environmental Impact Report (SEIR), and ultimately aid decision-makers in preparing findings and overriding considerations, if necessary.

The FEIR identified several OMCP objectives that continue to apply to development within the OMCP and the proposed Specific Plan. The following project objectives are intended to implement the

broader goals and policies of the OMCP as well as the General Plan (2024). This includes consistency with the land use and mobility framework identified in the OMCP.

1. Provide balanced residential neighborhoods with a range of housing, including attached and detached options, close to employment centers.
2. Accommodate increasing growth in the region and provide critically needed housing in accordance with the City's Regional Housing Needs Assessment.
3. Provide a Village Core that connects residential neighborhoods through a grid network including a comprehensive bicycle and pedestrian network that supports connections to transit.
4. Provide 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.
5. Protect the canyon lands, adjacent mesa tops, and sensitive biological resources while providing recreational opportunities.
6. Provide public amenities and spaces including parks, paseos, trails, open space, and other amenities for active and passive recreation.
7. Follow environmentally sensitive design and sustainable development practices.
8. Plan for infrastructure improvements concurrent with development.

3.3 Southwest Village Specific Plan

The Specific Plan would guide future development within the Southwest Village Specific Plan area of the OMCP, consistent with the OMCP and City of Villages Strategy in the General Plan (2024). The Specific Plan envisions a complete community that integrates ~~an urban~~ mixed-use center (Village Core) with surrounding residential neighborhoods. Residential neighborhoods, retail, office, school, and recreational uses are identified around an interconnected grid-block development pattern through a comprehensive network of multi-modal streets and pedestrian linkages.

As noted above, the proposed Specific Plan would establish 30 Planning Areas (PAs) with residential, mixed-use, park, and open space uses, and would include up to 5,130 dwelling units and the creation of a village anchored by up to 175,000 square feet of commercial and retail uses in a mixed-use Village Core within a total of approximately 490 acres (see Table 3-1, *Southwest Village Specific Plan Development Summary*). The Specific Plan also identifies public facilities, including public and privately owned public parks, recreational trails, open space, and internal roadways. A new 6.2-acre school site is also proposed for PA 16; additionally, a school overlay is proposed over an ~~8.96-9~~-acre site in PA 7 in the event that an additional school is needed based on a determination by the San Ysidro School District (SYSD).

**Table 3-1
Southwest Village Specific Plan Development Summary**

PA #	Land Use	Density ¹	Overlay	Acres	DUs ² Maximum Dwelling Units	Commercial Floor Area (SF) ³
1	Medium	15-29 du/ac	-	5.26.9	120 160	-
2	Park	-	-	5.35.0	- ⁴	-
3	Park	-	-	2.32.4	-	-
4	Medium	15-29 du/ac	-	9.09.4	211	-
5	Medium	15-29 du/ac	-	26.326.2	608	-
6	Medium	15-29 du/ac	-	4.5	104	-
7	Medium ¹	15-29 du/ac	School	8.96.9	160 ³⁺⁴	-
8	Medium-High	20-44 du/ac	-	7.48.0	282	=
9	Medium	15-29 du/ac	-	4.6	107	=
10	Medium-Low	8-22 du/ac	-	12.8	225	
11	Medium	15-29 du/ac	-	10.08.2	190	=
12	Medium-Low	8-22 du/ac	-	6.97.8	137	=
13	Medium	15-29 du/ac	-	10.28.3	193	=
14	Medium-Low	8-22 du/ac	-	8.810.3	181	=
15	Medium-Low	8-22 du/ac	-	13.8	243	-
16	School ²	15-29 du/ac	-	6.2	136	-
16	Medium (PA 16 Contingency)	15-29 du/ac	=	6.2	136 ³	=
17	Park	-	-	10.5	-	-
18	Medium-Low	8-22 du/ac	-	12.113.5	238	-
19	Medium	15-29 du/ac	-	8.810.2	237	-
20	Medium-Low	8-22 du/ac	-	8.57.6	134	-
21	Medium-Low	8-22 du/ac	-	18.615.4	306 266	-
22	Medium	15-29 du/ac	-	10.511.5	267	-
23	Open Space	-	-	10.77.8	- ⁵	-
24	Residential Mixed-Use	30-62 du/ac	-	7.7	352	Permitted Allowed
25	Residential Mixed-Use	30-62 du/ac	-	8.38.0	365	Permitted Allowed
26	Residential Mixed-Use	30-62 du/ac	-	5.65.5	251	Permitted Allowed
27	Residential Mixed-Use	30-62 du/ac	-	5.04.8	219	Permitted Allowed
28	Open Space	-	-	21.228.0	-	-
29	Open Space	-	-	166.7157.0	- ⁵	-
30	Open Space	-	Pump Station	1.72.0	-	-
	Streets	-	-	49.357.6	-	-
Totals				487.4⁶³	5,130⁷	175,000

Notes: PA = Planning Area (PA); du/ac = dwelling units per acre

Source: Rick Engineering 20265.

¹ Density ranges show the minimum and maximum permitted residential density for a planning area. In the event the optional school is not needed on PA 7, the land use would default to Medium Density Residential as long as the total residential units does not exceed the overall 5,130 maximum total dwelling units allowed in the Specific Plan area.

- ² The dwelling units per planning area are within the allowable density ranges and represent likely development densities, recognizing that individual properties may be developed at higher or lower densities within the permitted range. In the event a school is not needed on PA 16, the land use would default to Medium Density Residential as long as total residential units does not exceed the overall 5,130 maximum total dwelling units allowed in the specific plan area.
- ³ Refer to Specific Plan Section 7.9, *Supplemental Development Regulations*. Totals may not sum due to rounding.
- ⁴ Planning Area 2, designated for Parks, includes privately owned parcels where up to one single-family dwelling unit per parcel may be permitted under the AR-1-1 zoning designation. Any such units would be subject to the overall project cap of 5,130 dwelling units.
- ⁵ Planning Areas 23 and 29, designated for Open Space, include privately owned parcels where up to one single-family dwelling unit per parcel may be permitted under the OR-1-2 zoning designation. Any such units would be subject to the overall project cap of 5,130 dwelling units.
- ⁶ The total developable acreage is subject to slight changes due to project-level implementation refinements, such as development regulations, property boundary surveys, and/or detailed site mapping; however, the maximum number of dwelling units and commercial floor area will not change for the Specific Plan area. Refer to Specific Plan Chapter 7, *Implementation & Administration*.
- ⁷ The overall maximum dwelling unit count of 5,130 shall not be exceeded. As individual Planning Areas are developed, dwelling unit quantities may change, and residential densities may be transferred between Planning Areas in accordance with Specific Plan Section 7.9, *Supplemental Development Regulations*.

Access to the Specific Plan area would be provided from Otay Mesa via Caliente Avenue and from San Ysidro via a western extension of Beyer Boulevard (Beyer Boulevard West) (see Figure 3-1, *Specific Plan Land Use Plan*). Roadway, utilities, and restoration activities would occur outside the Specific Plan area in areas totaling 44,346.5 acres (see Figure 2-3, *Aerial Photograph*). The 490-acre Specific Plan area and 44,346.5 acres outside the Specific Plan area are referred to as the project area.

The OMCP currently identifies Park, Institutional, and Neighborhood Village land uses for the project site, which allows for 15-25 dwelling units per acre (du/ac) and a total of up to 5,880 dwelling units. The OMCP also identifies future commercial development; however, specific acreages and square footages are not listed in the OMCP. The project would amend the OMCP and would establish a range of allowable residential densities for each PA to allow for flexibility in future planning and design and a total of 5,130 dwelling units (or 750 ~~fewer~~ less residential units than the maximum number of dwelling units identified in the current OMCP currently allows). The proposed land use designations and allowable densities are as follows:

1. Medium-Low Density Residential allowing 8 to 22 du/ac
2. Medium Density Residential allowing 15 to 29 du/ac
3. Medium-High Density Residential allowing 20 to 44 du/ac
4. Residential Mixed Use allowing up to 175,000 square feet of commercial and retail uses at a maximum floor area ratio of 3.0 and multi-family attached residential units at a density range of 30 to 62 du/ac

As described in more detail in Section 5.13, *Public Services*, the OMCP includes a population-based estimate of future parks in the Specific Plan area totaling 59 acres while the project would include approximately 3534.5 acres of parks per the amenity-based approach of the latest City Recreation Element. The Specific Plan also proposes that PAs 23 and 29 be conserved as open space and not

developed with residential development as assumed in the OMCP, resulting in the addition of ~~177.4164.8~~ acres of open space within the project area. Finally, the Beyer Boulevard Extension from Central Avenue to Enright Drive, which would be downgraded from a 4-Lane Major to a 4-Lane Modified Urban Collector as described further in Section 3.5.3.1(b) and Caliente Avenue would be downgraded from a 6-Lane Major to a 4-Lane Modified Urban Collector between Central Avenue and Beyer Boulevard as described further in Section 3.5.3.1(a).

The Specific Plan provides detailed text and exhibits describing the range of land uses (residential, retail, commercial, office, mixed-use, parks, and open space), public realm, mobility network, and infrastructure that would occur in the Specific Plan area. It provides policies and supplemental development regulations (SDRs) to ensure that the buildout of the Southwest Specific Plan area proceeds in a manner consistent with the OMCP and General Plan City policies and regulations, and land development code regulations in the San Diego Municipal Code (SDMC).

3.3.1 Phasing and Implementation

The Specific Plan provides the framework and foundation for the buildout of the Specific Plan area, which is anticipated to be developed in multiple phases over time due to multiple property ownerships. Phase 1 of the proposed project would include the development of a Vesting Tentative Map (VTM), including up to 1,315 dwelling units within PAs 8 through 14, including mobility, parks, and trails improvements. Future development phases outside the VTM within Phases 2 through 7 would require future entitlement applications. The Specific Plan identifies anticipated phasing as shown in Table 3-2, *Specific Plan Phasing Summary* and Figure 3-2, *Specific Plan Development Phasing*. Phasing may occur in any order, and more than one phase may occur at one time provided that the necessary infrastructure is provided concurrently with development. ~~As detailed in Table 3-1,~~ the development of each PA would be conditioned upon necessary on- and off-site improvements including roads, parks, and infrastructure/utilities.

3.4 Program-level Components

~~Approval of the Specific Plan would not approve any physical development (e.g., construction of housing or infrastructure). However, this SEIR assumes specific elements are reasonably foreseeable future outcomes of the project. As such,~~ the program-level analysis addressed in this SEIR evaluates the potential physical environmental impacts that could result from the buildout of PAs 1 through 7, 15 through 22, 24 through 27, and associated infrastructure components (Figure 3-3, *Program-Level Planning Areas*). While the development of PAs 15 through 20 are addressed at the program level, these areas, along with a portion of the Caliente Avenue alignment through the Specific Plan area Phase 1, are part of the project-level grading footprint due to the need for site access. See Section 3.4.2 and Figure 3-4, *Program-Level Grading Areas*, for additional detail on the program-level grading footprint. Each program-level component is further described below.

**Table 3-2
Specific Plan Phasing Summary**

Phase/Target Land Use Assumptions	Specific Plan Area Improvements	Improvements Outside of the Specific Plan
<p>Phase 1</p> <p><u>Planning Areas</u></p> <ul style="list-style-type: none"> • 8, 9, 10, 11, 12, 13, 14 <p>1,315 Maximum Residential Units:</p> <ul style="list-style-type: none"> • 282 Multi-family Residential (20-44 du/ac) • 490 Multi-family Residential (15-29 du/ac) • 543 Single Family Residential (8-22 du/ac) 	<p><u>Mobility Network. The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Beyer Boulevard West (from West Avenue to the western Specific Plan boundary) shall be constructed prior to the 700th dwelling unit in Phase 1) • Beyer Boulevard East (from Caliente Avenue to West Avenue, northern half of the street) • Central Avenue (from Caliente Avenue to Beyer Boulevard East) • Street A (from western cul-de-sac to West Avenue) • West Avenue (western half of the street from Beyer Boulevard East to Street B and full width south of Street B) • Beyer Boulevard East/Central Avenue Intersection (interim conditions per Southwest Village Specific Plan Transportation Phasing Plan [Appendix J-2]) • T-intersection at Caliente Avenue/Central Avenue • <u>Secondary Emergency Vehicle Access Road (EVA Road) along South Caliente Avenue from its intersection with Beyer Boulevard to the southern project boundary, (shall be constructed at the 201st dwelling unit if Beyer Boulevard West not yet constructed)</u> <p><u>Parks and Trails. The following shall be constructed:</u></p> <ul style="list-style-type: none"> • <u>Planning Area 8</u> Pocket Park: HH • <u>Planning Area 9</u> Pocket Park: II • <u>Planning Area 10</u> Pocket Parks: AA, BB, CC, and DD • <u>Planning Area 10</u> Paseos • <u>Planning Area 11</u> Pocket Parks: MM and OO • <u>Planning Area 12</u> Pocket Parks: SS, XX • <u>Planning Area 12</u> Paseos • <u>Planning Area 13</u> Pocket Parks: PP, RR 	<p><u>Mobility Network. The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Beyer Boulevard West from the Specific Plan project boundary to current terminus in San Ysidro at Enright Drive shall be required to be constructed prior to the 700th dwelling unit, or earlier in Phase 1. • Intersection of Caliente Avenue at SR-905 westbound ramp: re-stripe the northbound single left-turn lane into a dual left-turn lane, upgrade the traffic controller, and construct a second receiving lane to the westbound on-ramp at the 201st dwelling unit • Intersection of Caliente Avenue at SR-905 eastbound ramp: upgrade traffic controller prior to the 1st dwelling unit • Intersection of Caliente Avenue/Ocean View Hills/Otay Mesa Road: upgrade traffic controller prior to the 1st dwelling unit • Intersection of Caliente Avenue/Airway Road: upgrade traffic controller prior to the 1st dwelling unit. • Caliente Avenue from the existing southern terminus to Central Avenue • <u>Secondary Emergency Vehicle Access Road, from the Specific Plan southern project boundary to Rail Court to the southwest, will be required to be constructed at the 201st dwelling unit if Beyer Boulevard West not yet constructed.</u> <p><u>Park and Trails. The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Primitive Trails Type A

Phase/Target Land Use Assumptions	Specific Plan Area Improvements	Improvements Outside of the Specific Plan
	<ul style="list-style-type: none"> • <u>Planning Area 13</u> Paseos • <u>Planning Area 14</u> Pocket Parks: YY • <u>Planning Area 14</u> Paseos • Multi-use Perimeter Trail and trail amenities (Specific Plan area entrance at Caliente Avenue to <u>the eastern boundary of Planning Area 14</u>) • Primitive Trails <u>Type A</u> that connect to <u>Planning Areas 12 and 14</u> (including the closure of non-conforming trails adjacent to these trails) <p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Landscape infrastructure in <u>Planning Areas 8 - 14</u> • 16-inch water line backbone loop along Central Avenue, Beyer Boulevard East between Central Avenue and West Avenue, and along West Avenue • 18-inch gravity sewer line along Beyer Boulevard East and West Avenue. Eight-inch gravity sewer along Street A in <u>Planning Areas 11-14</u> 	
Phase 2		
<p><u>Planning Areas</u></p> <ul style="list-style-type: none"> • 15, 16, 17, 18, 19, 20 <p>988 Residential Units:</p> <ul style="list-style-type: none"> • 237 Multi-family Residential (15-29 du/ac) • 136¹ Contingency Multi-family Residential in <u>Planning Area 16</u> (15-29 du/ac) • 615 Single Family Residential (8-22 du/ac) 	<p><u>Mobility Network. The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Caliente Avenue from Central Avenue to Beyer Boulevard East • Caliente Avenue/Beyer Boulevard East Intersection • South Caliente Avenue (full-width north of Beyer Boulevard East and south of <u>B-Street B</u>) • South Caliente Avenue (eastern half of the street from Beyer Boulevard East to Street B) • Street B (full-width east of South Caliente Avenue) • Street B (southern half of the street from West Avenue to South Caliente Avenue) • Street C (all segments) • Street D (all segments) • East Avenue (all segments) 	<p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • <u>A 16-inch water line</u> in Otay Mesa Road and Beyer Boulevard West between Enright Drive and Princess Park Pump Station. • <u>A conditional assessment report to determine the required upgrades</u> improvements at <u>the existing Princess Park Pump Station to provide a redundant water supply</u> become operational. • Upsize <u>the existing 12-inch</u>" gravity sewer to 27 inches" in East Beyer Boulevard between Beyer Boulevard East and the <u>rail right-of-way</u> trolley tracks. • Upsize <u>the existing 18-inch</u>" gravity sewer to 33 inches" in East Beyer Boulevard and Center Street

Phase/Target Land Use Assumptions	Specific Plan Area Improvements	Improvements Outside of the Specific Plan
	<p>Parks and Trails. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Neighborhood Park in <u>Planning Area 17</u> • Paseo along Street C (from West Avenue to East Avenue) • <u>Paseo between Planning Area 19 and 20</u> • Multi-use Perimeter Trail (Terminus of Phase 1 to northern boundary of <u>Planning Area 19</u>) • Public multi-use Perimeter Trail in <u>Planning Areas 15, 18, and 19</u> • <u>Public mini/pocket parks in Planning Areas 19 and 20</u> • <u>Perimeter Trail in Planning Area 20</u> • Primitive Trails <u>Type A</u> that connect to <u>Planning Areas 15 and 18</u> (including the closure of non-conforming trails adjacent to these trails) <p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Landscape infrastructure in <u>Planning Areas 15 - 20</u> • Southwest Village Elementary School <u>(1)</u> in <u>(Planning Area 16)</u> • <u>Sewer Pump Station east of Street D</u> 	<p>between Hill Street and <u>East</u>, San Ysidro Boulevard.</p>
Phase 3		
<p><u>Planning Areas</u></p> <ul style="list-style-type: none"> • <u>4, and 5</u> <p>819 Multi-family Residential (15-29 du/ac) units</p>	<p>Mobility Network. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • 1st Avenue • Spine Road • Central Avenue (Caliente Avenue to 1st Avenue) <p>Parks and Trails. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Public mini/pocket parks in <u>Planning Area 5</u> • Public multi-use Pathway (internal to <u>Planning Area 5</u>) • Public multi-use Perimeter Trail (<u>Planning Area 5</u>) • Paseo 	

Phase/Target Land Use Assumptions	Specific Plan Area Improvements	Improvements Outside of the Specific Plan
	<p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Landscape infrastructure in <u>Planning Areas</u> 4 and 5 • 12-inch sewer force main along Spine Road • 10-inch gravity sewer line along Caliente Avenue from <u>the terminus</u> to Beyer Boulevard East • Sewer Lift Pump Station 	
Phase 4		
<p><u>Planning Areas:</u> 1, 2, 3, 6, 7</p> <p>384424 Multi-family Residential (15-29 du/ac) units</p>	<p>Parks and Trails. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Public multi-use Perimeter Trail in <u>Planning Areas</u> 6 and 7 • Public neighborhood park in <u>Planning Areas</u> 2 and 3 <p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Landscape infrastructure in <u>Planning Areas</u> 1, 2, 3, 6, and 7 • [Water/sewer improvements <u>to be determined</u>] 	<p>Mobility Network. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Improve Beyer Boulevard West between East Beyer Boulevard (in San Ysidro) and Enright Drive from two lanes to a Modified 4-Lane Urban Collector with buffered Class II bike lanes prior to the 3,298th 3,301st dwelling unit. <p>Parks and Trails. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Eastern Quadrant <u>Specific Plan Trails - Segment number(s) to be determined</u> <p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Upsize existing 10-<u>inch</u>" gravity sewer to 15" <u>inches</u> in Beyer Boulevard West between Enright Drive and East Beyer Boulevard.
Phase 5		
<p><u>Planning Areas:</u> 21</p> <p>306266 Multi-family Residential (8-22 du/ac) units</p>	<p>Parks and Trails. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Paseo (bike/pedestrian connection- South Caliente Avenue to East Avenue) • Public mini/pocket parks in <u>Planning Areas</u> 19, 20, and 21 • Public multi-use Perimeter Trail in PA 21 <p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Landscape infrastructure in <u>Planning Area</u> 21 • [Water/sewer improvements <u>to be determined</u>] 	

Phase/Target Land Use Assumptions	Specific Plan Area Improvements	Improvements Outside of the Specific Plan
Phase 6		
<p>Planning Areas: 22</p> <p>267 Multi-family Residential (15-29 du/ac) units</p>	<p>Mobility Network. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • <u>Emergency Vehicle Access</u> Road from South Caliente Avenue to East Avenue <p>Parks and Trails. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Public pocket park(s) in <u>Planning Area 22</u> <p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Landscape infrastructure in <u>Planning Area 22</u> • <u>[Water/sewer improvements to be determined]</u> 	
Phase 7		
<p>Planning Areas: 24, 25, 26, 27</p> <p>1,187 Multi-family Residential (30-62 du/ac) units</p> <p>175,000 square feet <u>of commercial uses</u></p>	<p>Mobility Network. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Central Avenue from Beyer <u>Boulevard East</u> to Street B • Street A from West Avenue to South Caliente <u>Avenue</u> • Beyer Boulevard East (southern half of the street from West Avenue to South Caliente Avenue) • West Avenue (eastern half of the street from Beyer Boulevard East to Street B) • Street B (northern half of the street) • South Caliente Avenue (western half of the street from Beyer Boulevard East to Street B) <p>Parks and Trails. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Pocket parks and urban plazas in the Village Core (<u>Planning Areas 24 - 27</u>) <p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Landscape infrastructure in <u>Planning Areas 24-27</u> • Mobility hub with public transit stop 	<p>Other Infrastructure. <u>The following shall be constructed:</u></p> <ul style="list-style-type: none"> • Upsize <u>the</u> existing 15-<u>inch</u>" gravity sewer to 27 <u>inches</u>" in East Beyer Boulevard between <u>the rail right-of-way</u> trolley tracks and Hill Street. • Perform efficiency testing at Ocean View Hills Pump Station.

Phase/Target Land Use Assumptions	Specific Plan Area Improvements	Improvements Outside of the Specific Plan
Total Dwelling Units: 5,130 Commercial Square Footage: 175,000		

PA = Planning Area; du/ac = dwelling units per acre; SR 905 = State Route 905

Source: Rick Engineering 20265.

1If the SYSD determines that a school is no longer needed on Planning Area 16, the site would default to Medium Density Residential use. Although the contingency for Planning Area 16 would result in approximately 136 additional dwelling units, the maximum dwelling unit cap of 5,130 units would still apply.

NOTE: Rough grading within Phase 2 and Phase 4 are addressed at the project level; however, future site planning of specific lot layout and development would be required.

NOTE: Total dwelling units: In the event a school is not needed on PA 16, the PA would default to Medium Density Residential use. This would allow for up to 136 dwelling units to be built in PA 16. In the event the optional school is not needed on PA 7, the land use would default to Medium Density Residential. However, the overall total dwelling units allowed in the Specific Plan area would not be allowed to exceed 5,130 units.

Commercial Square Footage: 175,000

3.4.1 Development Summary

The environmental analysis of this SEIR includes a program-level evaluation that includes a high-level assessment of the proposed land uses. Future development at the program level includes Phases 2 through 7. As shown on Figure 3-3, residential development at the program level would involve PAs 1 and 4 through 7 in the northeastern part of the Specific Plan area, and PAs 15 and 18 through 22 in the central-southern part of the Specific Plan area. Mixed-use development with commercial uses is anticipated within Phase 7 which includes PAs 24 through 27, located within the central portion of the Specific Plan area. Non-residential development would involve parks in PAs 2, 3, and 17 and a school in PA 16. PAs 23, and 28 through 30 would remain as open space. These program-level areas are under a variety of ownerships and the timing of development is unknown.

3.4.1.1 Residential and Commercial Development

Table 3-3, *Program-Level Development Summary*, identifies the land use designations, allowable density ranges, approximate acreages, maximum allowed density of dwelling units, and whether commercial uses are allowed for each PA addressed at the program-level. As shown, the program-level PAs would allow up to 3,951 residential units and 175,000 square feet of commercial development within ~~377.4369~~⁹ acres of the Specific Plan area. The Specific Plan would define residential design policies, consistent with the OMCP, applicable to various residential densities. Design policies pursuant to the OMCP would be included in the Specific Plan to address architectural design, building form and massing, and building materials and finishes.

**Table 3-3
Program-Level Development Summary**

PA #	Land Use	Density ¹	Overlay	Acres	DUs ² Maximum Dwelling Units	Commercial Floor Area (SF) ³
1	Medium	15-29 du/ac	-	5.26 ⁹	120160	-
2	Park	-	-	5.35 ⁰	4	-
3	Park	-	-	2.32 ¹	-	-
4	Medium	15-29 du/ac	-	9.09 ¹	211	-
5	Medium	15-29 du/ac	-	26.32 ²	608	-
6	Medium	15-29 du/ac	-	4.5	104	-
7	Medium	15-29 du/ac	School ¹	8.96 ⁹	160 ³	-
15	Medium-Low	8-22 du/ac	-	13.8	243	-
16	School	15-29 du/ac	-	6.2	136	-
<u>16</u>	<u>Medium (PA 16 Contingency)</u>	15-29 du/ac	-	<u>6.2</u>	<u>136</u> ³	-
17	Park	-	-	10.5	-	-
18	Medium-Low	8-22 du/ac	-	12.11 ³	238	-
19	Medium	15-29 du/ac	-	8.81 ⁰	237	-
20	Medium-Low	8-22 du/ac	-	8.57 ⁶	134	-
21	Medium-Low	8-22 du/ac	-	18.61 ⁵	306266	-
22	Medium	15-29 du/ac	-	10.51 ⁵	267	-
23	Open Space	-	-	10.77 ⁸	5	-

PA #	Land Use	Density ¹	Overlay	Acres	DUs ² Maximum Dwelling Units	Commercial Floor Area (SF) ³
24	Residential Mixed-Use	30-62 du/ac	-	7.7	352	Permitted Allowed
25	Residential Mixed-Use	30-62 du/ac	-	8.38.0	365	Permitted Allowed
26	Residential Mixed-Use	30-62 du/ac	-	5.65.5	251	Permitted Allowed
27	Residential Mixed-Use	30-62 du/ac	-	5.04.8	219	Permitted Allowed
28	Open Space	-	-	21.228.0	-	-
29	Open Space	-	-	166.7157.0	⁵	-
30	Open Space	-	Pump Station	1.72.0	-	-
Totals				377.4369.9	3,951^{7a}	175,000

Notes: PA = Planning Area (PA); du/ac = dwelling units per acre

Source: Rick Engineering 20265.

- ¹ Density ranges show the minimum and maximum permitted residential density for a planning area. In the event the optional school is not needed on PA 7, the land use would default to Medium Density Residential.
- ² The dwelling units per planning area are within the allowable density ranges and represent likely development densities, recognizing that individual properties may be developed at higher or lower densities within the permitted range. If a school is built in PA 16, the total units allowed would be 3,951.
- ³ Refer to Specific Plan Section 7.9, *Supplemental Development Regulations*.
- ⁴ Planning Area 2, designated for Parks, includes privately owned parcels where up to one single-family dwelling unit per parcel may be permitted under the AR-1-1 zoning designation. Any such units would be subject to the overall project cap of 5,130 dwelling units.
- ⁵ Planning Areas 23 and 29, designated for Open Space, include privately owned parcels where up to one single-family dwelling unit per parcel may be permitted under the OR-1-2 zoning designation. Any such units would be subject to the overall project cap of 5,130 dwelling units.
- ⁶ The total developable acreage is subject to slight changes due to project-level implementation refinements, such as development regulations, property boundary surveys, and/or detailed site mapping; however, the maximum number of dwelling units and commercial floor area will not change for the Specific Plan area. Refer to Specific Plan Chapter 7, *Implementation & Administration*.
- ⁷ The overall maximum dwelling unit count of 5,130 shall not be exceeded. As individual Planning Areas are developed, dwelling unit quantities may change, and residential densities may be transferred between Planning Areas in accordance with Specific Plan Section 7.9, *Supplemental Development Regulations*.

a. Affordable Housing

The OMCP identifies affordable housing needs and includes policies and recommendations to promote affordable housing within Specific Plan proposals in the OMCP (see SEIR Section 5.16, *Population and Housing*). The Specific Plan would include affordable housing to be provided consistent with the requirements of the Land Development Code (LDC), which requires affordable units to be constructed or in lieu fees for residential development projects to be paid (Chapter 14, Article 2, Division 13: Inclusionary Affordable Housing Regulations). Development applications consistent with the Specific Plan may be eligible for flexibility under the regulations presented by the City of San Diego's Affordable Housing, In-Fill Projects, and Sustainable Buildings Development Regulations, as defined in Chapter 14, Article 3, Division 9, if one of the criteria for eligibility is met.

While state law and the City's LDC allow for density bonuses for projects that meet certain affordability criteria, no density bonus units are proposed at this time. Future projects providing affordable housing units and seeking a density bonus would be assessed for eligibility and processed accordingly at that future time. Density bonus units would be considered and evaluated separately from the allowable base zoning/land use designation densities and development cap as needed consistent with State law and the City's LDC.

3.4.1.2 Village Core

The OMCP states that village areas are intended to include a village core site for mixed-use, civic space and transit-oriented development. The central portion of the Specific Plan area within PAs 24 through 27 would be the Village Core of the community where shopping, dining, and a mix of locally serving retail, services, offices and civic spaces are envisioned within walking distance to high quality transit and higher density homes. Within the Village Core, up to 1,187 dwelling units and 175,000 square feet of commercial space are planned. The Specific Plan identifies Village Core design policies that would be implemented through the SDRs that would define the character and architectural design, with an emphasis on public spaces and pedestrian access.

3.4.1.3 Schools

The OMCP includes general locations of existing and planned Institutional uses totaling 1,120 acres throughout the OMCP, including schools. As shown on the land use plan for the Southwest Specific Plan area, two conceptual areas are identified and a specific acreage for Institutional uses for the Southwest Specific Plan area is not reported in the OMCP or FEIR (see Figure 2-4). The Specific Plan identifies a school site within PA 16, and a second optional school site overlay on PA 7 (see Figure 3-1). PA 16 would be made available for the SYSD or another school provider to acquire for development of a school facility prior to full residential buildout of all PAs identified within the Specific Plan. Should a school district opt to not acquire the site for the development of a school within PA 16, up to 136 residential units could be built on that site. The 136 residential units are included in the maximum dwelling unit cap of 5,130 units.

The optional school site on PA 7 is approximately ~~8.96.9~~ acres. PA 7 is designated for Medium Density Residential but has a school overlay designation which would allow the development of a school instead of residential in the future if the SYSD determines that the site is needed for a second school after the development of a school on the primary school site buildout of the land use plan warrant an additional school facility. Should one or more schools be built, the Specific Plan allows for joint use recreational opportunities with a joint use agreement between the City and SYSD.

3.4.2 Grading

Neither the OMCP nor the FEIR include site-specific grading plans. Future site grading within the project area would occur consistent with the Specific Plan Phasing Plan described in Section 3.3.1 and Table 3.2-4 above and Table 3-4, *Grading*, below. PAs 23, 28 through 30 comprise open space areas that would not be graded except for the Emergency Vehicle Access (EVA) Road along the north side of PA 23 between South Caliente Avenue and East Avenue along Street A. While grading quantities are not known, the approximate extent of anticipated grading is based on the conceptual

development layout identified in the Specific Plan. The program-level analysis also assumes future grading permits for fine grading would be required within Phase 2 and a portion of Phase 4 (prior to development (see Figure 3-4).

**Table 3-4
Grading**

Specific Plan Phase	PA	Additional Areas	Rough-Graded	Fine-Graded
Phase 1	8 to 14	Portions of PA 1, PA 2, and PA 7*, EVA Road. Off-site improvements associated with Beyer Boulevard West between Enright Drive and East Beyer	Project-Level	Project-Level
		Boulevard in San Ysidro, water and sewer improvements, and transportation improvements.		
Phase 2	15 to 20 and 30	Portions of South Caliente Avenue, drainage outfalls, pump station, and primitive trail improvements, Beyer Boulevard West outside of the SPA	Project-Level	Program-Level
Phase 3	4 and 5		Program-Level	Program-Level
Phase 4	1*, 2*, 3, 6, 7*		Program-Level*	Program-Level
Phase 5	21	EVA Road in PA 23	Program-Level	Program-Level
Phase 6	22		Program-Level	Program-Level
Phase 7	24, 25, 26, 27		Program-Level	Program-Level
N/A	Portions of 23, 28, 29	N/A	No grading.	No grading.

PA = Planning Area; EVA = Emergency Vehicle Access

Note: (*) some portions of these PAs are assessed at the project level as noted.

3.4.3 Landscaping and Brush Management

3.4.3.1 Landscaping

The OMCP does not include site-specific landscape plans and none have been developed for program-level areas; however, landscape design guidelines, consistent with the OMCP and the City's Land Development Manual and Landscape Regulations, are detailed in Section 3.6 Landscape Design Policies of the Specific Plan. Future development within the program-level areas would be required to comply with the Specific Plan landscape design policies and implement consistent landscaping as defined in the Specific Plan Landscape Planting Palette (Specific Plan Appendix A). The Specific Plan landscape palette includes allowable plant species adjacent to the Multi-Habitat Planning Area (MHPA), within Brush Management Zone (BMZ) 2 areas adjacent to open space, and within interior portions of the Specific Plan.

3.4.3.2 Brush Management

Brush management and BMZs are not discussed in detail in the OMCP and refer to existing brush management regulations as part of OMCP Policy 6.1-3. BMZs are required for buildings that are within 100 feet of highly flammable, native/naturalized vegetation to reduce fire hazards around structures and to help firefighters protect life and property when fires occur. BMZs, where required, would be provided in a manner consistent with the provisions of the City's LDC. BMZs consistent with the City's LDC would be provided for all program-level PAs as part of future development phases, providing 100 feet of defensible space or approval of alternative compliance consistent with allowances in the LDC. City Fire Prevention Bureau (FPB) Policy B-18-01 provides guidance on mitigation for reduced BMZs. As detailed further in SEIR Section 5.6.2.2.c, this policy clarifies construction mitigation requirements when 100 feet of defensible space cannot be provided for construction within the High Severity Fire Zone. FPB Policy B-18-01 provides options for inclusion in project design when 100 feet cannot be achieved. Consistent with Option 1 in Policy FBP-18-01 Section V.C, where a 100-foot BMZ cannot be achieved along canyon edges and open space areas, the Specific Plan identifies the alternative compliance measure of 6-foot non-combustible walls, designed with bird-safe glass where glass is used as part of the wall adjacent to open space (Refer to Supplemental Development Regulations in Specific Plan Section 7.93.6.4 and Section 3.6, *Project Design Features*, of this SEIR for details of the bird safe glass project design feature).

Although Phase 2 site planning adjacent to PA 15 and PA 18 (see Figure 3-1) is not available at this time, a buffer between the Phase 1 rough grading impact limits and adjacent open space would be provided to accommodate brush management at BMZ 2. The proposed 50-foot buffer provided between the edge of the grading footprint and adjacent open space would result in future brush management for Phase 2 areas that do not encroach into proposed MHPA or mitigation lands. See SEIR Section 5.4, *Biological Resources*, and 5.6 *Human Health/Public Safety/Hazards* for more information about MHPA and mitigation lands and their relationship to BMZs.

3.4.4 Access, Circulation, and Mobility

3.4.4.1 Roadway Network

The OMCP identifies conceptual roadways in the Specific Plan area including the western extension of Beyer Boulevard (Beyer Boulevard West) and southern extension of Caliente Avenue south of Beyer Boulevard East (South Caliente Avenue); however, site-specific alignments for either roadway were not included as part of the OMCP. The Specific Plan roadway network is planned as a grid system of roadway types that connect the residential development areas to a mixed-use Village Core (Figure 3-5, *Street Classifications and Network*). Primary access to the Specific Plan area would be provided by either Caliente Avenue from Otay Mesa or Beyer Boulevard West from San Ysidro. A network of smaller public streets and private drives would provide access to and within neighborhoods.

Emergency access during construction would be provided via an EVA Road along South Caliente Avenue and extending south of the Specific Plan area within an existing unpaved road originally constructed for utility access and Border Patrol use. The existing unpaved road is used for utility and

emergency access. The surface is usually graded annually by utility companies, with minor repairs and improvements made by City Parks and Recreation staff (as needed). The EVA Road would also be used by emergency services and Border Patrol activities. The EVA Road south of South Caliente Avenue would not provide public circulation or access to the Specific Plan area. Another EVA Road is proposed along the north side of PA 23 between South Caliente Avenue and East Avenue along Street A. Roadways would be constructed in phases concurrent with residential development. Specific Plan Section 4.5 Street Design Standards describes proposed designs of each proposed roadway, including modifications to the Street Design Manual as needed. Implementation of the program-level components of the roadway network include all portions of the network associated with Phases 2 through 7. Transportation improvements required with buildout of the Specific Plan are detailed in the Specific Plan, Appendix E; however, specific improvement requirements with each project or phase would be determined at the time future development is proposed. Future projects or phases may require completion of a Local Mobility Analysis consistent with the City's Transportation Study Manual. Key program-level roadway segments are discussed below (portions of this discussion specific to project-level are repeated below in SEIR Section 3.5.3). Refer to Figure 3-5 for the overall street network.

a. Caliente Avenue

Caliente Avenue provides access to the project area from SR-905 and terminates approximately 465 feet from the northern boundary of the Specific Plan area. A specific alignment for Caliente Avenue is not included in the OMCP and conceptual alignments vary as to how far south Caliente Avenue extends into the Southwest Village Specific Plan area. An alignment is proposed as part of the Specific Plan to extend south of East Beyer Boulevard, terminating at Street D, and would become South Caliente Avenue. The EVA Road as shown on Figure 3-5 extending south of South Caliente Avenue would be available during Specific Plan construction and would remain for use by emergency and Border Patrol vehicles. Caliente Avenue is planned as a 4-Lane Urban Collector Street with Class I Bike Path and buffered Class II Bike Lanes (Figure 3-6, *Caliente Avenue between Central Avenue and Beyer Boulevard West - Modified*). Rough grading for Caliente Avenue along this segment is addressed at the project level. Future fine grading and construction of the roadway segment is addressed at the program level. Caliente Avenue, between Street B and Street C, would transition to a 2-Lane Collector Street with Two-Way Center Left Turn Lane and Class I Bike Path. Caliente Avenue would then transition south of Street C to Street D to a 2-Lane Collector with buffered Class II Bike Lanes.

b. Beyer Boulevard East

The OMCP identifies a general alignment for Beyer Boulevard East extending west from Caliente Avenue to West Avenue; however site-specific alignments were not identified. Beyer Boulevard East within the Specific Plan area from West Avenue to Caliente Avenue is planned as a Modified 4-Lane Urban Major Street with Class I Bike Path and buffered Class II Bike Lanes (Figure 3-7, *Beyer Boulevard East between West Avenue and Caliente Avenue*). Modifications include a reduction in the width of the parkway, landscaping area, and curb-to-curb width by eliminating on-street parking. A half width portion of this roadway would be constructed with Phase 1 and is addressed at the project-level in this document. Full width buildout of this segment is addressed at the program level.

c. Central Avenue

Central Avenue is not identified in the OMCP as roadways shown in the Specific Plan area did not include internal roadways other than general future alignments for Beyer Boulevard and Caliente Avenue. The Specific Plan includes internal roadways, including Central Avenue and grading and construction of the segment of Central Avenue west of Caliente Avenue connecting to Beyer Boulevard East would include a Two-Lane Collector with buffered Class II Bike Lanes as part of Phase 1, addressed at the project level. Grading and construction of the remaining segments of the roadway are addressed at the program level. Program-level segments of Central Avenue include the segment east of Caliente Avenue, which is planned as a 2-Lane Collector Street with Two-Way Center Left-Turn Lane and buffered Class II Bike Lanes which transitions to a Two-Lane Collector with Class I Multi-use Path on One Side. The program-level analysis also includes the segment of Central Avenue between Beyer Boulevard East and Street A as a planned 2-Lane Collector Street with Two-Way Center Left-Turn Lane with buffered Class II bike lanes, which would transition to a Commercial Collector Street with buffered Class II bike lanes between Street A and Street B.

d. Street A

Street A is not identified in the OMCP as the OMCP did not identify internal roadways within the Southwest Specific Plan area other than Beyer Boulevard and Caliente Avenue. The Specific Plan includes internal roadways, including Street A. West of West Avenue, Street A would be constructed as part of Phase 1 and is planned as a 2-Lane Collector with buffered Class II bike lanes. Street A transitions as a Commercial Collector Street with buffered Class II bike lanes between West Avenue and Central Avenue, and then transitions to a 2-Lane Collector with Two-Way Center Left Turn Lane with buffered Class II bike lanes between Central Avenue and South Caliente Avenue. East of South Caliente Avenue, Street A would become a gated EVA Road that would cross land designated as open space within an easement allowing for utilities and providing an emergency exit for PAs 19, 21, and 22 during construction and would continue to serve as a Fire Access Road for emergency vehicles. The EVA Road would also provide a pedestrian connection with a perimeter trail planned along this segment.

e. Street B

Street B is not identified in the OMCP as roadways shown within the Southwest Specific Plan area did not identify internal roadways other than Beyer Boulevard and Caliente Avenue. The Specific Plan includes internal roadways, including two segments of Street B, between West Avenue and South Caliente Avenue, and east of East Avenue, which would be constructed as a 2-Lane Collector with Class I Bike Paths during Phases 2 and 7. The segment between South Caliente Avenue and East Avenue would be built as a 2-Lane Collector Street with Two-Way Center Left Turn Lane and Class I Bike Path.

3.4.4.2 Bicycle Network

A bicycle network is shown in the OMCP along the conceptual alignments shown for Caliente Avenue and Beyer Boulevard within the Southwest Specific Plan area and includes Class I bike path and Class II bike lane designations (see OMCP Figure 3-5). The Specific Plan would include a bicycle

network with dedicated facilities throughout the Specific Plan area. The bikeway network would include Class I bike paths and buffered Class II bike lanes. Class I bike paths would be a minimum 5-foot travel lane for bicycles and separate sidewalks for pedestrians. Class II bike lanes would be a minimum of 6 feet plus a buffer of a minimum width of 2 feet between the bike lane and the vehicle travel lane. Bicycle facility classifications would be in accordance with the OMCP and the City's Bicycle Master Plan.

A Class II bike lane with buffer and also a Class I bike path would be constructed along portions of Caliente Avenue and Beyer Boulevard East and West. Shared bicycle facilities are proposed around the Village Core to provide continuity and enhanced connectivity for both north-south and east-west travel across the Specific Plan area. Buffered Class II bike lanes would be constructed on public roadways to provide connections to open space and recreational opportunities surrounding the community. The bicycle facility network is shown on Figure 3-8, *Bicycle Facility Network*. Implementation of the bicycle network would occur as each phase of the Specific Plan is developed. Implementation of the program-level components of the bicycle network include all portions of the network associated with Phases 2 through 7. Project-level implementation of the bicycle network for Phase 1 is discussed in SEIR Section 3.5.3.3.

3.4.4.3 Pedestrian Network

Pedestrian facilities are not identified specifically within the OMCP; however, a network of pedestrian-serving sidewalks, paseos, and trails are proposed around the grid network of public streets throughout the Specific Plan area. The proposed pedestrian network is shown in Figure 3-9, *Pedestrian Facility Network*. A non-contiguous sidewalk would be included on both sides of all public streets, except Beyer Boulevard West due to environmental constraints, and the community would be surrounded by a perimeter trail to provide access along the edge of the development with views of open spaces. Sidewalks would be a minimum of five feet in width. Beyer Boulevard West would be constructed with a four-foot-wide sidewalk on the south side only due to environmental constraints.

Multi-use paths and paseos, are planned to provide pedestrian and bicycle access within the neighborhoods. Although paseos are not associated with a roadway or within public right-of-way (ROW), they would be placed adjacent or parallel to roads with easements that would allow public access. Paseos serve as connector trails by improving access and facilitating connections between and through the Southwest Specific Plan area. Paseos would have an active frontage, provide an opportunity for amenities, and allow for pedestrian and bicycle travel. Trails are described in detail under Section 3.4.5.2. Implementation of the pedestrian network would occur concurrently with development. Program-level components of the pedestrian network include all portions of the network associated with Phases 2 through 7.

3.4.4.4 Mobility Hub

A mobility hub is planned in the Village Core at the southeast corner of Central Avenue and Beyer Boulevard East within PA 27. The mobility hub would provide access to the regional transit network and to accommodate a planned regional transit connection. The mobility hub would include bus staging areas for a planned future transit connection, consistent with the "Town Center" envisioned along Beyer Boulevard within the Southwest Specific Plan area in the OMCP.

3.4.4.5 Parking

The Specific Plan includes policies relating to access, lighting, and design features associated with parking. Within the Village Core, on- and off-street parking would be provided in accordance with policies in Specific Plan Section 3.3.3 Village Core Parking Policies. Within the residential neighborhoods, the Specific Plan requires residences to be designed with driveways for access to garages with additional off-street parking. All off-street parking requirements would be subject to the San Diego Municipal Code (SDMC; Chapter 14, Article 2, Division 5, Parking Regulations). Additionally, all on-street parking would be consistent with the City's Street Design Manual, except where the Specific Plan proposes modifications to Street Design Standards. The public street segment locations that would be subject to modifications are summarized in Table 3-5, *Modifications Related to Parking* (see Specific Plan Section 4.5 for additional details showing segment locations and additional details relating to Street Design Manual Modifications). The quantity of parking spaces would be addressed as part of future Tentative Maps processed within the program-level development areas.

**Table 3-5
Public Street Cross-Section Modifications Related to Parking**

Road Segment	Proposed Street Design	Modification relating to Parking
Caliente Avenue, north of Street B (Segments 1, 2, 5, and 16)	Modified 4-Lane Urban Collector with Class I Bike Path and Class II Bike Lane	Modified to remove on-street parking (Specific Plan Section 4.5.1).
Beyer Boulevard West (Segment 6)	Modified 4-Lane Urban Collector (Built with two lanes due to environmental constraints)	Modified to eliminate on-street parking to minimize the total ROW width due to environmental constraints (Specific Plan Section 4.5.2).
Beyer Boulevard East (Segments 3 and 4)	Modified 4-Lane Urban Major with Class I Bike Path and Buffered Class II Bike Lanes	Modified to reduce the curb-to-curb width by eliminating on-street parking (Specific Plan 4.5.3).
Northernmost segment of West Avenue (Segment 12)	2-Lane Collector with Two-Way Center Left Turn Lane, Class II Bike Lane with Buffer on West Side, and Modified to include Class I Bike Path on East Side	Parking on one side of the street shall be acceptable in interim conditions so long as the applicant has demonstrated parking has been sufficiently supplied onsite (Specific Plan Section 4.5.6).
Central Avenue, North of Beyer Boulevard East (Segment 7)	2-Lane Collector with Buffered Class II Bike Lanes	Modified to allow parking on only the east side of the street since on-street parking requirements are met within PA 9 and 10 (Specific Plan Section 4.5.7).
Multi-use Paseos (Central Avenue to 1 st Avenue to Spine Road (Segments 10a, 10b, and 10c)	2-Lane Collector with Multi-Use Path on One-Side (Exterior Side)	Modified to eliminate parking on one-side of the street (Specific Plan Section 4.5.11).

PA = Planning Area; ROW = right-of-way

3.4.5 Recreational Facilities, Parks, and Open Space

The Specific Plan proposes a cohesive system of paseos, pedestrian nodes, and trails to connect each neighborhood to parks and other community destinations. These connections would provide safe and direct pedestrian access to recreational amenities (see Figures 3-9 and Figure 3-10, *Parks and Trails*).

3.4.5.1 Parks

The OMCP land use plan for the Southwest District included conceptual locations for future park land uses, which are shown as eight rectangular green blocks on Figure 2-4. The final location of parks within the Southwest District would be determined on future specific plans; however, several of the parks were anticipated to be located adjacent to Spring Canyon and adjacent to future school sites. Population-based park acreages for the Southwest Specific Plan area were planned to be approximately 53.5 acres in the OMCP, which was anticipated to be met with the development of one community park and multiple neighborhood parks; however, OMCP Table 7-1 indicated 59 acres would be necessary for the Southwest Village. One population-based park, Beyer Community Park, was identified as a 7.5-acre community park within the Southwest District, outside of the Specific Plan area to the west and south of the proposed Beyer Boulevard West roadway.

The Specific Plan designates park land uses for PAs 2, 3, and 17 totaling ~~18.147.6~~ acres and recommends additional locations and estimated sizes for pocket parks, paseos, and mini parks within the PAs that include residential and mixed use land uses for ~~approximately a total of 29.9231.5 acres of parks in the program-level areas~~. Future implementation of parks would require the provision of recreational value-based parks and trails concurrently with each phase of development. Parks are anticipated to be developed in multiple phases associated with dwelling unit thresholds. Table 3-6, *Program-Level Parks*, identifies estimated usable park acreages to be provided in each program-level phase.

**Table 3-6
Program-Level Parks¹**

Phase	Usable Park Acreage	Summary
2	17.3022.5	Phase 2 would provide a <u>10.57</u> -acre neighborhood park, a <u>6.25</u> -acre school site, with an opportunity for <u>2.6</u> -acre joint-use fields, pocket parks, paseos, and continuation of the perimeter trail with recreational opportunities and amenities. Approximately 10.5 acres of pocket parks may occur in Phase 2.
3	2	Phase 3 would provide a mini park in Planning Area 28, adjacent to Phase 3, <u>south of Spine Road</u> , as well as the opportunity for pocket parks, paseos, and continuation of the perimeter trail. Approximately 2 acres of pocket parks may occur in Phase 3.
4	<u>7.6</u>	Phase 4 may provide a <u>7.6</u> -acre joint-use neighborhood park, as well as the opportunity for additional pocket parks, paseos, and continuation of the perimeter trail. A school overlay zone is included as a secondary site for a future elementary school. If a school is not built on Planning Area 7, the site would default to

Phase	Usable Park Acreage	Summary
		residential land use. The joint-use neighborhood park would be approximately 7 acres.
5	--	Phase 5 is adjacent to the <u>10.59</u> -acre neighborhood park to the west in <u>Planning Area</u> 17. Phase 5 may provide paseos and pedestrian connections, as well as the opportunity for pocket parks.
6	--	Phase 6 may provide continuation of the perimeter trail, pedestrian connections, <u>and</u> a pocket park, and passive open space.
7	<u>3.02</u> --	Phase 7 may provide pocket parks within the village core, pedestrian and mobility network enhancements, and recreational amenities. <u>Approximately 3.0 acres of pocket parks may occur in Phase 7.</u>
Total	<u>29.92</u>31.5	

PA = Planning Area

Source: Rick Engineering 2026~~5~~

¹ This table does not include Phase 1 parks.

As detailed in the Specific Plan, park amenity enhancements would be provided according to a recreational value-based standard, based on a scoring of recreation amenities, space for programmed activities, connectivity to the mobility network, and other factors. Consistent with the City's Parks Master Plan, each park amenity enhancement would be scored with an identified point value according to the scale, recreational and social value, and connectivity to the mobility network. Each PA would be required to implement recreational amenities based on a minimum number of points established by a rate of 100 points per 1,000 people. Park facilities described in Table 3-6 include park facilities anticipated within the program-level areas of the Specific Plan and would be implemented concurrently with development.

Two neighborhood parks are planned within the central and northern areas to provide convenient access for community gathering areas and social activities. Although the current designs are conceptual in nature, the neighborhood parks are required elements of the Specific Plan. The proposed Central Park would be a 10.59-acre neighborhood park, located in the center of PA 17 adjacent to the school site on PA 16 to the west and the Village Core to the north. The proposed Central Park would provide recreational amenities such as joint-use ball fields and internal pathway connections. The proposed North Village Park would be an approximately 7.6-acre neighborhood park located within the northern portion of PA 2 and PA 3. The North Village Park would include recreational amenities such as hardcourt areas and sports fields. The Central Park and North Village Park would be public parks conveyed to the City upon construction, who would then own and maintain these parks (see Figure 3-10).

Privately owned and maintained, pocket parks and mini-parks made available for public use via a Recreation Easement are planned throughout the community, which would offer neighborhood gathering places. Additional park amenities such as children's play areas, shaded seating areas, and dogs parks would be provided throughout the Specific Plan area.

3.4.5.2 Trails

The OMCP identifies conceptual trail alignments and trail head areas in the Specific Plan area and surrounding areas within the OMCP, as shown on the Otay Mesa Trails Map Figure 7-1 on page RE-10 of the OMCP. ~~and~~ The OMCP states that these alignments are conceptual and trail head areas and trail alignments are required with future specific plans. The OMCP also notes that trail connections should attempt to link the southern canyon system near the border area to villages, activity centers, parks, and schools and noted that many of the trails in the area follow existing paths or utility roads. The Specific Plan trail network includes different types of trail facilities and design policies within the Specific Plan area. The trail types have been developed based on the OMCP and Appendix K of the City's Consultant's Guide to Park Design & Development. The different trail types are discussed below. The OMCP trails map identifies trails further north, west, and south the Specific Plan area and within the northeastern part of the Specific Plan area near Spine Road. Proposed trails as part of the Specific Plan shown on Figure 3-10 would result in designating a perimeter trail around the outer edges of developed areas of the Specific Plan and a primitive trail extending south of developed areas. The proposed trail alignments within the Specific Plan area would be new as they were not designated in the OMCP trail network. The OMCP trail network mentioned near Spine Road would be similar to the proposed perimeter trail in this area. Trails within the OMCP outside of the Specific Plan area are also being amended as a part of this project, and are shown in Appendix O. As shown, the amendment proposes conceptualized locations of future trails instead of specific alignments. Refer to Appendix O for additional details.

a. Perimeter Trails

Trails are planned around the perimeter of the Specific Plan area and are identified as perimeter trails. These perimeter trails would provide a transition between the developed areas of the Specific Plan and the surrounding open space areas for use by pedestrians and bicyclists and providing views toward the surrounding open space. The perimeter trails would have a natural surface such as decomposed granite. The perimeter trail width would be 8 feet, except in areas abutting a 4:1 slope, where the trail would be 7 feet in width. Perimeter trails would be within the manufactured slope around the edge of the development within slopes ranging from 2:1 to 4:1. The perimeter trail planned adjacent to Phases 2, 3, 4, and 6 would be implemented concurrently with development. A portion of the perimeter trail north of PA 23 would follow an EVA Road that would also serve as a pedestrian connection from South Caliente Avenue and PA 22. The perimeter trails are shown in Figure 3-10.

b. Primitive Trails

Primitive trails are those that have limited use, are usually more difficult, with grades that may exceed trail standards, and are for passive recreational use including walking, jogging, hiking, and mountain biking. No motorized bicycles would be allowed on primitive trails. As shown in Figure 3-11, *Trails Network*, primitive trails are proposed within the MHPA, designated as open space, and continue off-site. Primitive trail widths would be 4 feet with varied slopes on either side with a natural dirt surface.

The Specific Plan would require trailheads leading into the primitive trail network to include trash cans and signage to notify trail users to remain on designated trails, of prohibited uses, and to inform users of the sensitive resources present. Where needed to protect sensitive resources, peeler pole fencing would be provided. Trail improvements could include trail stabilization, erosion control, and closure of unauthorized trail routes in proximity to proposed formal trail alignments.

The OMCP identifies conceptual trails that are intended to provide connections from the Specific Plan area to the surrounding OMCP trail system. No program-level primitive trail alignments are identified within the Specific Plan area; however, a primitive trail is identified as a program-level trail southwest of the Specific Plan area. Refer to Figures 3-10 and 3-11 for the proposed Specific Plan trail network.

As future development in the Specific Plan proceeds, the City may require primitive trail improvements in the open space surrounding the Specific Plan area to implement the OMCP conceptual trail plan. Trail improvements could include trail stabilization, erosion control, and closure of unauthorized trail routes in proximity to proposed formal trail alignments.

c. Emergency Vehicle Access Road

The Specific Plan includes the improvement of an existing road running from the perimeter trail adjacent to the corner of Street C and Street D, through the open space south to connect to the primitive trails approved by the City Fire Marshal prior to the 201st dwelling unit if Beyer Boulevard West is not yet extended to the western Specific Plan boundary. The EVA Road would be used by Border Patrol, utility companies, park rangers, and emergency responders only. The width of this trail and any future EVA Road would be no less than 20 feet unless approved by the City Fire Marshal. The surface is usually graded annually by utility companies, with minor repairs and improvements made by City Parks and Recreation staff (as needed). However, the surfaces may be improved with the installation of surfacing material to reduce erosion and provide for trail sustainability.

3.4.5.3 Open Space

The OMCP identifies 59 acres of open space within the Specific Plan area while the Specific Plan designates approximately 185 acres, or 38 percent of land included in the Specific Plan area as open space. Some of the areas (see Figure 3-1, green with hatching) are lands either already conserved or planned for conservation as part of the City's MHPA or Vernal Pool Habitat Conservation Plan (VPHCP). Prior development areas now designated as open space within the Specific Plan area also include undevelopable areas due to steep slopes or other hazards, and those areas planned for recreational uses, trails, nature viewing, and fuel management buffers (see open space areas depicted on Figure 3-1). Other activities allowed within the proposed open space includes storm drain discharge outfalls and brush management (consistent with SDMC Section 142.0412).

3.4.6 Infrastructure

The following describes the infrastructure improvements required to support the Specific Plan area. In general, infrastructure required to support the program-level development areas would apply to

Phases 1-7 and 15-23 (see Figure 3-2 for phasing areas). Phasing areas may be completed out of a specific order. However, as each phase is constructed the projected demands for each would be the same.

The following provides a program-level summary of the requirements for drainage and storm water, water, wastewater, and other utilities, including telecommunications, gas, and electricity. Utility infrastructure described below would be constructed, managed, and maintained in perpetuity, and these activities are included as a part of the project.

3.4.6.1 Drainage and Storm Water

Proposed drainage and storm water quality infrastructure design for the program-level portions of the Specific Plan is based on the Conceptual Drainage and Water Quality Summary for Southwest Village Specific Plan (Appendix F-2). Development of the program-level portions of the Specific Plan area (PAs 1-7 and 15-27; Phases 2 through 7) would require detention facilities for peak flows, water quality treatment, and hydromodification management controls. The overall drainage system would use natural drainage courses to the extent feasible; however, due to the Specific Plan's location on top of a mesa (mostly flat) and the presence of the San Ysidro Landslide complex (soils which are prone to landslide instability; see SEIR Section 5.7, *Hydrology/Water Quality*) west of PAs 15 and 18, the Specific Plan drainage is designed to minimize infiltration and convey water off the mesa and away from the landslide complex.

Within the Specific Plan program-level development areas, drainage would generally be diverted either west, down the proposed storm drain along the future Beyer Boulevard West alignment or would be diverted to the south via a proposed drainage outfall that would outlet at the bottom of Spring Canyon to the south of the Specific Plan area. Flows associated with the proposed Beyer Boulevard West alignment would be conveyed via a hardened system from the Specific Plan area to the existing storm drain system in San Ysidro. While the drainage infrastructure associated with Beyer Boulevard West is addressed as a project-level component, the Beyer Boulevard West storm water facilities would support drainage within program-level portions of the Specific Plan area.

The second major drainage area for the Specific Plan area is toward the south via a long drainage outfall that would be installed south of the Specific Plan area, discharging into Spring Canyon. This drainage outfall would involve the installation of an underground pipe with riprap at the bottom of the drainage. While the physical impacts of grading the Spring Canyon drainage outfall are addressed at the project level, the construction and installation details of this pipe would be associated with Phase 2. The flow discharge from the Specific Plan combined with Spring Canyon drainage would be collected by a culvert that crosses under the international border into Mexico. These drainage and storm water flows would be managed consistent with requirements specified by the City as detailed in Appendix F-4.

Future subdivision maps processed to develop future phases of the Specific Plan would be required to prepare site-specific storm water and drainage plans consistent with the City's Storm Water Standards. Additionally, the Specific Plan Section 6.4.3 identifies Best Management Practices (BMPs) for storm water that would guide future site-specific drainage and storm water design for program-level areas.

3.4.6.2 Water

As indicated in the OMCP, water service in Otay Mesa is provided by the City Public Utilities Department in the western portion of the OMCP. The Specific Plan area does not currently have water services or related infrastructure. Expansion of City water distribution systems and facilities would be required to serve the Specific Plan area and are planned for as part of the project. Water services to the Specific Plan area would be provided by extending existing water pipelines in Caliente Avenue, south into the Specific Plan area along South Caliente Avenue. The proposed public backbone water supply system for the Specific Plan area is shown in Figure 3-12, *Public Water Facilities*. Based on projected demands and phasing considerations, the recommended water facilities include:

- A 16-inch water line backbone loop;
- A 16-inch water main extended north to Caliente Avenue, connected to the existing 16-inch water main; and
- A12-inch water line loops extended from the 16-inch backbone system.

Water facilities required to serve the program-level development areas would be constructed concurrently with the development and construction of roadways. The proposed water infrastructure is designed to support the estimated maximum day demand of 3,425,031 gallons per day (gpd) or 2,378 gallons per minute (gpm). Facility improvements and off-site infrastructure components required to provide water service to the Specific Plan areas are addressed as part of the project-level components in Section 3.5.6.2 although off-site improvements would serve the Specific Plan as a whole.

3.4.6.3 Wastewater

The OMCP identified wastewater facilities within Otay Mesa, including the East Otay Mesa collection system, the Otay Valley Trunk Sewer system, and the Otay Mesa Trunk Sewer within the Metropolitan Sewerage System and did not identify any wastewater infrastructure within the project area. The Specific Plan area does not currently have wastewater services. Expansion of the City sewer distribution systems and facilities would be required to serve the Specific Plan area and are planned for herein. The sewer facilities would consist of off- and on-site collection systems and pump stations whose force main(s) would connect to the existing City sewer system.

The proposed on-site and off-site sewer infrastructure system is shown in Figure 3-13, *Public Sewer Facilities*. Sewer service for the Specific Plan would be provided by a combination of gravity flow and pumping the project flow via two proposed on-site sewer pump stations to the existing City public sewer system in Beyer Boulevard West. The Specific Plan's public sewer system would be connected to the existing Otay Mesa Trunk Sewer. Based on projected demands and phasing considerations, the anticipated sewer facilities include:

- Gravity sewer lines ranging from 8-inch to 15-inch diameter;
- Two permanent pump stations throughout the project; and

- Force mains with a diameter of 6-inch to 18-inch conveying flow from the proposed on-site pump stations to either other areas of the project site or off-site to the existing public sewer system.

An approximately 2-acre area in the southeast portion of the Specific Plan area, at the terminus of Street D, is planned to include one of the two pump stations as part of the wastewater infrastructure necessary to support the development of the Specific Plan. The 2-acre pump station would be within the City's VPHCP preserve identified as open space but is an allowed use per the VPHCP within the preserve. Specifically, maintenance, inspection, repair activities, and improvements to sewer and water infrastructure, including access paths, are identified in VPHCP Table 4-4 as covered activities and would be included. Proposed wastewater infrastructure is designed to support the anticipated buildout of the Specific Plan area including peak dry weather flows of 2,030,137 gpd (1,410 gpm) and the peak wet weather flow of 3,755,754 gpd (2,608 gpm).

3.4.6.4 Other Utilities

Communications systems for telephone, computers, and cable television for the Specific Plan area would be provided by utility providers such as AT&T, Cox, and other independent telecommunications companies. The City also works with service providers to underground overhead wires, cables, conductors, and other structures associated with communication systems in residential areas in accordance with proposed development projects. San Diego Gas & Electric (SDG&E) would provide electricity and natural gas to the Specific Plan area. Utilities necessary to serve the program-level areas would be installed in conjunction with the phased development of the Specific Plan. The design of telecommunication infrastructure would comply with the City's Wireless Communication Facility Guidelines.

3.5 Project-Level Components

The environmental analysis within this SEIR includes a project-level evaluation of construction and operation of Phase 1, which would include PAs 8 through 14 comprising the VTM, construction of an extension of Beyer Boulevard West connecting the Specific Plan area to San Ysidro, rough grading within Phase 2 (PAs 15 through 20) and Phase 4 (PA 7) to allow for a balanced grading operation, and water, sewer and transportation infrastructure improvements. Figure 3-14, *Project-level Components*, provides a high-level overview of the project-level components. PAs evaluated at the project level are depicted on Figure 3-15, *Project-level Planning Areas*, while the areas evaluated at the project level for grading are depicted on Figure 3-16, *Project-level Grading Areas*. Details of the project-level components are described in the following sections.

3.5.1 Residential Components

The residential components evaluated at the project level include the construction and operation of Phase 1, which includes PAs 8 through 14. These PAs are included in the VTM, which identifies up to 920 residential dwelling units, including 142 multi-family detached units (under 20 du/ac), 498 multifamily attached units (under 20 du/ac), and 280 multi-family attached units (over 20 du/ac). Implementation of residential components would occur in phases as detailed below.

3.5.1.1 Phase 1

The project includes the construction of Phase 1, including PAs 8 through 14 comprising the VTM, to implement a portion of the residential components of the Specific Plan. While the Specific Plan allows for up to 1,315 units in this area, the VTM No. 2188969 is proposing up to 920 dwelling units, including 280 multi-family units at a density over 20 du/ac, 498 multi-family units at a density under 20 du/acre, and an additional 142 small lots that are evaluated as single-family units but are considered multi-family due to the proposed multi-family lotting. The 142 small lots would be located around the perimeter of the development areas within PAs 10, 12, and 14 (Figures 3-17a and 3-17b, *Vesting Tentative Map*). These small lots are considered single-family for purposes of environmental analysis and trip generation. See Table 3-7, *Phase 1 Residential Development Summary*, for the Phase 1 residential components of the project-level areas including based zone and Specific Plan designations within each PA in addition to proposed density and total residential units. A total of seven legal lots would be created with the proposed subdivision of land, each corresponding to the PA boundary. The VTM would be processed as a multi-family subdivision consistent with SDMC Section 143.0365 which allows the subdivision of multi-family zoned land, consistent with the density and standards of the Specific Plan zone. The development regulations and allowable uses for each applicable base zone are incorporated by reference from the City's LDC. Supplemental development regulations are identified in the Specific Plan which provide additional or modified regulations compared to the City's LDC.

a. Affordable Housing

The VTM identifies 10 percent of the proposed units within Phase 1 as affordable housing units. Specifically, a total of 92 affordable units are identified in PA 8 consistent with the requirements of the City's LDC, which requires affordable units or in-lieu fees for residential development projects.

b. Phasing

Development of Phase 1 would occur in three phases, identified as Phases 1a, 1b, and 1c (Figure 3-18, *Phase 1 Temporary Pump Station*). Phase 1a would include the development of the first 200 units and construction of a temporary pump station to provide water and sewer service to these units. Access to these first 200 units would be via an extension of Caliente Avenue and Central Avenue. Construction of Phase 1b residential units requires a secondary emergency access route to be in operation prior to the construction of the 201st dwelling unit. Phase 1b would include the construction of the EVA Road extending south of South Caliente Avenue (see SEIR Section 3.5.3.1.f) in addition to up to 699 residential units. Phase 1b would also include access and transportation improvements, water and sewer infrastructure as well as additional rough grading detailed in the following sections. Phase 1c would include the construction of the Beyer Boulevard West connection to San Ysidro prior to the issuance of a building permit of the 700th dwelling unit and the remaining 21 residential units within Phase 1. After construction of Beyer Boulevard West is complete and water and sewer lines through the roadway are operational, the temporary pump station(s) would be removed. Phases 1a, 1b, and 1c would also include disturbance within the project-level areas for rough grading to support grading balancing.

3.5.2 Grading

As detailed on Figure 3-19, *Project-Level Grading Phasing*, and in Table 3-4, the project-level grading area would be implemented in phases. Implementation of Phase 1 would occur in subphases as detailed in Section 3.5.1.1.b. Phase 1a (the first 200 residential units) would involve grading beyond the Phase 1a development footprint to allow for access routes and grading balancing. Similarly, grading for the development of the remainder of Phase 1 and Beyer Boulevard West and East would involve grading Phase 2 to allow for a balanced grading site.

Rough grading is proposed within Phase 2 areas (PA 15 through PA 20, PA 30, and drainage outfalls), as well as a portion of Phase 4. As shown in Table 3-4, portions of the project-level areas in Phase 2 would be rough graded to provide for a balanced grading operation for the implementation of project-level Phase 1. Future finished grading within these rough graded areas would be a program-level component as detailed grading plans would be prepared concurrently with future development.

3.5.3 Access, Circulation, and Mobility

The Phase 1 development area within PA 8 through PA 14 would be accessed via two main access points, from Caliente Avenue in Otay Mesa and from Beyer Boulevard West in San Ysidro. Phase 1 public streets include Beyer Boulevard West and East, Caliente Avenue, Street A, Central Avenue, and West Avenue. All internal access through PA 8 through PA 14 would be via private drives.

The Phase 1 development area would be accessible to fire and emergency vehicle circulation. Fire apparatus access roads and water supplies for fire protection would be installed and made serviceable prior to and during construction. All fire access roads would comply with the City of San Diego Fire Department Fire Prevention Bureau Policy A-14-1 and SDMC 511.8201. All private drives less than 28 feet wide would be designated as a vehicular fire access path and be painted with red curbs. All dead-end fire apparatus roads in excess of 150 feet in length would be provided with an approved turnaround per California Fire Code (CFC) 503.2.5. All cul-de-sac or turnaround areas would be sized appropriately for the same reason as shown on the fire access plans for the community. Also, separate roads for fire department access would be provided per CFC Appendix D106.1-D106.3 during Phase 1 and fire access to the project-level area would be via Beyer Boulevard West, East and Central Avenue, and two EVA Roads (Figure 3-5).

**Table 3-7
Phase 1 Residential Development Summary**

PA	APN	Acreage	Base Zone	Specific Plan Designation/ Density Range	Maximum Dwelling Units per the Specific Plan	VTM Dwelling Units Proposed	Proposed Use
8	645-061-04	7.48-0	RM 3-7	Medium-High Residential 20-44 du/ac	282	<u>185</u>	Residential, <u>MMA</u> HOA Areas
9		4.6	RM 2-5	Medium Residential 15-29 du/ac	107	<u>95</u>	Residential, <u>MMA</u> HOA Areas
10		12.8	RM 1-3	Medium-Low Residential 8-22 du/ac	225	<u>130</u>	Residential, <u>MMA</u> HOA Areas
11	645-061-06, 645-061-07, 645-061-08,	10.08-2	RM 2-5	Medium Residential 15-29 du/ac	190	<u>168</u>	Residential, <u>MMA</u> HOA Areas
12		6.97-8	RM 1-3	Medium-Low Residential 8-22 du/ac	137	<u>76</u>	Residential, <u>MMA</u> HOA Areas
13		10.28-3	RM 2-5	Medium Residential 15-29 du/ac	193	<u>170</u>	Residential, <u>MMA</u> HOA Areas
14	645-061-06 645-061-07 667-010-34	8.840-3	RM 1-3	Medium-Low Residential 8-22 du/ac	181	<u>96</u>	Residential, <u>MMA</u> HOA Areas
Total		<u>60.70</u>		Total	<u>1,315</u>	<u>920</u>	

PA = Planning Area; APN = Assessor's Parcel Number; RM= Residential Medium; du/ac = dwelling units per acre; MMHOA = Master Maintenance homeowners Association

3.5.3.1 Roadway Improvements

a. Caliente Avenue

Access to the development of PA 8 through PA 10 as part of Phase 1 would require construction of Caliente Avenue north of the Specific Plan boundary from its current terminus in Otay Mesa, south to the planned connection with Central Avenue. While the Caliente Avenue extension is required for access to PA 8 through PA 10, its construction was previously analyzed within the Candlelight Final Environmental Impact Report (State Clearinghouse No. 2013101036) that was approved by the City with a prior entitlement for the neighboring Candlelight development (Project No. PTS 30320/691625). While the segment of Caliente Avenue north of Central Avenue may be constructed by the Candlelight development project prior to the project proceeding, this SEIR evaluates this segment in the event Southwest Village were to proceed first. In the event that the project precedes the Candlelight development, the project would be required to construct the segment of Caliente Avenue north of Central Avenue.

b. Beyer Boulevard West and East

Beyer Boulevard West and East improvements are proposed both within and outside of the Specific Plan area (Figure 3-20, *Beyer Boulevard West and East*). The total length of Beyer Boulevard improvements is approximately 6,800 feet between East Beyer Boulevard in San Ysidro and Caliente Avenue within the Specific Plan area. Beyer Boulevard West between Enright Drive and West Avenue and Beyer Boulevard East from West Avenue to Caliente Avenue would be modified from a 4-Lane Major as identified in the OMCP to a 4-Lane Modified Urban Collector. Beyer Boulevard West would be constructed as a 2-lanes due to environmental constraints that require narrowing the road to minimize impacts to sensitive biological resources and conservation easements.

Beyer Boulevard East

As detailed in the Specific Plan, a portion of Beyer Boulevard within the Specific Plan boundary between West Avenue and Caliente Avenue is referred to as "Beyer Boulevard East" and would be constructed as a modified 4-lane Urban Major. The roadway classification would be modified to reduce the width of the parkway, landscaping area, and curb-to-curb width. The curb-to-curb width would be reduced by eliminating on-street parking. Project-level implementation of this segment includes an interim improvement including two lanes in each direction within the half-width segment of the ultimate 4-lane roadway. The northern half of Beyer Boulevard East (from Caliente Avenue to West Avenue with a temporary cul-de-sac at the eastern terminus) would be conditioned need to be completed and operational prior to occupancy of the 201st residential unit in Phase 1b and the southern half of Beyer Boulevard East would be completed and operational in Phase 7.

Beyer Boulevard West

The extension of Beyer Boulevard West from Enright Drive to West Avenue is planned as a modified 4-lane Urban Collector. A portion of this segment is constrained by conserved land (see Figure 3-22, *Conserved Parcels in Relation to Beyer Boulevard West* and refer to Section 3.5.7.3) and biological

conservation easements. As a result, an approximately 3,500-foot segment would be built with 2 lanes with a reduced sidewalk (four feet width instead of 6.5 feet), parkway, and landscaping area width (see blue hatched areas on Figure 3-20) to include wildlife crossing features (discussed further below). All manufactured slopes surrounding Beyer Boulevard West would be revegetated with native plant species consistent with the surrounding habitats. This segment of Beyer Boulevard West would ~~be conditioned to need to~~ be completed and operational prior to occupancy of the 700th residential unit in the Phase 1 PAs.

A 6-foot-tall masonry wall would be constructed on the north side of Beyer Boulevard West to provide separation and noise attenuation from the adjacent habitat. Two SDG&E access points with gates are proposed along Beyer Boulevard West to provide ongoing access to SDG&E easements and power lines within the surrounding open space. Four retaining walls have been incorporated into the roadway design, largely to limit habitat impacts. Retaining walls include a 4-foot retaining wall (approximately 2,600 linear feet in length), a 6-foot masonry retaining wall (approximately 370 linear feet in length), an 8-foot retaining wall (approximately 160 linear feet in length) and 12-foot retaining wall (approximately 400 linear feet in length) along the north and south sides of Beyer Boulevard West to minimize impacts to sensitive biological resources. See Figure 3-21, *Beyer Boulevard West Wildlife Crossings, Wildlife Fencing, Retaining Walls and Gates*, for the location of SDG&E access gates and retaining walls.

Implementation of Beyer Boulevard West requires various actions related to existing County of San Diego (County) owned lands and conservation lands with California Department of Fish and Wildlife (CDFW) easements. These actions are discussed in Section 3.5.7.3.

Wildlife Movement Features

Consistent with the assumptions in the FEIR, the design for Beyer Boulevard West would include a wildlife overcrossing for large animals in addition to three small animal culvert/undercrossings (identified as "Critter Crossing Culvert" on Figure 3-21), as discussed in Specific Plan Section 7.9, Supplemental Development Regulations. These wildlife movement features would be installed concurrently within the construction of these portions of Beyer Boulevard West. The overcrossing is sited and designed to mimic the existing topographic conditions and convey animals in the location of existing wildlife movement patterns at a high-use drainage swale area. The wildlife overcrossing would be sited approximately 515 feet west of the Specific Plan area. Each end of the overcrossing is designed to include flared entrances to encourage wildlife entry. Surrounding slopes would be revegetated with native vegetation to match surrounding habitats. Wildlife fencing would be incorporated, as discussed further below.

In addition to the wildlife overcrossing, three additional small animal crossing features are proposed under Beyer Boulevard West. Three 6-foot-tall culverts, ranging from 103 to 105 feet in length, would be installed to provide passage for small mammals between Moody Canyon and habitat areas to the south. The culvert undercrossings would provide opportunities for small animal movement. The culvert crossings would also be designed with a flare at the ends to encourage entry. While the culverts are designed to convey drainage during rain events, the drainage design would ensure a flood free crossing for animals during rain events.

Fencing is proposed along the length of Beyer Boulevard West on both the north and south sides to prevent wildlife crossings along the roadway and to funnel wildlife toward the wildlife crossings. Fencing on the north side of Beyer Boulevard West would be approximately 3,997-foot length, while fencing along the south side of Beyer Boulevard West would extend approximately 3,112 feet. Near the western end of the proposed Beyer Boulevard West, where vehicular access is needed for an SDG&E easement, a gate would be added on the north and south sides of the roadway that would allow for vehicular entry while keeping wildlife from entering the roadway. The precise location (elevation) of the fencing on the slope would be determined during the final engineering of Beyer Boulevard West. The following are key design features related to the proposed wildlife overcrossing and the three animal under crossings that would be implemented,

- Chain-link (or similar exclusionary) fencing ~~shall~~ be installed along the length of Beyer Boulevard West. Fencing would funnel wildlife toward the culvert undercrossings and the wildlife overcrossing, while preventing wildlife from crossing the roadway.
- The height of the fencing ~~shall~~ be based on the slope aspect in relation to the fence, with fence heights being 6 feet up to 8 feet depending on the orientation of the slope. Fence heights vary with topographic conditions to ensure adequate control of wildlife movement away from the roadway. Where the fence is located mid-slope with a wildlife usage area located above the fence line, the fence ~~shall~~ need to be 8 feet tall. Where the fence is located at grade or with a wildlife use area located downslope of the fence, a 6-foot fence height would be sufficient.
- Wildlife fencing shall be buried 6 inches to prevent animals from burrowing under. Additionally, a fine mesh shall be installed along the bottom two feet of the fence to prevent small animal movement through the fence.
- The wildlife overcrossing surface shall be planted with native plants and native soil, approximately 3 feet deep. Soils for the overcrossing shall originate from the surface layer of surrounding native soils. As detailed in the project landscape plans, the following plant palette is identified for the wildlife overcrossing:
 - Coastal cholla (*Cylindropuntia prolifera*)
 - California encelia/Bush sunflower (*Encelia californica*)
 - Laurel sumac (*Malosma laurina*)
 - Coast prickly pear (*Opuntia littoralis*)
 - Bladderpod (*Peritoma arborea*)
 - Lemonade berry (*Rhus integrifolia*)
 - Black sage (*Salvia mellifera*)
 - Mojave yucca (*Yucca schidigera*)
 - Purple needlegrass (*Stipa pulchra*)
 - Small flowered needlegrass (*Stipa lepida*)

Other species native to the Otay Mesa region may also be added to the planting palette with the approval of the Project Biologist and Parks and Recreation resource management staff.

- Native bushes (such as lemonade berry and laurel sumac) found in the area that attain 6- to 8-foot heights should be placed along the sides of the overcrossing to screen the road and provide refugia.
- Micro-refugia (e.g., rock or wood structures) shall be incorporated onto the overcrossing and undercrossing surface for small animal stopping points/shelters.
- Native plant landscaping on the southern slope at the wildlife overcrossing shall be designed with vegetation that would grow densely to deter human views toward the overcrossing and deter human use. Native cacti and other uninviting species shall be selected to deter human access.

Beyer Boulevard West Between Enright Drive and East Beyer Boulevard/Otay Mesa Road (San Ysidro)

As detailed in Figure 3-23, *Beyer Boulevard West between Enright Drive and East Beyer Boulevard – Interim Condition*, Beyer Boulevard West in San Ysidro between Enright Drive and East Beyer Boulevard/Otay Mesa Road would be improved with revised striping as a 2-Lane Collector with buffered Class II bike lanes within the existing ROW limits as part of Phase 1. This would be an interim improvement that would ensure adequate roadway functioning until the final roadway improvement is implemented as part of Phase 4 of the Specific Plan.

The ultimate improvement for this segment is a 4-lane Collector which would require acquisition of ROW from the SYSD. The ultimate Beyer Boulevard West improvement for this segment is depicted on Figure 3-24, *Beyer Boulevard West Between Enright Drive and East Beyer Boulevard - Ultimate Condition*. The required timing for this improvement corresponds to the implementation of Phase 4 of the Specific Plan prior to the issuance building permits for the 3,298th3,301st dwelling unit (after the construction of a second elementary school and a 7.647.6-acres of public park), although it may be implemented sooner. The ultimate improvement in this area would include the construction of an approximately 950-linear-foot retaining wall ranging in height from 1 to 16 feet at its highest point located along the northern side of the road adjacent to the SYSD property (see Figure 3-24).

c. Central Avenue

Central Avenue between Caliente Avenue and Beyer Boulevard East is addressed at the project-level. This segment is planned as a 2-Lane Collector with buffered Class II bike lanes. The standard cross-section for a Two-Lane Collector, per the City's Street Design Manual, provides for two through lanes with parallel parking on both sides of the street. However, per Section 3.4-1 of the OMCP, Class II bikeways would be provided along all new classified streets; therefore, a buffered Class II bike lane is proposed on each side of the street. Parking would be provided along most of the eastern half of the proposed Central Avenue along the frontage of PA 8 and PA 9, which would consist of multi-family development. Parking is proposed to be eliminated along the frontage of PA 10 and a portion of PA 9. ~~This segment requires deviations to the Street Design Manual to eliminate parallel parking on west side of Central Avenue adjacent to PA 10 and on east side of Central Avenue adjacent to PA 9 to accommodate buffered Class II bicycle lanes instead of parking.~~ This segment is constrained due to the presence of a hardline vernal pool preserve associated with the Candlelight Project, located immediately north of this roadway segment.

d. West Avenue and Street A

Phase 1 would also include the construction of West Avenue and Street A to provide access to PAs 11 through 14. Street A west of West Avenue would be constructed as a 2-Lane Collector with buffered Class II Bike Lane. West Avenue between where Beyer Boulevard West transitions to Beyer Boulevard East and Street A would be constructed as a 2-Lane Collector with Two-Way Center Left Turn Lane with Class II Bike Lane on the west side and Class I Bike Path on the east side. Between Street A and Street C, West Avenue would be constructed as a Two-Lane Collector with Class II Bike Lane on the west side and Class I Bike Path on the east side.

e. SR-905 and Caliente Avenue Improvements

The project requires improvements to SR-905 and Caliente Avenue interchange. The improvements detailed below shall be constructed and assured by permit and bond prior to the 201st dwelling unit, satisfactory to the City Engineer and California Department of Transportation (Caltrans) Engineer. All improvements shall be completed and operational prior to occupancy of the 201st dwelling unit.

SR-905 Westbound On-Ramp Widening

Widening the westbound SR-905 on-ramp at Caliente Avenue is proposed to ensure adequate roadway operations as analyzed in the Phase 1 project-specific Local Mobility Analysis (Appendix J-4). This improvement involves adding a lane within existing Caltrans ROW (Figure 3-25, *State Route 905 and Caliente Avenue Westbound On-Ramp*).

Restriping and Signal Modifications at the Caliente Avenue Bridge over SR-905

Intersection reconfiguration at Caliente Ave/SR-905 westbound ramps is proposed to install a second northbound left turn lane (through re-striping on the bridge over SR-905), construct a second receiving lane to the on-ramp, and restripe the number one left-turn lane from 100 feet of storage to 300 feet of storage (Figure 3-26, *Caliente Avenue SR-905 Bridge Restriping and Signal Improvements*). The additional receiving lane at the SR-905 westbound entrance must also comply with Highway Design Manual (HDM) Topic 504.3(d)(e) (Caltrans 2020) to meet merge taper requirements into the main lanes. Traffic signal modifications, designed to the satisfaction of the City Engineer and Caltrans Engineer, would also be required.

SR-905 Eastbound On-Ramp Traffic Controller

The project would be required to upgrade the traffic controller at the intersection of Caliente Avenue at SR-905 eastbound ramp to the satisfaction of the City Engineer and Caltrans Engineer prior to the issuance of any building permit for Phase 1a.

f. Emergency Vehicle Access EVA Road

South of the Specific Plan area is an established offroad vehicle route that is proposed to be improved as an EVA Road to facilitate regional fire and emergency response. This road would be improved as an EVA Road to provide secondary access if the Beyer Boulevard West connection to San Ysidro is not constructed prior to the project's 201st unit. The City requires construction of a

secondary access route by the Project prior to occupancy of the project's 201st unit to be approved by the City Fire Marshal. Prior to the construction of the ~~project's~~ 700th unit in Phase 1c, the City would require completion of Beyer Boulevard West by the Project to provide permanent access to the Specific Plan area. Improvements to the EVA Road may be implemented by the Owner/Permittee or City Fire Department.

Improvements associated with the EVA Road would involve grading, scraping, and placement of surfacing including concrete, asphalt, and/or decomposed granite or gravel. The road width would be 20 feet wide in most places and would narrow to 14 feet in one location for approximately 114 feet to avoid sensitive environmental resources (vernal pool). Grading is required along portions of the road to reduce the steepness and achieve a maximum 15 percent grade and resurfacing the roadway is required in some areas due to the grade. Approximately 1.99 acres of grading would be required with the remaining disturbance limited to scraping the road to achieve a consistently flat surface. Approximately 0.74 acre of the roadway would require concrete surfacing where the ultimate grades would be between 12 to 15 percent grade. A 0.12-acre portion of the road would require asphalt where ultimate grades would be between 5 and 12 percent grades, while the remaining portions of the road (approximately 2.09 acres at less than 5 percent grade) would be surfaced with compacted decomposed granite or gravel for stabilization. Grading quantities include approximately 6,780 cubic yards of cut and 8,220 cubic yards of fill, which is captured as part of the overall project-level grading quantities due to grading balancing. Where grading is required, all slope disturbance would be restored to native habitats consistent with the surrounding area. The resurfacing would involve placement of decomposed granite, asphalt, and concrete surfacing in certain areas depending on grade.

The ~~project would be conditioned to provide the EVA Road would provide a secondary access route~~ south of the Specific Plan area to provide secondary emergency only vehicle access prior to the occupancy of the 201st dwelling unit of Phase 1 if Beyer Boulevard West is not yet constructed. Prior to construction of the 700th unit, the project would be conditioned via the VTM and Site Development Permit to provide Beyer Boulevard West and East would be constructed to provide permanent secondary access to the Specific Plan. Refer to Figure 3-5 for the location of these roadways. Ultimately, after build-out of Phase 2 and public roadways within the Specific Plan area, the EVA Road would be accessed from the future intersection of South Caliente Avenue and D Street. The road would be gated to prohibit public vehicular access. Beyond the trail access points, public access would be prohibited with signage notifying the public to stay only on designated trails. Signage would also be provided along the edges of the EVA Road to provide public notice that access to the surrounding open space is prohibited, with the exception of access to formal primitive trails. Manufactured slopes associated with the EVA Road would be revegetated with native plants consistent with the surrounding habitats as detailed on the project landscape plans.

3.5.3.2 Parking

Phase 1 (PA 8 through PA 14) would include parking for each dwelling unit in addition to common area parking for each PA. Parking would include surface parking and spaces with garages. Electric vehicle parking, accessible parking, motorcycle parking, and bicycle parking would also be included for each PA per SDMC requirements. See Table 3-8, *Phase 1 Parking Summary*, for a summary of

parking to be provided. All private drives less than 28 feet wide would prohibit parking on both sides of the drive as required for emergency access.

**Table 3-8
Phase 1 Parking Summary**

PA	Total Number of Spaces Provided	Surface Parking	Parking with Garages	Common Parking Spaces	ADA	Electric Vehicle	Motorcycle	Bicycle*
8	406	72	334	52	5	9	19	111
9	243	53	190	32	3	6	10	57
10	340	80	260	44	4	8	13	78
11	424	88	336	55	4	6	17	101
12	201	49	152	26	2	3	8	46
13	425	85	340	56	4	6	18	102
14	249	57	192	33	3	4	11	58

PA = Planning Area; ADA = Americans with Disabilities Act

Source: Southwest Village VTM No. 2188969/Planned Development Permit/Site Development Permit.

*Bicycle storage/parking is included in each garage.

3.5.3.3 Bicycle Facilities

Consistent with policies in the OMCP, bicycle facilities would be included within PA 8 through PA 14 as depicted on Figure 3-8. With the implementation of Phase 1, a Class I bike path and buffered Class II bike lane would be installed along the northern side of Beyer Boulevard East between West Avenue and Caliente Avenue. The ultimate improvement including the Class I bike path and buffered Class II bike lane along the southern side of this segment would be implemented in a future phase. Class I bike paths are single-direction facilities adjacent to high automobile traffic areas outside the curb-to-curb street and would be separated from traffic flow by street trees and landscaping in the parkway landscaping area. Class I bike paths would include a minimum 5-foot travel lane for bicycles and separate sidewalks for pedestrians. A minimum 2-foot striped buffer would be provided to separate the bicycle path from the pedestrian area.

The remainder of the roads that would be constructed with Phase 1 would include buffered Class II bike lanes. Buffered Class II bike lanes allocate a portion of the roadway for bicyclists by using pavement striping and signage. Buffered Class II bike lanes would be a minimum of 6 feet wide plus a buffer with a minimum width of 2 feet between the bike lane and the vehicle travel lane. The buffer would be defined by painted markings on the road. Bike sharrows would be included along west of Street C between Street A and West Avenue. In addition, shared multi-use path for pedestrians and bicyclists would be provided to serve as a connector trail by improving access and facilitating connections between and through development (see Figure 3-9). West of the Specific Plan area, bicycle facilities along Beyer Boulevard West would include 5-foot wide Class II bike lanes on each side and 2-foot wide buffer of the road due to environmental constraints (see Section 3.5.3.1.b).

3.5.3.4 Pedestrian Facilities

Consistent with the policies of the OMCP, sidewalks would be provided throughout the Phase 1 area on all major streets and private drives (refer to Figure 3-9). Sidewalks would be illuminated with pedestrian-scaled lighting. Community wayfinding signs would be installed throughout the community. Paseos would be provided throughout the Phase 1 area to serve as connections for public access between and throughout Southwest Village and to the outer trail network. Refer to Section 3.5.4.2 for a discussion of the proposed trail network.

3.5.4 Recreational Facilities, Parks, and Open Space

3.5.4.1 Recreational Amenities and Private Parks

In addition to residential uses, Phase 1 would provide active recreational open space including pocket parks and paseos within the VTM that would be open to the public via a Recreation Easement. Parks would be developed in phases concurrent with the development of the residences and would be maintained managed by a Master Maintenance Association the homeowners association (HOA) and operated by the City of San Diego Parks and Recreation Department. Park amenities would potentially include: play areas, open turf, shade structures, overlook areas, dog parks, benches, picnic tables, barbeque areas, chaise lounges, signage, community garden plots, bike racks, parking areas, exercise stations, bocce ball areas, and step seating. Concept pocket park designs for PAs 8 through 14 are depicted on Figure 3-27, *Planning Area 8, 9, and 10 Pocket Park Concept Designs*, Figure 3-28, *Planning Area 10, 11, and 12 Paseos and Pocket Park Concept Designs*, and Figure 3-29, *Planning Area 13 and 14 Paseos and Pocket Park Concept Designs*. All designs are concept designs at this time as final park designs for public parks (e.g., pocket parks, trail amenity areas, etc.) that are proposed to meet population-based park requirements shall be designed through a public input process per Council Policy 600-33. As detailed on Sheets 33 and 34 of the project-level plans, certain recreational amenities are intended to satisfy population-based park requirements including 4.33 acres of pocket parks, 1.18 acres of paseos, and 0.10 acre of trail amenities. A recreation easement would be placed over all publicly accessible recreational amenities and a public pedestrian and vehicular access easement would be provided over adjacent private roads to ensure public accessibility to recreational amenities satisfying the project's population-based park requirements.

3.5.4.2 Trails

Trails proposed for implementation as part of Phase 1 include the perimeter trail located along the western perimeter of PAs 10, 12, and 14 (Figure 3-30, *Trails Network Phasing*). A sidewalk proposed along Beyer Boulevard West would provide a pedestrian connection west to San Ysidro from the Specific Plan area. Future development of Phase 2 trails is evaluated as part of the project-level grading footprint, but would be implemented as a condition of Phase 2 development.

All trails would be used as public open space and recreation areas. The perimeter trail would include trail amenity areas along various points, where amenities such as benches, picnic tables, lighting,

exercise stations, and other amenities would be provided. Conceptual trail amenities are depicted on Figure 3-31, *Perimeter Trail Amenities*.

From the perimeter trail, access to the primitive trail network would be via an existing road that would become an EVA Road and would be provided concurrently with Phase 2 development. The road would provide access to proposed primitive trails within the surrounding open space. Primitive trails are for passive recreational use for walking, hiking, and mountain bike recreation. Trail improvements would include trail stabilization, erosion control, and closure of unauthorized trail routes in proximity to proposed formal trail alignments.

Restoration of existing disturbed trail alignments and disturbed habitats is proposed around the Phase 2 primitive trail (see Figure 3-30). Restoration of disturbed trail alignments is proposed where disturbance is located within 50 feet of a proposed primitive trail (100 feet total width). A trail restoration plan has been prepared as a project design feature and is included as Attachment 1 of the Biological Resources Report for the Southwest Village Specific Plan (see Appendix C). The trail restoration effort would include habitat enhancement in areas of disturbed coastal sage scrub, disturbed maritime succulent scrub, and disturbed aquatic resources. Habitat restoration would be implemented in areas of disturbed lands and non-native grasslands. Where disturbed aquatic resources including disturbed wetlands and vernal pools are located within the restoration corridor, those resources would be enhanced through removal of non-native species when no ponding is present.

The trail restoration plan includes details including site preparation, plant production and installation, seed application methods, and irrigation methods, a proposed schedule, and success criteria, along with measures to ensure the restoration effort does not result in significant impacts to rare plants, sensitive wildlife or aquatic resources.

The main east west primitive trail proposed as a Phase 2 component is an existing access road that would ultimately be narrowed through restoration to a primitive trail. However, the existing access road would be retained in the interim to allow access to restoration areas proposed within the open space lands (wetland and Otay tarplant restoration areas proposed as project mitigation). The requirement for trail establishment and restoration would be timed to occur after the completion of the establishment period for these restoration areas to ensure vehicular access remains available to implement the required mitigation.

3.5.5 Landscaping and Brush Management

3.5.5.1 Landscaping

Policy 6.1-3 of OMCP and Section 5.6.13 of FEIR assumed project level brush management programs per the LDC would be required. Consistent with this, a landscape plan has been prepared covering PAs 8 through 14 in addition to Beyer Boulevard West. Landscape details for these areas are discussed below and detailed on the project landscape plans. Landscape plans include plant palettes for various areas within Phase 1 including a Neighborhood Plant Palette, Streetscapes and Entries Plant Palette, Developed Parks Plant Palette, Interior Slope Plant Palette, Exterior Slopes Plant Palette, Trailhead Plant Palette, MHPA Adjacent Lands and BMZ 2 Plant Palette, and a Wildlife

Overcrossing Plant Palette (Rick Engineering 2026⁵; plant palettes provided in Specific Plan Appendix A).

Landscaping improvements within ~~Master Maintenance Association~~HOA and public ROW would be provided in conformance with the approved landscape plan and the Landscape Standards of the Land Development Manual. Private drives and major streets within Phase 1 would be lined with trees. Trees and landscaping are proposed at pocket parks and within all manufactured slopes. The trees and species proposed for PAs 8 through 14 and Beyer Boulevard West slopes are defined in the project landscape plans.

Slopes adjacent to open space would be planted with the MHPA Adjacent Lands and BMZ 2 Plant Palette which contains only native species consistent with the surrounding habitats (Figure 3-32, *Slope Revegetation Areas*). The native plant palette for the slopes adjacent to natural open space areas would include the following species which correspond to the “MHPA Adjacent Lands and Brush Management Zone 2 (BMZ 2) Plant Palette”:

- coastal deerweed (*Acmispon glaber* var. *glaber*)
- ocean locoweed (*Astragalus trichopodus* var. *lonchus*)
- California encelia (*Encelia californica*)
- California matchweed (*Gutierrezia californica*)
- coastal goldenbush (*Isocoma menziesii*)
- laurel sumac (*Malosma laurina*)
- purple needle grass (*Stipa pulchra*)
- white sage (*Salvia apiana*)
- Mojave yucca (*Yucca schidigera*)
- western blue-eyed grass (*Sisyrinchium bellum*)
- blue dicks (*Dipterostemon capitatus* [= *Dichelostemma capitatum*])
- San Diego bur-sage (*Ambrosia chenopodiifolia*)
- California sand-aster (*Corethrogyne filaginifolia*)
- saw-toothed goldenbush (*Hazardia squarrosa*)
- caterpillar phacelia (*Phacelia cicutaria* var. *hispida*)
- bladderpod (*Peritoma arborea*)
- jojoba (*Simmondsia chinensis*)
- foothill needle grass (*Stipa lepida*)
- fascicled tarweed (*Deinandra fasciculata*)
- California adolphia (*Adolphia californica*)
- California box-thorn (*Lycium californicum*)

- coast cholla (*Cylindropuntia prolifera*)
- coast prickly-pear (*Opuntia littoralis*)
- cliff spurge (*Euphorbia misera*)

An exterior manufactured slope plant palette is identified adjacent to the MHPA planted areas as detailed on Figure 3-32 and along all other exterior slope areas. This plant palette is shown on the project landscape plan and includes native species and additional native groundcovers and native tree species including coast live oak (*Quercus agrifolia*), Nuttall's scrub oak (*Quercus dumosa*), and blue elderberry (*Sambucus mexicana*). The wildlife overcrossing plant palette is described in Section 3.5.3.1.b.

3.5.5.2 Signage, Walls, and Fencing

a. Signage

Implementation of Phase 1 would include a variety of signage, walls and fencing depicted on the project plans. Final colors and materials of signage is not finalized at this time; however, all signage would be required to be consistent with the Specific Plan signage design specifications that address entry monuments, wayfinding and gateway signage, and interpretive signage. Refer to the Specific Plan (see Figures 3-11 and 3-12) for concept signage design and locations where signage would be installed. A Comprehensive Sign Plan, processed as a Neighborhood Use Permit Process Two, per SDMC Section 141.1103, would be submitted during the building permit and site infrastructure process to allow any signs that exceed the allowance of the citywide sign regulations.

b. Walls and Fencing

A variety of walls and fencing are proposed with the implementation of the residential component of Phase 1. Walls and fencing associated with Beyer Boulevard West are discussed in SEIR Section 3.5.3.1.b. Typical fencing and walls in relation to duplex and single-family unit types are depicted on Figure 3-33, *Wall and Fence Types*, with the associated wall and fence detail depicted on Figure 3-34, *Wall and Fence Legend*. As shown, walls include masonry walls, partial view fire-rated walls, wood privacy fencing, partial view fencing, retaining walls with fencing, tubular steel fencing, and wood post and rail fencing associated with the trails and open space areas.

3.5.5.3 Brush Management

Brush management is required on all premises that are within 100 feet of a structure and contain native or naturalized land. Vegetation management within BMZ 2 would be consistent with Land Development Manual Landscape Standards, Section III: Brush Management. The Landscape Standards requires BMZ 2 plants to not be cut below six inches which allows for impacts to native habitats to be avoided. All manufactured slopes within BMZ 2 would be revegetated with native species. Fire management within BMZ 2 would be the responsibility of a Master Maintenance Association private entity (e.g., HOA). All BMZ 2 areas would be protected in a covenant of easement to ensure permanent protection of the habitat while providing allowance for ongoing vegetation management for fire protection purposes.

a. Phase 1 Brush Management

Brush management is proposed along the boundaries of the Phase 1 residential development area where development areas are located adjacent to open space, including PAs 10, 12, and 14. Brush management associated with Phase 1 consists of Zone 1 and Zone 2, which are shown on Figure 3-35, *Phase 1 Brush Management*. Zone 1 would be a 35-foot minimum width, while Zone 2 would be 65 feet wide, except where alternative compliance areas are noted. Final layouts of BMZs may exercise zone reduction provisions set forth under SDMC Section 142.0412(f) (Figure 3-36, *Brush Management Zone Cross Sections*).

Alternative compliance is proposed in PA 10 (dwelling units 13 through 19, 27 through 29, and buildings 52 through 54), PA 12 (dwelling units 63 and 88 through 98), and PA 14 (dwelling units 117 thorough 135) due to constraints related to adjacency to open space preserves (refer to Figure 3-37, *Brush Management Adjacent to Planning Area 10*, and Figure 3-38, *Brush Management Adjacent to Planning Areas 12 and 14*). Dwelling units with alternative compliance BMZs would be required to comply with the City's FPB Policy B-18-01, "Mitigation for Reduced Brush Management Zones". Alternative compliance would generally include installation of fire rated walls, upgraded openings with dual-glazed, dual-tempered panes along brush side of structures plus a 10-foot perpendicular return along adjacent wall faces. Where glass panes are proposed adjacent to open space, bird safe glass would be used to prevent bird collisions. Bird safe glass would include the use of glass with ultraviolet reflective patterns visible to birds but transparent to the human eye (such as GlasPro Bird Safe Ultraviolet Reflective Glass), or etched or patterned glass that provide a visual barrier. Patterned or etched glass would have vertical stripes at least ¼ inch wide with a maximum spacing of 4 inches, or horizontal stripes that are at least ¼ inch wide with a maximum spacing of 2 inches.

All BMZ 1 and 2 areas would be outside of both existing and proposed MHPA. Vegetation management within BMZ 2 would be consistent with the Land Development Manual Landscape Standards, Section III: Brush Management which requires BMZ 2 plants to not be cut below six inches which allows for impacts to native habitats to be avoided.

All manufactured slopes within BMZ 2 would be revegetated with native species and would be protected through a covenant of easement. Fire management within BMZ 2 would be the responsibility of a Master Maintenance Association private entity (e.g., HOA). The easement would ensure permanent protection of the habitat while providing allowance for ongoing vegetation management for fire protection purposes. Refer to Section 3.5.5.1 for the landscape plant palette allowed within MHPA adjacent and BMZ 2 areas.

3.5.6 Infrastructure

The FEIR assumed adequate public facilities to be provided for vacant areas at time of development and in accordance with the 2014 Public Facilities Financing Plan (City of San Diego 2014), as updated in 2015. The following describes the public facilities proposed to serve the project-level areas. Utility infrastructure described below would be constructed, managed, and maintained in perpetuity, and these activities are included as a part of this project.

3.5.6.1 Drainage/Storm Water

Phase 1 includes catch basins and storm drains to capture and treat storm water. The proposed water quality BMPs for the project would treat anticipated pollutants to the maximum extent practicable prior to discharge. Bioretention basins and proprietary devices (modular wetlands) would be utilized to meet the requirements of the City's storm water standards. The project drainage design involves on-site detention of storm water in underground vaults to capture, treat and control storm water flow volumes.

The overall drainage characteristics in the post-project condition would remain similar to the pre-project condition for the residential areas associated with Phase 1a, with drainage discharging to the west at the bottom of the slopes providing flows toward existing drainages within Moody Canyon. Where storm water flows would be discharged within the surrounding open space, flow volume and velocities are designed to mimic existing conditions. Refer to Figure 3-19 for the location of two drainage discharge points located at the west side of Phase 1a.

Drainage associated with the proposed Beyer Boulevard West and residential development areas south of Beyer Boulevard West would be diverted either to the west through a culvert system in Beyer Boulevard West to a proposed detention basin at the west end of Beyer Boulevard West or to the south/southeast toward Spring Canyon. The drainage that would flow west within Beyer Boulevard West would collect at a planned detention basin to be shared with the City's planned Beyer Park. Refer to Figure 3-19 for the location of drainage facilities/outfalls and discharge points.

Due to a prehistoric landslide complex located within the surrounding open space areas, infiltration of storm water into the mesa top areas would not be supported for geotechnical stability reasons. This constraint dictated the storm water drainage design for the project including detention in vaults and conveyance of drainage to the lower reaches of surrounding slopes.

Underground drainage conveyance pipes would be installed to convey drainage toward lower elevations, outside of the landslide formation to the bottom of Spring Canyon (refer to Figure 3-19). At the outlet of pipe where it surfaces, riprap would be installed. Flows would be controlled to manage velocities to avoid erosive conditions. Following installation of the drainage pipes, the disturbance areas would be revegetated with native species. The spring canyon drainage outfall would require a 20-foot-wide public storm drain easement (see VTM Sheet 27).

The Phase 2 rough grading areas would be used as a soil borrow site during development of the Phase 1 areas and would include interim construction BMPs to manage storm water. Drainage associated with the proposed EVA Road south of South Caliente Avenue would continue to be conveyed via existing ditches to an existing Federal drainage collection facility adjacent to the border fence and no drainage or storm water improvements are proposed for the EVA Road.

3.5.6.2 Water

Implementation of water facilities to serve the VTM would occur in phases. The first 800 units would be provided by extending the existing parallel 16-inch water lines in Caliente Avenue into the Phase 1a area (Figure 3-39, *Phase 1a Water Facilities*). Based on the remaining hydraulic capacity in the 680

Zone and accounting for anticipated development projects, the existing 680 Zone is sufficient to provide water services to all of Phase 1, up to 800 units, which may include portions of Phase 2 development areas. Although the existing 680 Zone public water system serviced by the Ocean View Hills water booster station would be sufficient for Phase 1, the project-level analysis addresses the construction of off-site water lines that would ultimately connect to the Princess Park Pump Station via Beyer Boulevard West and Otay Mesa Road (Figure 3-40, *Proposed Water System*). Overall, the project-level analysis addresses the implementation of 4,987 linear feet of water pipelines located outside of PA 8 through PA 14 and Beyer Boulevard West and East within the project-level areas. Water pipeline improvements include a 16-inch water line connection within proposed Beyer Boulevard West, extending west within existing Beyer Boulevard West in San Ysidro and north within Otay Mesa Road and Otay Mesa Place, connecting to the Princess Park Pump Station located at 1740 Masterson Lane. Construction of water and sewer lines would require installation using a backhoe straddling the new pipeline installation trench, requiring a disturbance width of 20 feet along pipeline installation locations.

The project would include the installation of private water lines within private drives throughout PA 8 through PA 14, connecting to the proposed 16-inch public water line within the public roadways including Central Avenue, West Avenue and Beyer Boulevard West and East (see Figure 3-40). The water system would be designed and constructed in accordance with the criteria established within the current California Building Code (CBC), and any proposed water facilities within the public ROW or public easement would be designed and constructed in accordance with the criteria established within the City's current water and sewer facility design guidelines, regulations, standards and practices.

To ensure the existing Ocean View Hills Pump Station (OVHPS) would have continued reliable operation for the project, the following improvements are proposed to serve Phase 1a (and up to 1,272 units):

- Perform pump efficiency testing for all three pumps at OVHPS and submit a summary report.
- Update communications and Supervisory Control and Data Acquisition hardware to the current cellular platform.

Upon completion of public water pipeline extensions to the Princess Park Pump Station, improvements would be required to make the facility operational including electrical, controls, and telemetry upgrades.

3.5.6.3 Wastewater

The project proposes on-site gravity sewer lines ranging from 8-inch to 15-inch diameter, as well as a minimum of two regional sewer pump stations with a potential for several smaller pump stations throughout the Specific Plan area. Force mains ranging from 6-inch to 8-inch diameter conveying flow from the proposed on-site sewer pump stations to gravity collector sewers on-site within the Specific Plan area would also be constructed. The project's on-site sewer system would consist of a combination of 8-inch to 18-inch gravity sewer pipes to be installed beneath proposed roadways.

Portions of the Specific Plan area are positioned topographically downhill of existing and other proposed sewer facilities, which would necessitate the construction of pump stations.

Sewer service to the VTM would be provided in phases. Sewer service to Phase 1a would be provided via a temporary private sewer pump station and constructing dual force mains in Caliente Avenue up to an existing 18-inch trunk sewer line in Caliente Avenue. The pump station would be a duplex submersible pump with either precast concrete or fiberglass wet well, pump control panel, emergency generator or emergency storage, and odor control system (if needed). The private sewer pump station would include a permanent emergency power generator or emergency storage so that sewage pumping can be maintained during power outages. The pump station would be designed with redundant pumps to ensure operation if one is out of service. The proposed Phase 1a system is depicted on Figure 3-41, *Phase 1a Sewer Facilities*. The temporary pump station would be removed after the permanent sewer facilities are completed to serve Phase 1.

The second phase of wastewater infrastructure improvements to serve Phase 1b would either be served by another private temporary sewer pump station or the ultimate public sewer connection planned within Beyer Boulevard West and East. A second private temporary sewer pump station would be located just south of the planned Beyer Boulevard West to serve the southern portion of Phase 1. Refer to Figure 3-42, *Phase 1b Sewer Facilities*, for the location of both the Phase 1a and Phase 1b temporary sewer pump stations. Both stations would be privately owned and operated and would be removed after the ultimate public infrastructure improvements are installed. Specifications for the Phase 1b pump station would be the same as the Phase 1a station described above. The pump stations would pump sewage via private force mains to an existing 18-inch trunk sewer line in Caliente Avenue.

Figure 3-13 identifies the overall Specific Plan sewer facilities, with the public sewer facilities required to be improved with Phase 1 highlighted in yellow. As shown, the Implementation of Phase 1 would require the construction of public sewer facilities within public roads within and adjacent to the development area. Additionally, upgrades to existing sewer lines in East Beyer Boulevard are required to serve Phase 1. Existing 12-inch sewer lines within Otay Mesa Road and East Beyer Boulevard south of Otay Mesa Road in San Ysidro require upgrading to a 27-inch line. Additionally, an existing 15-inch line located just south of East San Ysidro Boulevard and Center Street requires upgrades to a 30-inch line.

The ultimate sewer infrastructure to serve the project would include the construction of a 15-inch and 18-inch gravity sewer pipeline within Beyer Boulevard West and East, connecting to facilities in San Ysidro (Figure 3-13). Off-site sewer improvements would be public facilities and would be constructed in existing public streets and/or rights-of-way.

The VTM's on-site public sewer system would be composed of 8-inch, 12-inch, 15-inch, and 18-inch diameter gravity sewer piping consistent with the master planning for the OMCP area and with the anticipated requirements for the Specific Plan (see Figure 3-13). Gravity sewer pipelines in Beyer Boulevard West and East would serve VTM 1 in addition to the entire Specific Plan area and are sized to account for build-out of the area. While VTM 1 can be served entirely by gravity flow, future phases of the Specific Plan would require pump stations.

The sewer infrastructure would include the construction of approximately 5,176 linear feet of sewer pipelines. On-site sewer facilities are proposed to be a combination of public and private facilities. Public sewer facilities would be located within Beyer Boulevard West and East, West Avenue, Street A, and a segment within a 26-foot-wide easement in PA 8 (see Figure 3-42). Internal streets within the residential areas would be improved with private onsite sewer systems designed to maintain a minimum of 1 percent slope to meet plumbing code standards and/or designed in accordance with the City Public Utilities Department Sewer Design Guide.

3.5.6.4 Utilities

SDG&E would provide electricity and natural gas to the project. Utilities necessary to serve the proposed uses would be installed in conjunction with development of the site. Improvements to electricity, natural gas, and communication systems infrastructure would take place within streets in proximity to existing facilities.

Two existing 12-kilovolt electrical overhead transmission lines currently cross over Beyer Boulevard West. A utility pole located on Beyer Boulevard West supporting the western transmission line would be relocated within the development footprint of Beyer Boulevard West. The eastern overhead transmission line would be temporarily relocated along the eastern edge of the Phase 1 boundary as an overhead transmission line. Prior to the construction of Phase 1 residential development in this area, the transmission line would be converted to an underground line to be relocated along the eastern edge of the Phase 1 boundary. All proposed utilities and existing overhead utilities would be placed underground consistent with the requirements of the SDMC.

3.5.6.5 Solid Waste

Phase 1 would generate solid waste during construction and operation. A Waste Management Plan (WMP) (Appendix L) has been prepared for the project, which outlines strategies that would be incorporated into the project design to minimize waste generation. As discussed in the WMP, the project would provide recycling and diversion strategies to divert waste from the landfill. Refuse, organic materials, and recycling would be picked up by a private waste management company consistent with City requirements. The project would implement ongoing waste reduction measures to ensure landfill waste is minimized. Each residential unit would include the minimum required square footage for storage of refuse, recycling, and organic waste bins.

3.5.7 Furby North Preserve Revegetation

Geotechnical reconnaissance occurred in the County Furby North Preserve lands as part of project planning. Because the geotechnical effort occurred in the City of San Diego, it required an Information Bulletin (IB)-560 permit. The geotechnical reconnaissance required grading of temporary access roads leading to three boring locations and two trench locations. The temporary impact areas included areas outside the Specific Plan area, including County Furby North Preserve lands with Diegan coastal sage scrub. Consistent with City revegetation procedures and dictated by the IB-560 permit, the temporary impacts on Furby North Preserve lands (outside of existing established access roads) would be revegetated in place (1:1 ratio) with Diegan coastal sage scrub. The temporary impacts to be revegetated total 0.32 acre as illustrated on Figure 3-14. The

revegetation of these areas would follow the City's typical 25-month timeframe standard for revegetation of temporary impacts (City Whitebook standards).

3.6 Project Design Features

3.6.1 Program-level Project Design Features

The Specific Plan includes policies and SDRs that would be implemented as future program-level development is proposed. The following design features were identified for future program-level development and the Specific Plan includes policies and SDRs to ensure implementation of these program-level project design features. Additional project design features associated with program-level development areas would be defined as part of future entitlement applications as needed.

3.6.1.1 Visual Effects and Neighborhood Character

a. Landscaping Screening for Retaining Walls

Where walls that are visible to the public are greater than 6 feet in height and over 50 linear feet, the Owner/Permittee shall ensure installation of landscape screening to the satisfaction of City Development Services Department (DSD) Director or designee ~~Landscape Analysis Section~~.

3.6.1.2 Biological Resources

a. Bird Safe Glass

Where alternative compliance requires walls with glass panes for fire safety adjacent to open space within Phase 1 or 2, the Owner/Permittee shall ensure installation of bird safe glass to prevent bird collisions to the satisfaction of the ~~City Multiple Species Conservation Program (MSCP) and City Engineer~~, as discussed in Specific Plan Section 7.9, Supplemental Development Regulations. Bird safe glass shall include the use of glass with ultraviolet reflective patterns visible to birds but transparent to the human eye (such as GlasPro Bird Safe Ultraviolet Reflective Glass), or etched or patterned glass that provide a visual barrier. Patterned or etched glass shall have vertical stripes at least ¼ inch wide with a maximum spacing of 4 inches, or horizontal stripes that are at least ¼ inch wide with a maximum spacing of 2 inches in accordance with the guidance provided in the U.S. Fish and Wildlife Service (USFWS) publication *Low-Cost Methods to Reduce Bird Collisions with Glass* prepared June 4, 2021 (USFWS 2021; <https://www.fws.gov/media/low-cost-methods-reduce-bird-collisions-glass>).

3.6.2 Project-level Project Design Features

The following project-level design features shall be implemented as part of the project via Site Development Permit conditions of approval and compliance with the Specific Plan SDRs.

3.6.2.1 Biological Resources

a. Trail Restoration

Where project disturbance is located within 50 feet of a proposed primitive trail (100 feet total width), the Owner/Permittee shall ensure restoration of disturbed trail alignments be completed with the establishment of formal primitive trails (4 feet wide maximum) prior to dedication of land to the City or other entity for long-term management. Restoration within the 100-foot wide trail buffer shall be limited to disturbed areas, including existing disturbed trail alignments that are not planned to be part of the formal trail network and non-native grassland and disturbed habitat areas located within the 100-foot wide trail buffer. Habitat enhancement shall occur within disturbed maritime succulent scrub, disturbed wetlands, and vernal pools and all other native habitats and jurisdictional resources shall be left in their existing condition. Trail restoration shall occur pursuant to the Trails Restoration Plan prepared by Recon Environmental dated August 2024 for the project to the satisfaction of the City DSD's Mitigation Monitoring Coordination (MMC) and Multiple Species Conservation Program (MSCP).

b. Artificial Burrows

Prior to any ground disturbance within areas containing San Diego button celery, San Diego barrel cactus, snake cholla, Quino Checkerspot butterfly host or nectar plants, vernal pools, or suitable habitat for western spadefoot, the Owner/Permittee shall ensure installation of a berm within the proposed vernal pool and Quino checkerspot butterfly (*Euphydryas editha quino*) restoration area that shall provide habitat for burrowing owl (*Athene cunicularia*). The berm is to include pilot holes offering artificial burrow locations within the project's mitigation lands in order to expand opportunities for burrowing owl nesting locations within the Otay Mesa area. Berm construction shall be completed pursuant to the Vernal Pool and Quino Checkerspot Butterfly Mitigation Plan prepared by Recon Environmental dated November 11, 2024 for the project to the satisfaction of the DSD's MMC, MSCP, and Wildlife Agencies. The berm with artificial burrows shall be completed by the Owner/Permittee prior to dedication of land to the City or other entity for long-term management.

c. Bird Safe Glass

Where alternative compliance requires walls with glass panes for fire safety adjacent to open space within Phase 1 or 2, bird safe glass shall be used to prevent bird collisions to the satisfaction of the City MSCP, and City Engineer, as discussed in Specific Plan Section 7.9, Supplemental Development Regulations. Bird safe glass shall include the use of glass with ultraviolet reflective patterns visible to birds but transparent to the human eye (such as GlasPro Bird Safe Ultraviolet Reflective Glass), or etched or patterned glass that provide a visual barrier. Patterned or etched glass shall have vertical stripes at least ¼ inch wide with a maximum spacing of 4 inches, or horizontal stripes that are at least ¼ inch wide with a maximum spacing of 2 inches in accordance with the guidance provided in the USFWS publication Low-Cost Methods to Reduce Bird Collisions with Glass prepared June 4, 2021 (USFWS 2021; <https://www.fws.gov/media/low-cost-methods-reduce-bird-collisions-glass>).

d. Wildlife Crossings

Beyer Boulevard West shall be designed, constructed, and maintained to allow for wildlife movement through a wildlife overcrossing and three culverts to the satisfaction of ~~MSCP~~, the City consistent with the Long-Term Management and Monitoring Plan (Attachment 16 of Appendix C) Engineer, and the City Parks and Recreation Department. For consistency with the City MSCP Subarea Plan and Area Specific Management Directives for Otay Mesa, a 32-foot by 60-foot wildlife overcrossing shall be sited across Beyer Boulevard West approximately 515 feet west of the Specific Plan area boundary in the location of existing high use wildlife movement patterns through an existing drainage swale area. Each end of the overcrossing shall be designed to mimic the existing topographic conditions and include flared entrances to encourage wildlife entry. Surrounding slopes shall also be revegetated with native vegetation to match surrounding habitats.

In addition to the wildlife overcrossing, three additional small animal crossing features shall be provided as part of the Beyer Boulevard West extension where it crosses conserved lands, as discussed in Specific Plan Section 7.9, Supplemental Development Regulations. The three undercrossings shall include minimum 6-foot-tall culverts, ranging from 103 to 105 feet in length, and shall be installed to provide passage for small mammals between Moody Canyon and habitat areas to the south. The culvert crossings shall also be designed with flares at the ends to encourage entry.

Wildlife fencing shall be installed concurrently during the construction of Beyer Boulevard West. Fencing shall be constructed along the length of Beyer Boulevard West on both the north and south sides to prevent wildlife crossings along the roadway and to funnel wildlife toward the wildlife crossings. Near the western end of the proposed Beyer Boulevard West, where vehicular access is needed for an SDG&E easement, a gate shall be added on the north and south sides of the roadway to allow for vehicular entry while keeping wildlife from entering the roadway. The precise location (elevation) of the fencing on the slope shall be determined during the final engineering of Beyer Boulevard West. The following are key design features related to the wildlife overcrossing and the three animal under crossings that shall be implemented:

- Chain-link (or similar exclusionary) fencing shall be installed along the length of Beyer Boulevard West. Fencing would funnel wildlife toward the culvert undercrossings and the wildlife overcrossing, while preventing wildlife from crossing the roadway.
- The height of the fencing shall be based on the slope aspect in relation to the fence, with fence heights being 6 feet up to 8 feet depending on the orientation of the slope. Fence heights shall vary with topographic conditions to ensure adequate control of wildlife movement away from the roadway. Where the fence is located mid-slope with a wildlife usage area located above the fence line, the fence shall be 8 feet tall. Where the fence is located at grade or with a wildlife use area located downslope of the fence, a 6-foot fence height will be sufficient.
- Wildlife fencing shall be buried 6 inches to prevent animals from burrowing under. Additionally, a fine mesh shall be installed along the bottom two feet of the fence to prevent small animal movement through the fence.

- The wildlife overcrossing surface shall be planted with native plants and native soil, approximately 3 feet deep. Soils for the overcrossing shall originate from the surface layer of surrounding native soils. The following plant palette is identified for the wildlife overcrossing:
 - Coastal cholla (*Cylindropuntia prolifera*)
 - California encelia/Bush sunflower (*Encelia californica*)
 - Laurel sumac (*Malosma laurina*)
 - Coast prickly pear (*Opuntia littoralis*)
 - Bladderpod (*Peritoma arborea*)
 - Lemonade berry (*Rhus integrifolia*)
 - Black sage (*Salvia mellifera*)
 - Mojave yucca (*Yucca schidigera*)
 - Purple needlegrass (*Stipa pulchra*)
 - Small flowered needlegrass (*Stipa lepida*)

Other species native to the Otay Mesa region may also be added to the planting palette with the approval of the Project Biologist and Parks and Recreation resource management staff.
- Native bushes (such as lemonade berry and laurel sumac) found in the area that attain 6- to 8-foot heights shall be placed along the sides of the overcrossing to screen the road and provide refugia.
- Micro-refugia (e.g., rock or wood structures) shall be incorporated onto the overcrossing and undercrossing surface for small animal stopping points/shelters.
- Native plant landscaping on the southern slope at the wildlife overcrossing shall be designed with vegetation that would grow densely to deter human views toward the overcrossing and deter human use. Native cacti and other uninviting species shall be selected to deter human access.

A Long-Term Management and Monitoring Plan prepared by RECON Environmental dated August 2024 (Attachment 16 of Appendix C) for the project shall be implemented to ensure all of the wildlife movement features proposed along Beyer Boulevard are monitored and managed for a period of 10 years to evaluate the functionality of the wildlife crossings. The City and the developer who would construct Beyer Boulevard West would be responsible for parties involved in the implementation and long-term management of the wildlife movement features include the party constructing Beyer Boulevard, the Streets Division, and the City Parks and Recreation Department. The City Streets Division shall be responsible for maintaining the structural components of the wildlife overcrossing and associated Beyer Boulevard manufactured slopes, as well as the culvert undercrossing structure and associated stormwater conveyance system components. The City Parks and Recreation Department or its designee shall be responsible for implementing the Long-Term Management and Monitoring Plan for the 10-year monitoring period to maintain adequate wildlife movement, and ultimately the Streets Division shall be responsible for maintenance of Beyer Boulevard and all associated wildlife movement features in perpetuity. The purpose of the monitoring period is to evaluate the success of the wildlife overcrossing and allow for adaptive management as needed to

support its functionality. An endowment established by the party constructing Beyer Boulevard shall be provided to fund the management and monitoring of the wildlife features for the 10-year period in addition to ongoing funding in perpetuity to support regular maintenance and monitoring. The fund shall be determined using a Property Analysis Record tool or an equivalent calculation method to the satisfaction of the Parks and Recreation Department Director.

3.6.2.2 Noise

a. Temporary Pump Station Enclosures

The Owner/Permittee shall ensure all noise producing equipment such as electric pumps; heating, ventilation, and air conditioning units; and emergency generators associated with temporary sewer pump stations within Phase 1 be located within a masonry block building. This shall be confirmed to the satisfaction of the City Engineer prior to issuance of the first residential occupancy permit(s) in Phase 1.

b. Noise Walls

The Owner/Permittee shall ensure installation of a 6-foot barrier along the southern perimeter of the backyards along East Beyer Boulevard between West Avenue and Central Avenue in PA 10 at dwelling units 1 through 4 and buildings 35 and 36 prior to occupancy of said structures. The installation of such barriers shall be confirmed to the satisfaction of the City Engineer prior to the issuance of an occupancy permit for said structures.

c. Balcony Railings

The Owner/Permittee shall ensure installation of a 3.5-foot solid balcony railing at balconies facing Beyer Boulevard East and West, West Avenue, and Caliente Avenue in PA 8 at buildings 1, 12, 13, 16, 17, 18, 19, 20, and 21; and in PA 11 at buildings 75, 76, 80, 81, 82, and 83. The installation of such railings shall be installed to the satisfaction of the City Engineer prior to the issuance of an occupancy permit for said structures.

3.6.2.3 Wildfire Hazards

a. Alternative Compliance

Prior to occupancy of dwelling units in PA 10 (dwelling units 13 through 19, 27 through 29, and buildings 52 through 54), PA 12 (dwelling units 63 and 88 through 98), and PA 14 (dwelling units 117 through 135), the Owner/Permittee shall comply with the City's FPB Policy B-18-01, "Mitigation for Reduced Brush Management Zones" (CFC Chapter 49, CBC Chapter 7A, California Residential Code Section R337, SDMC Section 142.0412). Alternative compliance shall generally include increased fire rating of walls, upgraded openings with dual-glazed, dual-tempered panes along brush side of structures plus a 10-foot perpendicular return along adjacent fire rated wall faces. The modifications shall be recorded with the approved permit conditions if approved as part of a development permit

or noted in the permit file if approved as part of a construction permit to the satisfaction of the CityDSD's Landscape, Fire, and Structural sections.

3.6.2.4 Traffic/Circulation

a. Improvements Required Prior to First Building Permit in Phase 1a (1st d.u.)

Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of Caliente Avenue from the southern terminus to Central Avenue as a 6-lane Major (striped as a 5-lane Major with 2 southbound lanes and 3 northbound lanes due to the southbound 2-Lane pavement width constraint alongside the San Ysidro High School parcel) with a 22-foot-wide parkway with non-contiguous sidewalk and buffered Class II bike lanes and Class I bike path (Class I on the east side only) per current City standards to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy of Phase 1a.

Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of a T-intersection at Caliente Avenue/Central Avenue as a three-leg all-way stop-controlled intersection with a single approach lane in the eastbound and westbound directions, and two approach lanes in the southbound direction, to the satisfaction the City Engineer. All improvements shall be completed and operational prior to first occupancy of Phase 1a.

Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond the construction of Central Avenue from Caliente Avenue to the entrance of PAs 8, 9, and 10 as 45 feet on 69 feet (Sta. 10+00 to 19+50) of ROW and 38 feet on 62 feet (Sta. 19+50 to 27+00) of ROW 2-Lane Collector with a 12-foot-wide parkway with non-contiguous sidewalk and buffered Class II bike lanes on each side per current City standards, to the satisfaction the City Engineer. This segment would end with a temporary cul-de-sac immediately south of the intersection of Central Avenue/PA 8-9-10 access. All improvements shall be completed and operational prior to first occupancy of Phase 1a.

Prior to the issuance of any building permit the Owner/Permittee shall assure by permit and bond a traffic signal modification to upgrade the traffic controller to provide City current 2070 signal controller including software update and communications equipment at the intersection of Caliente Avenue/Ocean View Hills/Otay Mesa Road per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy of Phase 1a.

Prior to the issuance of any building permit the Owner/Permittee shall assure by permit and bond a traffic signal modification to upgrade the traffic controller to provide City current 2070 signal controller including software update and communications equipment at the intersection of Caliente Avenue/SR-905 eastbound on-ramp per current City standards and Caltrans standards, to the satisfaction of the City Engineer and Caltrans Engineer. All improvements shall be completed and operational prior to first occupancy of Phase 1a.

Prior to the issuance of any building permit, the Owner/Permittee shall assure by permit and bond a traffic signal modification to upgrade the traffic controller to provide City current 2070 signal

controller including software update and communications equipment at the intersection of Caliente Avenue/Airway Road per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy of Phase 1a.

b. Improvements Required Prior to First Building Permit in Phase 1b (201st d.u.)

Prior to the issuance of any building permit in Phase 1b (201st dwelling unit), the Owner/Permittee shall construct a 20 foot-wide emergency-only access with rolled curb, gate, knox box at the eastern end of Beyer Boulevard (at the intersection of Beyer Blvd and future Caliente Ave), to the satisfaction of the City Engineer and Fire Marshal. All improvements shall be completed and operational prior to first occupancy in Phase 1b (201st dwelling unit).

Prior to the issuance of any building permit in Phase 1b (201st dwelling unit), the Owner/Permittee shall reconstruct an existing utility road as a 20 foot-wide secondary emergency access-only road from the eastern end of Beyer Blvd and future Caliente Ave (at the intersection of Beyer Blvd and future Caliente Ave) to an existing border access road, to the satisfaction of the City Engineer and Fire Marshal. All improvements shall be completed and operational prior to first occupancy in Phase 1b (201st dwelling unit).

Prior to the issuance of any building permit in Phase 1b (201st dwelling unit), the Owner/Permittee shall assure by permit and bond the intersection reconfiguration of Caliente Avenue/SR-905 westbound ramps to install a second northbound left-turn lane (through re-striping on the bridge over SR-905 of the northbound number one through travel lane with 300 feet of storage to a trap left-turn lane that in conjunction with the existing left-turn lane would become the dual left turn lanes), widen and construct a second receiving lane to the westbound on-ramp and ensure the merge taper to the freeway main lanes from the additional receiving lane comply with HDM Topic 504.3(d)(e) (Caltrans 2020), and upgrade the traffic controller to provide City current 2070 signal controller including software update and communications equipment, to the satisfaction of the City Engineer and Caltrans. All improvements shall be completed and operational prior to first occupancy in Phase 1b (201st dwelling unit).

Prior to the issuance of any building permit in Phase 1b (201st dwelling unit), the Owner/Permittee shall assure by permit and bond the construction of Central Avenue from the temporary cul-de-sac (to be removed) just south of the entrance of PAs 8, 9, and 10 south to Beyer Boulevard as 45 feet on 69 feet of ROW 2-Lane Collector with a 12-foot-wide parkway with non-contiguous sidewalk and buffered Class II bike lanes per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy in Phase 1b (201st dwelling unit).

Prior to the issuance of any building permit in Phase 1b (201st dwelling unit), the Owner/Permittee shall assure by permit and bond the construction of half width improvements (on the north side only) of Beyer Boulevard East from West Avenue to Caliente Avenue (with a temporary cul-de-sac at the eastern terminus) as an interim 38 feet on 58 feet of ROW modified 2-lane collector roadway with a 20-foot-wide parkway with non-contiguous sidewalk and buffered Class II bike lane and Class I

bike path per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy in Phase 1b (201st dwelling unit).

Prior to issuance of the first building permit in Phase 1b (201st dwelling unit), the Owner/Permittee shall assure by permit and bond the construction of West Avenue/Street A as a three-leg side stop controlled (west leg) intersection with a single lane on each approach per current City standards to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy in Phase 1b (201st dwelling unit).

c. Improvements Required Prior to First Building Permit in Phase 1c (700th d.u.)

Prior to the issuance of any building permit in Phase 1c (700th dwelling unit) the Owner/Permittee shall assure by permit and bond the construction of Beyer Boulevard West (including installation of wildlife ~~under~~ crossings) from Enright Drive to West Avenue as 44 feet on 53 feet of ROW modified 4-lane collector (built with 2 lanes due to environmental constraints) with an 8.5-foot-wide parkway with non-contiguous sidewalk (on the south side only) and buffered Class II bike lanes to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy in Phase 1c (700th dwelling unit).

Prior to the issuance of any building permit in Phase 1c (700th dwelling unit), the Owner/Permittee shall assure by permit and bond the construction of an asphalt berm on the north side of Beyer Boulevard West (~~including installation of wildlife undercrossings~~) from Otay Mesa Road/East Beyer Boulevard to Enright Drive and restripe Beyer Boulevard West to provide a 2-lane collector and buffered Class II bike lanes per current City standards to the satisfaction of the City Engineer. This would require the elimination of on-street parking on the south side of Beyer Boulevard West in this area. All improvements shall be completed and operational prior to first occupancy in Phase 1c (700th dwelling unit).

Prior to first issuance of the first building permit in Phase 1c (700th dwelling unit) the Owner/Permittee shall assure by permit and bond the installation of bicycle detector loops on the westbound approach of the intersection of Otay Mesa Road/East Beyer Boulevard at Beyer Boulevard via a traffic signal modification plan per current City standards to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy ~~in~~ Phase 1c (700th dwelling unit).

Prior to the issuance of any building permit in Phase 1c (700th dwelling unit), the Owner/Permittee shall assure the restriping/reconfiguration of the Enright Drive/Beyer Boulevard intersection with a separate eastbound right turn lane, separate westbound left turn lane, with an existing stop sign on the minor south leg (Enright Drive), to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy in Phase 1c (700th dwelling unit).

d. Improvements Required Prior to First Building Permit of any Residence within Planning Areas 11, 12, 13, or 14

Prior to the issuance of any building permit within PAs 11, 12, 13, or 14 (south of Beyer Boulevard), the Owner/Permittee shall assure by permit and bond the construction of West Avenue from Beyer Boulevard to Street A as an interim 39 feet on 53 feet of ROW 2 lane collector ~~with center left turn lane~~ and 14-foot-wide parkway with non-contiguous sidewalk and buffered Class II bike lane (on the west side only) and the intersection of West Avenue/Beyer Boulevard per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy ~~in of Phase 1b (201st dwelling unit) any dwelling unit within PAs 11, 12, 13, or 14.~~

Prior to the issuance of any building permit within PAs 11, 12, 13, or 14 (south of Beyer Boulevard), the Owner/Permittee shall assure by permit and bond the construction of West Avenue from Street A to the southern cul-de-sac terminus as an interim 39 feet on 51 feet of ROW a 2-lane collector and 12-foot-wide parkway with non-contiguous sidewalk (on the west side only) and buffered Class II bike lane (on the west side only) and a permanent cul-de-sac per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy ~~in of Phase 1b (201st dwelling unit) any dwelling unit within PAs 11, 12, 13, or 14.~~

Prior to the issuance of any building permit within PAs 11, 12, 13, or 14 (south of Beyer Boulevard), the Owner/Permittee shall assure by permit and bond the construction of Street A from West Avenue to the western cul-de-sac terminus as a 52 feet on 76 feet of ROW 2-lane collector roadway and 12-foot-wide parkway with non-contiguous sidewalk and buffered Class II bike lanes, permanent cul-de-sac at the terminus of Street A per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to first occupancy ~~in of Phase 1b (201st dwelling unit) any dwelling unit within PAs 11, 12, 13, or 14.~~

Prior to the issuance of any building permit within PAs 11, 12, 13, or 14 (south of Beyer Boulevard), the Owner/Permittee shall assure by permit and bond the construction of Central Avenue/Beyer Boulevard as a three-leg all way stop controlled intersection with a single lane on each approach per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to the first occupancy ~~in of Phase 1b (201st dwelling unit) any dwelling unit within PAs 11, 12, 13, or 14.~~

Prior to the issuance of any building permit within PAs 11, 12, 13, or 14 (south of Beyer Boulevard), the Owner/Permittee shall assure by permit and bond the construction of West Avenue/Beyer Boulevard with a temporary cul-de-sac bulb west of the intersection of West Avenue/Beyer Boulevard per current City standards, to the satisfaction of the City Engineer. All improvements shall be completed and operational prior to the first occupancy ~~in of Phase 1b (201st dwelling unit) any dwelling unit within PAs 11, 12, 13, or 14.~~

3.6.2.5 Waste Management Plan

The Owner/Permittee shall comply with the Waste Management Plan prepared by ~~RECON~~ Recon Environmental dated June 14, 2024 and shall be enforced and implemented to the satisfaction of the Environmental Services Department.

3.7 Discretionary Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. This SEIR is intended to apply to the project approvals listed below, as well as to any other approvals that may be necessary or desirable to implement the project. Implementation of the Specific Plan would require the following City discretionary actions (see SEIR Section 3.8, *Federal, State, and Other Agency Actions*, for anticipated discretionary actions by others):

1. Certification of the Southwest Village SEIR and adoption of California Environmental Quality Act (CEQA) Findings, Mitigation Monitoring and Reporting Program, and Statement of Overriding Considerations,
2. Adoption of an Ordinance approving the Specific Plan,
3. Adoption of a Rezone Ordinance to implement Specific Plan land uses,
- ~~4. Adoption of an Ordinance approving Development Agreement,~~
- ~~45. Adoption of a General Plan (2024) and OMCP Amendment to modify the Neighborhood Village designation to reflect the proposed density range and show the locations of parks and schools and circulation system roadways, including amendments to Beyer Boulevard and Caliente Avenue,~~
- ~~56. ApprovalAdoption of a Multi-Habitat Planning Area (MHPA) Boundary Line Adjustment (BLA),~~
- ~~67. Adoption of a Vernal Pool Habitat Conservation Plan (VPHCP) Major Amendment (MA),~~
- ~~8. Approval of a Planned Development Permit to implement requested deviations from San Diego Municipal Code regulations in the Specific Plan related to additional or modified development regulations such as building height, FAR, building setbacks, wall and fence setbacks, frontages, and parking and to the City of San Diego Street Design Manual related to parking and street cross section for Central Avenue,~~
- ~~79. Approval of the VTM No. 2188969,~~
- ~~840. Approval of a Site Development Permit to implement requested deviations from the Environmentally Sensitive Lands (ESL) Regulations and Historical Resources Regulations,~~
- ~~914. Approval of the Road Improvement Ordinance (City of San Diego Charter Section 55) allowing the construction of Beyer Boulevard West through and across City fee-owned dedicated parkland at City Parcel, APN 645-061-0200, Otay Mesa BPlanned Beyer Park (Assessor's Parcel Number [APN] 638-070-7100),~~
10. Approval of the Road Improvement Resolution (Council Policy 700-17) allowing the construction of Beyer Boulevard West through and across City fee-owned designated parkland at City Parcel, APN 638-070-7100 Beyer Park,

1142. Approval of resolution authorizing the execution of an agreement establishing a non-wasting endowment fund for the maintenance of conserved land and establishing a permanent endowment fund for long-term management of conserved land,

1243. Approval of an Agreement to Acquire Real Property Interests or Approval of a Resolution of Necessity to Initiate Eminent Domain Proceedings and Acquire Real Property Interests of conservation easements held by the California Department of Fish and Wildlife (CDFW) on: 1) parcel owned by the City of San Diego (City Parcel, APN 645-061-0200, Otay Mesa B); and 2) parcel owned by National Enterprises, Inc. (National Enterprises Parcel, APN 645-061-1000, Otay Mesa A).

1344. Approval of an Agreement to Acquire Real Property Interests or Approval of a Resolution of Necessity to Initiate Eminent Domain Proceedings and Acquire Real Property Interests of property owned by the County of San Diego (County Parcel, APN 638-070-7400; Furby North Preserve) and

1445. Approval of an Agreement to Acquire Real Property Interests or Approval of a Resolution of Necessity to Initiate Eminent Domain Proceedings and Acquire Real Property Interests of property owned by National Enterprises, Inc. (National Enterprises Parcel, APN 645-061-1000, Otay Mesa A).

3.7.1 Certification of the SEIR and Adoption of CEQA Findings

Approval of the project requires certification of the SEIR and adoption of CEQA findings, a Mitigation, Monitoring and Reporting Program and a Statement of Overriding Considerations to demonstrate compliance with CEQA.

3.7.2 Specific Plan

Approval of an ordinance adopting the Specific Plan would provide a vehicle for the implementation of planned land use, design guidelines, mobility framework; implementation of parks, trails, and open space; infrastructure requirements, and implementation guidelines for Specific Plan build-out.

3.7.3 Rezone

The project includes a Rezone from AR-1-1 to the following residential base zones: AR-1-1, RM-1-3, RM-3-7, RM-2-5, RM-3-7, and RMX-1, OC-1-1, OR-1-2, and OP-1-1. The allowable uses for each base zone are incorporated by reference from the City's LDC and Supplemental Development Regulations are identified in the Specific Plan that provide additional or modified regulations than those in the LDC.

3.7.4 Development Agreement

A Development Agreement is being processed as part of the project. It defines the rights and duties of the City and the project applicant regarding buildout of the project and identifies extraordinary benefits resulting from the project.

3.7.45 General Plan and Community Plan Amendment

Project implementation requires amendments to the General Plan (2024) and OMCP to reflect the Specific Plan land uses and revised text to refer the reader to the Specific Plan for policy and regulation applicable to the Specific Plan area. The General Plan and OMCP amendment would specifically include the following changes:

1. The General Plan and OMCP land use figures and text would be revised to reflect adoption of the Specific Plan and the associated planned land use designations.
2. The OMCP Mobility Element figures would be revised to reflect two roadway network classification changes:
 - Caliente Avenue, between Beyer Boulevard East and Central Avenue, would be modified from a 6-Lane Major Arterial to a Modified 4-Lane Urban Collector (see Figure 3-6 Modified Cross-Section for 4-Lane Urban Collector with Class I Bike Path and Class II Bike Lane).
 - Beyer Boulevard West, between Enright Drive and West Avenue, would be modified from a 4-Lane Major to a Modified 4-Lane Urban Collector built with 2 lanes and Class II Bike Lanes.
 - Beyer Boulevard East, between West Avenue and Caliente Avenue, would be modified from a 4-Lane Major to a Modified 4-Lane Urban Major Street with Class I Bike Path and Class II Bike Lanes
3. The OMCP trails map would be replaced with a revised trails map as shown in Appendix O.

3.7.56 Multi-Habitat Planning Area Boundary Line Adjustment~~MHPA BLA~~

The project includes an MHPA boundary line adjustment (BLA) to allow encroachments into the current MHPA boundary (Figure 3-434, *Proposed MHPA Boundary Line Adjustment*). Adjustments to the MHPA boundaries may be made without the need to amend either the City of San Diego MSCP Subarea Plan or the MSCP plan in cases where the new MHPA boundary results in an area of equivalent or higher biological value. The determination of the biological value of a proposed boundary change will be made by the City in accordance with the MSCP plan, with the concurrence of the Wildlife Agencies.

Encroachments into the MHPA are associated with two areas within Phase 1 (PA 10), the Spring Canyon drainage outfall located southeast of the Specific Plan area, in addition to portions of the

Beyer Boulevard West slopes. The MHPA deletion associated with Beyer Boulevard West would be limited to the manufactured slopes surrounding the roadway as City linear utility projects are an allowed use in the MHPA pursuant to the City's LDC Section 143.0111. Trails within the MHPA are not counted as MHPA deletion as they are proposed as primitive trails, which are an allowed use within the MHPA.

3.7.67 Vernal Pool Habitat Conservation Plan Major Amendment VPHCP MA

As detailed in Section 4.1.4 of the VPHCP, development of new roads needed to accommodate existing and planned land use consistent with the circulation/mobility element of the City's General Plan (2024) and the corresponding Community Plans were identified as covered projects as defined in the VPHCP and because they are considered conditionally compatible with the VPHCP MHPA. Lands identified as 100% conserved lands in the VPHCP occur within the proposed Beyer Boulevard West extension within the project-level analysis areas. The project would avoid impacts to existing baseline VPHCP preserve; however, the proposed Beyer Boulevard West extension would require impacts to 100% conserved lands. Implementation of the VPHCP was developed assuming existing 100% conserved lands would remain in conservation to support the overall goals of the plan.

The Wildlife Agencies requested a MA to the VPHCP to specifically address the impacts to 100% conserved lands associated with the Beyer Boulevard West extension alignment, including Otay Mesa A and Otay Mesa B that are protected by conservation easements held by CDFW (APNs 645-061-1000 [Otay Mesa A] and 645-061-0200 [Otay Mesa B]). To demonstrate consistency with the MSCP and the VPHCP, Beyer Boulevard West has been the subject of extensive study to identify a design that would minimize impacts to the greatest degree feasible and incorporate features to ensure wildlife movement through the open space areas north and south of the road would remain viable. The City and Wildlife Agencies have identified a path forward that includes processing a MA to the VPHCP to specifically address impacts to 100% conserved lands under the VPHCP from the proposed extension of Beyer Boulevard through portions of the Otay Mesa A and Otay Mesa B properties and Furby-North Preserve. The MA would need to be approved by the Wildlife Agencies prior to issuance of any grading permits associated with Beyer Boulevard West during Phase 1 and would require replacement conservation lands as a condition. The proposed VPHCP replacement conservation lands are shown in Figure 3-44, Proposed VPHCP 100% Conserved Lands Replacement Lands.

Quino checkerspot butterfly and western spadefoot are not covered under the VPHCP. Therefore, impacts to these species and their habitats and incidental take of these species was not anticipated, analyzed, or authorized in the biological opinion for the VPHCP or the City's VPHCP permit. Potential impacts to these species would be addressed in conjunction with the MA to the VPHCP to address anticipated impacts pursuant to Section 7 or Section 10 of the Federal Endangered Species Act. If project components that may affect Quino checkerspot butterfly or western spadefoot proceed before completion of the MA, the City and project proponent would coordinate with USFWS to ensure that these project components are implemented through the applicable process and permits consistent with the Federal Endangered Species Act (see mitigation measures PR-BIO-5 and PR-BIO-

12) including the preparation of a separate Habitat Conservation Plan for impacts to these two species, as applicable.

3.7.8 PDP

The project requires a PDP to implement requested deviations to SDMC regulations in the Specific Plan related to additional or modified development regulations such as building height, FAR, building setbacks, wall and fence setbacks, and frontages.

3.7.79 Vesting Tentative Map VTM

A VTM would be required to allow the subdivision and lotting for approximately 604 acres within PAs 8 through 14. The proposed VTM No. 2188969 would provide for up to 920 multi-family attached and detached residential units. The VTM project would be processed as a multi-family small lot subdivision consistent with Section 143.0365 of the LDC which allows the subdivision of multi-family zoned land, consistent with the density and standards of the Specific Plan zone, for the construction of dwelling units.

To ensure ongoing County access to the portion of Furby North Preserve that would be located south of Beyer Boulevard West after construction, a 12-foot access road within a 20-foot easement would be granted to the County as part of the VTM. Access would be via a gated access from Beyer Boulevard West providing access to a dirt road connecting to the southern portion of the Furby North Preserve as detailed on the VTM. This same gated access point would provide for SDG&E access.

A number of existing easements would be vacated or quitclaimed on the VTM (see Figure 3-17a) as follows:

1. A portion of a 30-foot private road easement recorded August 17, 1965 as F/P 147669 would be quitclaimed to Metropolitan Land Company and San Miguel Investment.
2. A portion of a 30-foot private road easement recorded July 1, 1970 as F/P No. 114630 would be quitclaimed to the Security Title Insurance Company.
3. A portion of Abrams Avenue cul-de-sac dedicated to the City per Candlelight Final Map PRJ-1103547 would be vacated by Streets and Highway Code after Central Avenue is extended.
4. An existing 40-foot private road and utility easement per Document 1996-0064543 recorded February 8, 1996 would be quitclaimed to The First International Bank.

In addition to easement vacations, new irrevocable offers to dedicate land to the City for public road purposes and new easements are proposed as detailed on the VTM (see Figure 3-17a).

The project includes recordation of a covenant of easement over 5.23 acres of ESL within the VTM boundary that are not proposed for development as depicted on Figure 3-46, *Proposed Covenant of Easements for the Protection of Environmentally Sensitive Lands*. All manufactured slopes within BMZ 2 would be revegetated with native species and would be protected through the same covenant of easement as the ESL within the VTM boundary. The easement would ensure permanent protection

of the habitat while providing allowance for ongoing vegetation management for fire protection purposes. Additionally, all upland mitigation lands shall be protected through fee title to the City or through a Conservation Easement, Covenant of Easement or Irrevocable Offer to Dedicate.

3.7.810 Site Development PermitSDP

Due to impacts to ESL including wetlands, steep hillsides, and sensitive biological resources as described in SEIR Section 5.4, *Biological Resources*, and impacts to significant historical resources as described in SEIR Section 5.5, *Historical Resources*, an SDP is required. Exceptions and deviations are allowed by the City provided certain findings can be made. The project has been designed to minimize impacts to ESL and historical resources to the extent feasible; however, impacts to these resources cannot be feasibly avoided.

3.7.914 Approval of Agreement to Acquire Real Property Interests or Approval of Resolution of Necessity to Initiate Eminent Domain Proceedings (California Department of Fish and Wildlife EasementCity Parcel)

The proposed Beyer Boulevard West is planned through properties that are encumbered by conservation easements held by CDFW, including two parcels, referred to as Otay Mesa A (APN 645-061-10-00) and Otay Mesa B (APN 645-061-02-00). The City would initially pursue acquisition and, if necessary, eminent domain proceedings for the use of conserved land for public road purposes for a City-owned property with a CDFW-held conservation easement, or Otay Mesa B, and a parcel owned by National Enterprises with a CDFW-held conservation easement, or Otay Mesa A, described at 3.7.13 below (Figure 3-22). Several City actions would be required to acquire necessary property interests related to the existing CDFW conservation easements on City property including an offer of compensation to CDFW to purchase property rights based on a Fair Market Value appraisal, negotiations and an agreement to acquire the necessary property interests, and authorization of appropriation and expenditure of funds to acquire property interests. These actions may be followed by approval of a Resolution of Necessity to initiate eminent domain proceedings if the offer of compensation is declined and/or negotiations with CDFW are unsuccessful.

Specifically, if the offer of compensation is declined and/or negotiations are unsuccessful, the City would then initiate a "friendly condemnation" by way of approving a Resolution of Necessity to acquire the existing conservation easements on City property held by CDFW for public road purposes to allow the construction of Beyer Boulevard West. The Resolution of Necessity would serve as the formal prompt for the CDFW and State Wildlife Conservation Board to amend the conservation easement under threat of condemnation. As part of this process, a replacement conservation easement would be granted to CDFW of equal or greater acreage than the conserved area being removed. This process would comply with Fish and Game Code Section 1348.3, which allows for modifications to conservation easements provided a sufficient land exchange is provided. The final requirements of the proposed exchange, including the replacement conservation

easement area, would occur as part of the Wildlife Conservation Board approval process and negotiations with CDFW. At this time, it is anticipated that an approximate 208-acre area of sensitive vegetation communities would be provided to offset the proposed 17-acre of impacted conservation easement area. In addition, a 2.13-acre area within the CDFW conserved Otay Mesa B parcel is being proposed for restoration opportunities (see Figure 3-14). This restoration (including ground disturbance) has been evaluated as a part of the project in the event the future restoration effort is needed to satisfy the land exchange requirements. The process involves submittal to CDFW of a Resolution of Necessity from the City, a legal description of the limits of grading for the proposed Beyer Boulevard West extension to be removed from the conserved area, title due diligence on the lands proposed to be included within the replacement conservation easement, and acceptance of the replacement easement by CDFW. As described in Section 3.8, *Federal, State, and Other Agency Actions*, a separate action by the State Wildlife Conservation Board to approve the amendment and replacement easement would ultimately be required.

3.7.102 Approval of Agreement to Acquire Real Property Interests or Approval of Resolution of Necessity to Initiate Eminent Domain Proceedings (County Parcel/Furby North Preserve)

The City would pursue an acquisition agreement or, if necessary, approve a Resolution of Necessity to initiate eminent domain proceedings for the use of conserved land for public road purposes. Specifically, ownership of a total of 3.73 acres of the County's Furby North Preserve (APN 638-070-7400) would be transferred from the County to the City. The land would be used for public road ROW in addition to manufactured slopes for the Beyer Boulevard West roadway. As described in Section 3.8, *Federal, State, and Other Agency Actions*, a separate action by the County Board of Supervisors would ultimately be required.

3.7.113 Approval of Agreement to Acquire Real Property Interests or Approval of Resolution of Necessity to Initiate Eminent Domain Proceedings (National Enterprises Parcel)

The proposed Beyer Boulevard West extension is planned through a parcel owned by National Enterprises, Inc. with a CDFW-held conservation easement, or Otay Mesa A addressed in Section 3.7.9 above. One or more City actions would be required to acquire necessary property interests related to the National Enterprises Parcel, Otay Mesa A, including an offer of compensation to purchase property rights based on a Fair Market Value appraisal, negotiations and an agreement to acquire the necessary property interests, and authorization of appropriation and expenditure of funds to acquire property interests. These actions may be followed by approval of a Resolution of Necessity to initiate eminent domain proceedings if the offer of compensation is declined and/or negotiations are unsuccessful. Actions related to the CDFW conservation easement on the National Enterprises parcel are addressed in Section 3.7.9 above.

In addition, several City actions would be required to acquire necessary property interests related to the existing CDFW conservation easement on the National Enterprises Parcel, Otay Mesa A, including an offer of compensation to CDFW to purchase property rights based on a Fair Market Value appraisal, negotiations and an agreement to acquire the necessary property interests, and authorization of appropriation and expenditure of funds to acquire property interests. These actions may be followed by approval of a Resolution of Necessity to initiate eminent domain proceedings if the offer of compensation is declined and/or negotiations are unsuccessful.

Specifically, if the offer of compensation is declined and/or negotiations are unsuccessful, the City would then initiate a "friendly condemnation" by approving a Resolution of Necessity to acquire the CDFW-held Conservation Easement to allow the construction of Beyer Boulevard West through the National Enterprises Parcel, or Otay Mesa A. The Resolution of Necessity would serve as the formal prompt for the CDFW and the State Wildlife Conservation Board to amend the conservation easement under threat of condemnation. As part of this process, a replacement conservation easement would be granted to CDFW of equal or greater acreage than the conserved area being acquired. The process involves submittal to CDFW of a Resolution of Necessity from the City, a legal description of the limits of grading for the proposed Beyer Boulevard West extension to be removed from the conserved area, title due diligence on the lands proposed to be included within the replacement conservation easement, and acceptance of the replacement easement by CDFW. As described in Section 3.8, *Federal, State, and Other Agency Actions*, a separate action by the State Wildlife Conservation Board to approve the amendment and replacement easement would ultimately be required.

3.7.124 Road Improvement Ordinance Charter Section 55 Ordinance

The City shall consider adoption of an ordinance to allow Beyer Boulevard West improvements through and across City-fee owned dedicated parkland parcel APN 645-061-0200 Otay Mesa Band consistent with City Charter Section 55.

3.7.13 Road Improvement Resolution per Council Policy 700-17

The City shall consider approval of a resolution (Council Policy 700-17) to allow Beyer Boulevard West improvements across City fee-owned designated parkland (Beyer Park) on parcel APN 638-070-7100.

3.7.145 Resolution Authorizing Non-Wasting Endowment Agreement

The City shall consider approval of a Resolution authorizing execution of a Non-Wasting Endowment Agreement for conserved lands. The Non-Wasting Endowment Agreement would involve the

acceptance of undeveloped real property to be maintained as open space and establish a permanent endowment fund for long-term management of the real property as conserved land.

3.7.16 ~~Covenant of Easement~~

The project includes dedication of a covenant of easement over lands not proposed for development as depicted on Figure 3-46, *Proposed Covenant of Easements for the Protection of Environmentally Sensitive Lands*. All manufactured slopes within BMZ 2 would be revegetated with native species and would be protected through a covenant of easement. The easement would ensure permanent protection of the habitat while providing allowance for ongoing vegetation management for fire protection purposes. A total of 266 acres of land would be conserved in a covenant of easement in areas south and southeast of the impact location, ensuring adequate habitat availability for species that are anticipated to be directly impacted by construction of the project.

3.7.17 ~~Amendments to CDFW Conservation Easements~~

The project includes an amendment to allow the proposed Beyer Boulevard West to cross two parcels that are protected by conservation easements held by CDFW (APNs 645-061-1000 and 645-061-0200). This process would comply with Fish and Game Code Section 1348.3, which allows for modifications to conservation easements provided a sufficient land exchange is provided. The final requirements of the proposed exchange would occur as part of the Wildlife Conservation Board approval process and negotiations with CDFW. At this time it is anticipated that an approximate 208-acre area of sensitive vegetation communities would be provided in a replacement conservation easement to offset the proposed 15.64-acre of impacted conservation easement area. In addition, a 2.13-acre area within the CDFW conserved Otay Mesa B parcel is being considered for restoration opportunities (see Figure 3-14). This restoration (including ground disturbance) has been evaluated as a part of the project in the event the future restoration effort is needed to satisfy the land exchange requirements.

3.7.18 ~~Vacations and Quitclaims~~

A number of existing easements would be vacated or quitclaimed on the VTM (see Figure 3-17a) as follows:

- A portion of a 30-foot private road easement recorded August 17, 1965 as F/P 147669 would be quitclaimed to Metropolitan Land Company and San Miguel Investment.
- A portion of a 30-foot private road easement recorded July 1, 1970 as F/P No. 114630 would be quitclaimed to the Security Title Insurance Company.
- A portion of Abrams Avenue cul-de-sac dedicated to the City per Candlelight Final Map PRJ-1103547 would be vacated by Streets and Highway Code after Central Avenue is extended.
- An existing 40-foot private road and utility easement per Document 1996-0064543 recorded February 8, 1996 would be quitclaimed to The First International Bank.

~~In addition to easement vacations, new irrevocable offers to dedicate land to the City for public road purposes and new easements are proposed as detailed on the VTM (see Figure 3-17a).~~

3.8 Federal, State, and Other Agency Actions

3.8.1 County of San Diego

A County Board of Supervisor's action is required to authorize the construction of Beyer Boulevard West through the Furby North Preserve, a County owned preserve. The County would consider conveyance of the property to the City in fee title for management of the public road and associated slopes. A land exchange would be provided to grant replacement land to the County in exchange for the loss of County parkland preserved pursuant to the County Parkland Dedication Ordinance.

3.8.2 California Wildlife Conservation Board

As part of the implementation of Phase 1 components of the Specific Plan, Beyer Boulevard West would traverse and bisect a number of conserved parcels including two parcels with conservation easements held by CDFW. Easement modifications would need to be approved by the State Wildlife Conservation Board and replacement lands provided in order to allow the road.

3.8.3 U.S. Army Corps of Engineers

Implementation of the project-level components are not anticipated to require permits from the United States Army Corps of Engineers (USACE) based on existing regulations. However, a formal jurisdictional determination would be required to verify USACE requirements and jurisdiction at the project level. Future program-level development areas may also require USACE permits.

3.8.4 Regional Water Quality Control Board

Impacts to jurisdictional waters and wetlands would require permits from the Regional Water Quality Control Board (RWQCB) for implementation of the project-level components. Additional permits would likely be required from the RWQCB for program-level development areas. The applicable Owner/Permittee shall obtain all necessary permits from the RWQCB.

3.8.5 United States Fish and Wildlife Service

A MA to the VPHCP (City 2019) pursuant to Section 10 of the Federal Endangered Species Act is anticipated to allow Beyer Boulevard West through 100% conserved lands. Additionally, formal consultation pursuant to Section 7 or a Habitat Conservation Plan pursuant to Section 10 of the Endangered Species Act is required due to impacts to federally listed Quino checkerspot butterfly (*Euphydryas editha quino*) and western spadefoot (*Spea hammondi*) associated with the project-level development areas. Future Section 7 or Section 10 permits could be required associated with future development areas within the Specific Plan area.

3.8.6 California Department of Fish and Wildlife

Impacts to jurisdictional waters and wetlands would require permits from the CDFW associated with the project-level development areas. The Owner/Permittee shall obtain all necessary permits from the CDFW including applicable wetland permits and an incidental take permit for impacts to Crotch's bumble bee. An incidental take permit is not required for burrowing owl because the project is consistent with the MSCP, and burrowing owl is an MSCP covered species. Additional permits would likely be required from CDFW for development within program-level development areas.

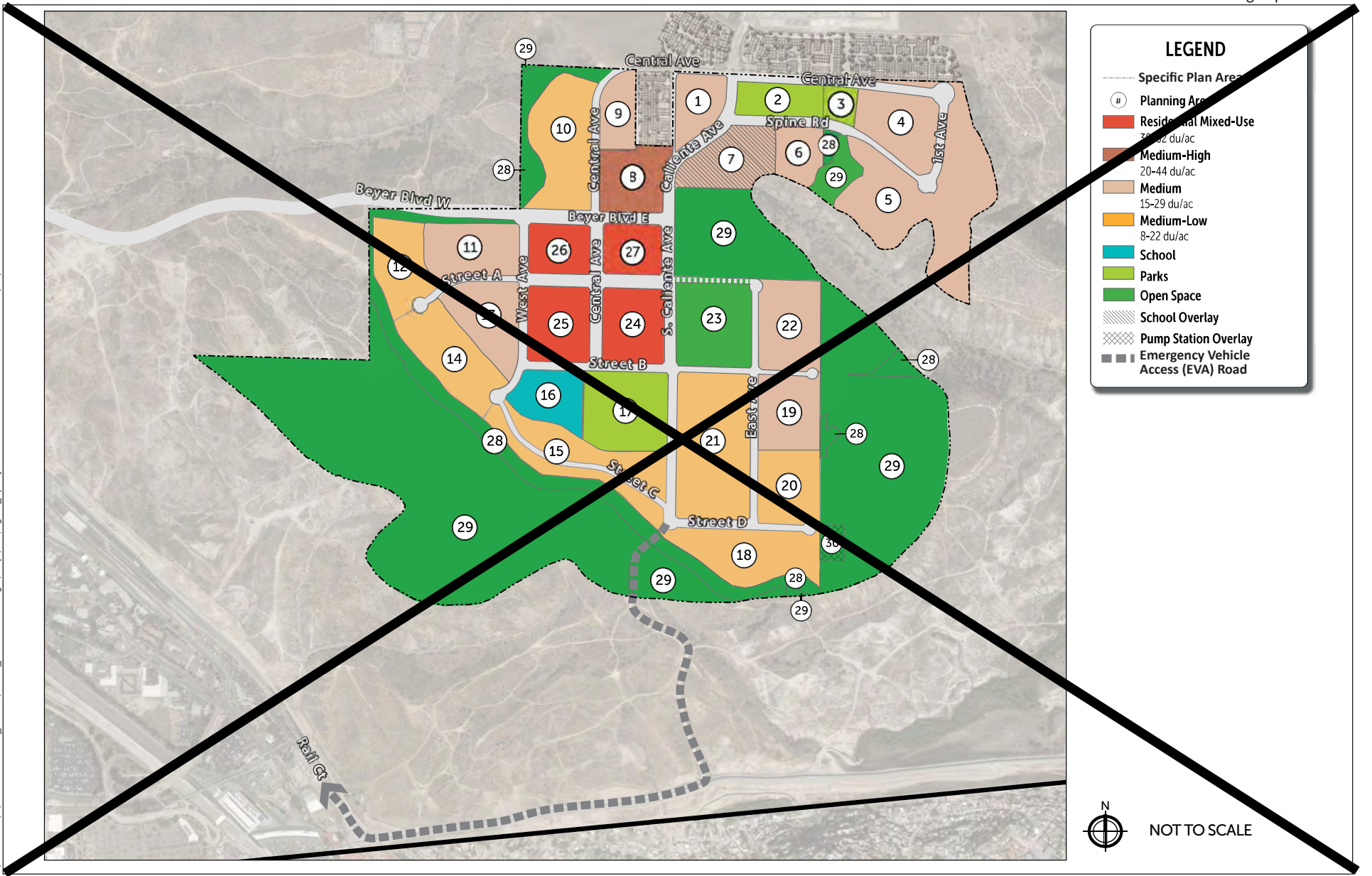
3.8.7 California Department of Transportation

Widening the westbound SR-905 On-Ramp at Caliente Avenue is required to ensure adequate roadway operations with implementation of Phase 1 of the project (project-level component). This improvement involves adding a lane within the existing Caltrans ROW which would require Caltrans permits. Traffic signal controller modifications at eastbound and westbound ramps are also proposed. These improvements would be designed to meet the merge taper requirements according to Caltrans' Highway Design Manual Topic 504.3(d)(e). (Caltrans 2020). If future transportation improvements are proposed to Caltrans facilities or within Caltrans ROW, additional permits may be required associated with future implementing subdivision maps.

3.8.8 San Diego Gas & Electric

SDG&E actions would include relocation of utilities and undergrounding utilities within the project footprint. New easements and/or easement modifications in the location of utility relocations would be required.

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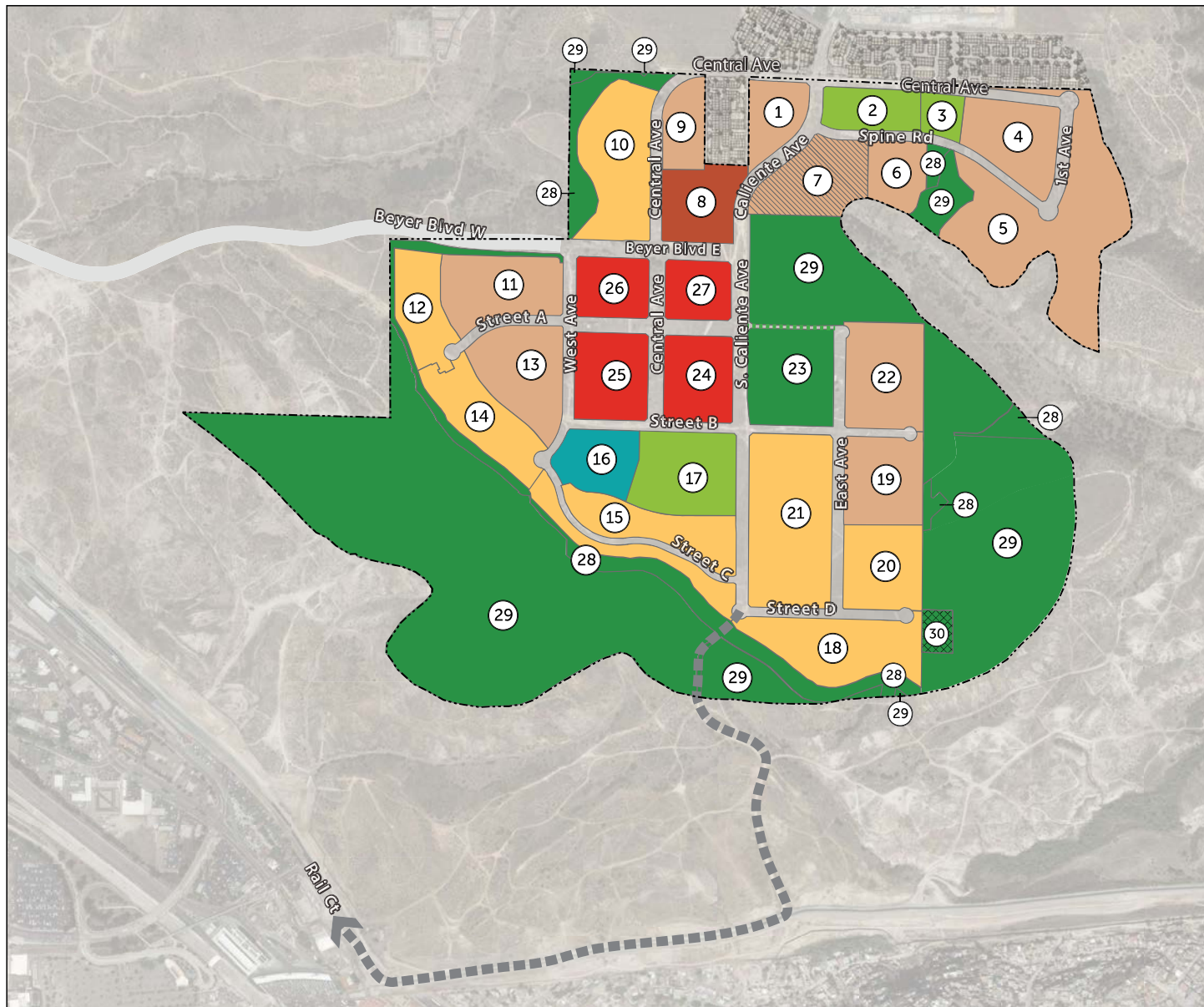


Source: RICK 2024

Specific Plan Land Use Plan

Figure 3-1

I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\LEIR\FEIR_SOU\Fig3-1_SpecificPlanArea.mxd 01/02/26 -RK



LEGEND

- Specific Plan Area
- # Planning Area
- Residential Mixed-Use
30-62 du/ac
- Medium-High
20-44 du/ac
- Medium
15-29 du/ac
- Medium-Low
8-22 du/ac
- School
- Parks
- Open Space
- School Overlay
- Pump Station Overlay
- Emergency Vehicle Access (EVA) Road

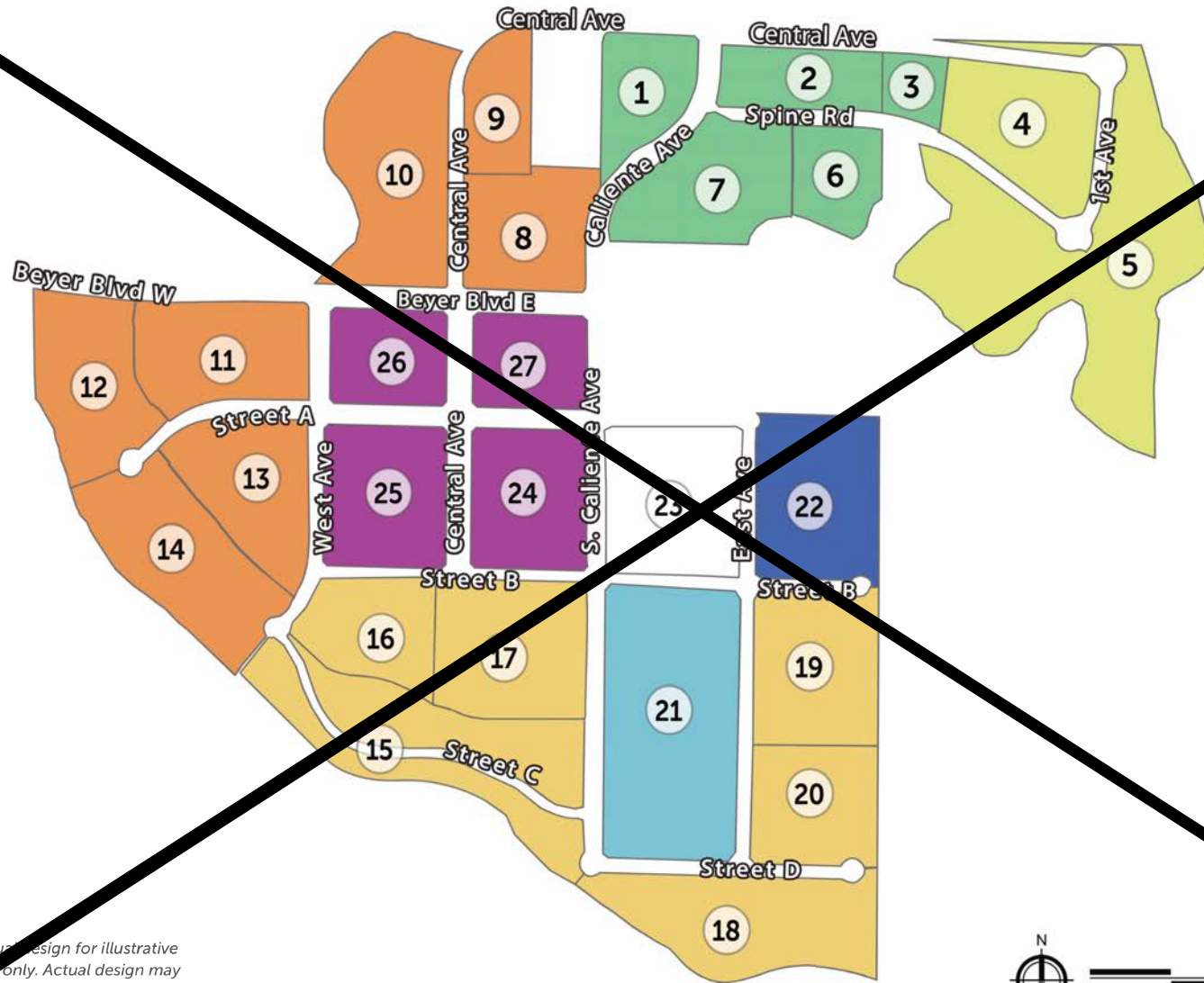
N
 NOT TO SCALE

Source: RICK 2026

Specific Plan Land Use Plan

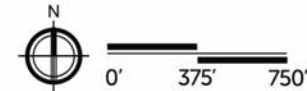
Figure 3-1

I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\Fig3-2_SF_DevelopmentPhasing.indd 01667.00030.001_09/13/24 -RK



LEGEND	
#	Planning Area
Phasing	
[Orange Box]	Phase 1
[Yellow-Orange Box]	Phase 2
[Yellow-Green Box]	Phase 3
[Green Box]	Phase 4
[Light Blue Box]	Phase 5
[Blue Box]	Phase 6
[Purple Box]	Phase 7

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

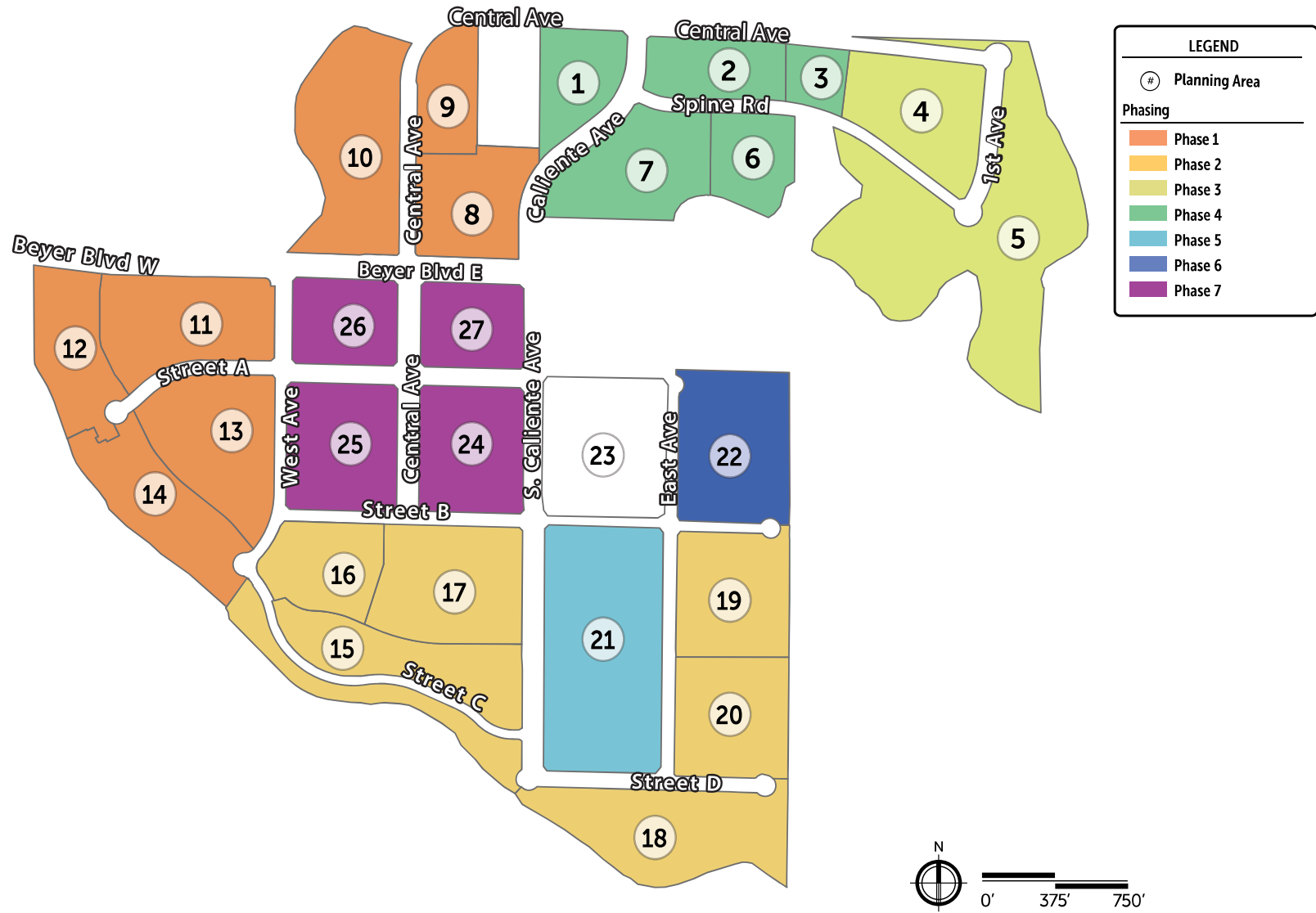


Source: RECON 2023

Specific Plan Development Phasing

Figure 3-2

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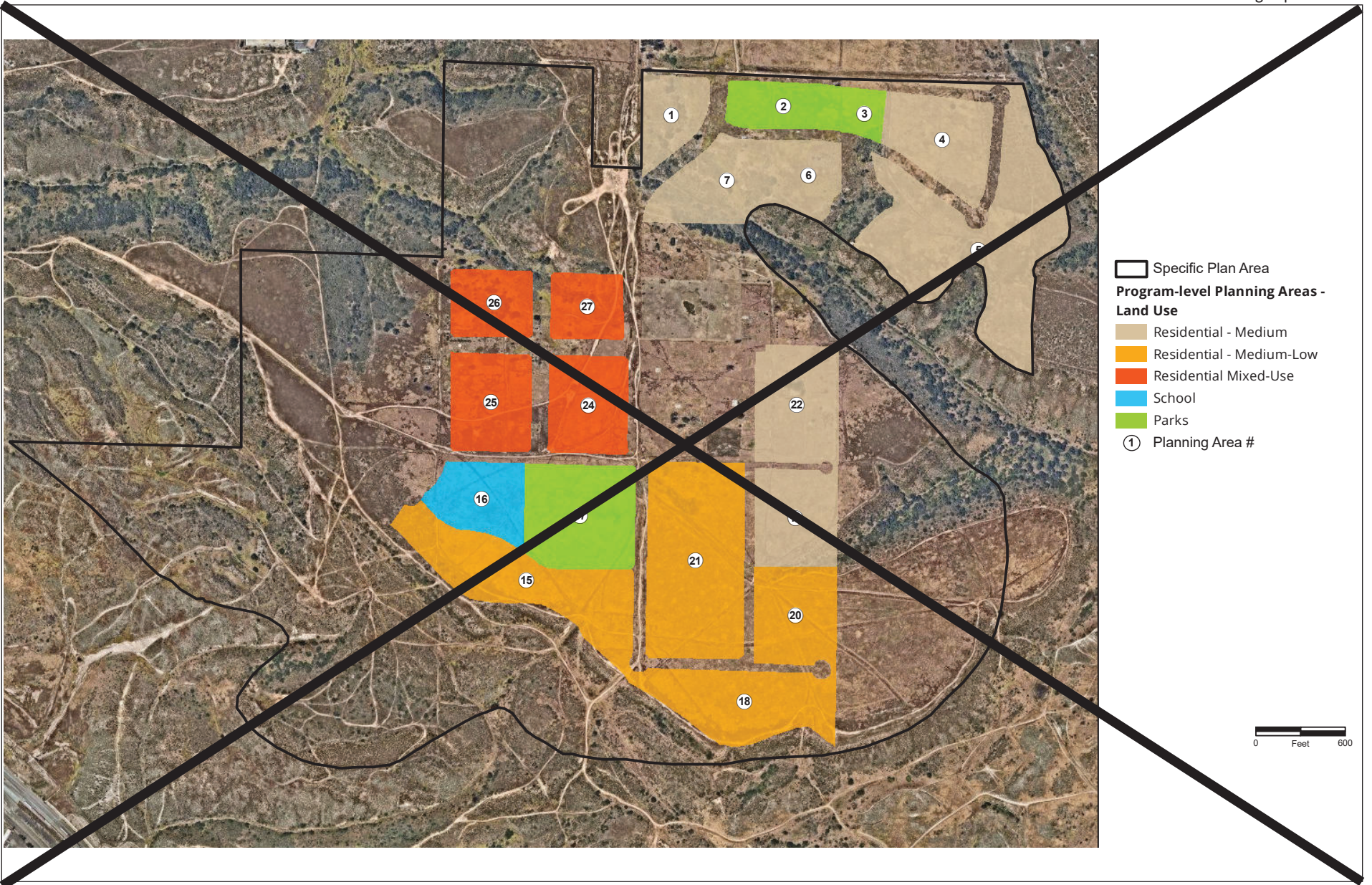


Source: RICK 2026

Specific Plan Development Phasing

Figure 3-2

I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\EIR\FEIR_SOU\Fig3-3_Program-level_Planning_X.incd 01667.00030.001 09/13/24 -RK



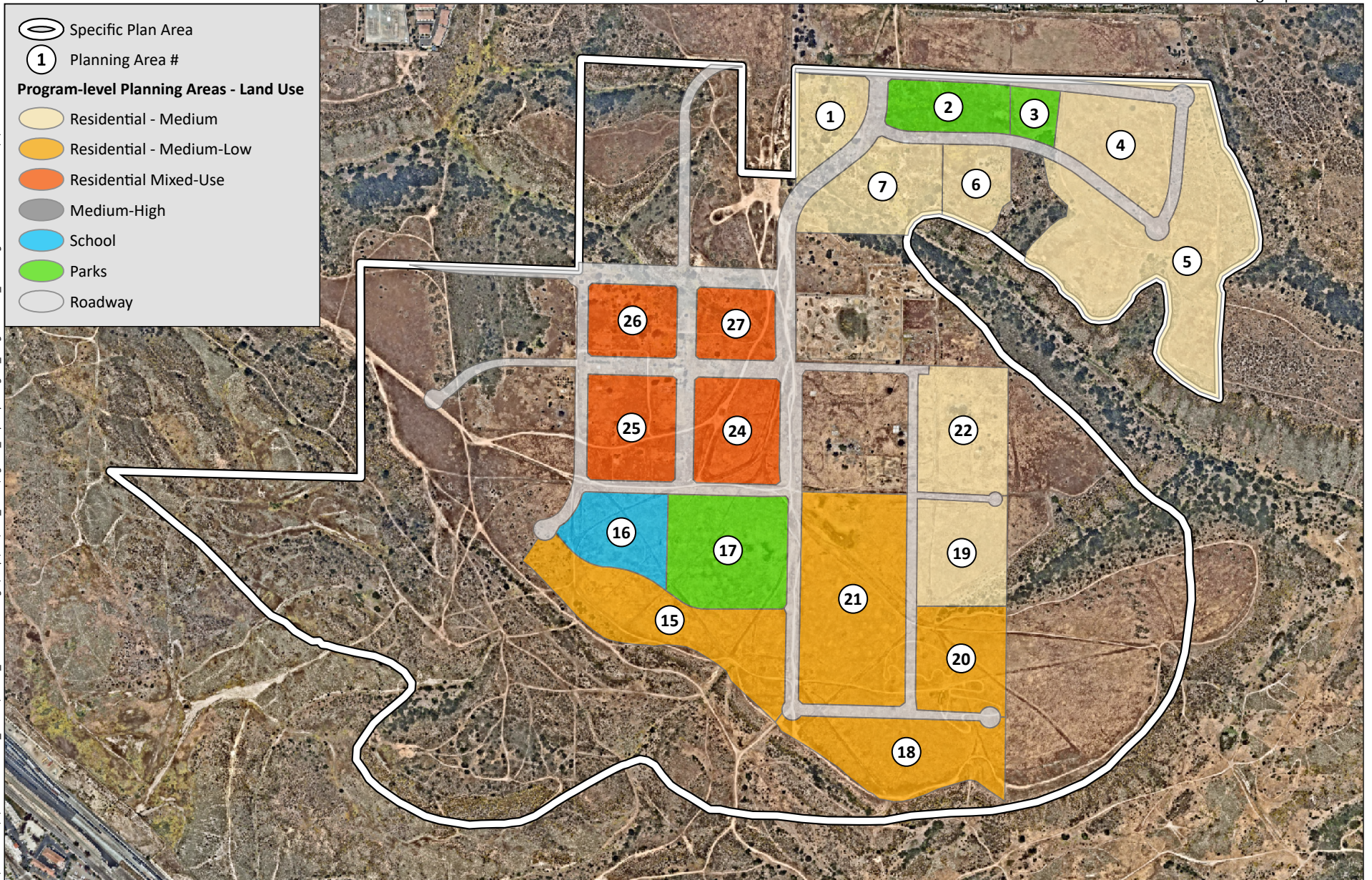
0 Feet 600

Source: RECON 2023

Program-level Planning Areas

Figure 3-3

I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\LEIR\FEIR_SOU\Figures_Chp3.aprx Fig3-3 Program-level Planning - 01667\00030.001: 4/2/2026 - RK

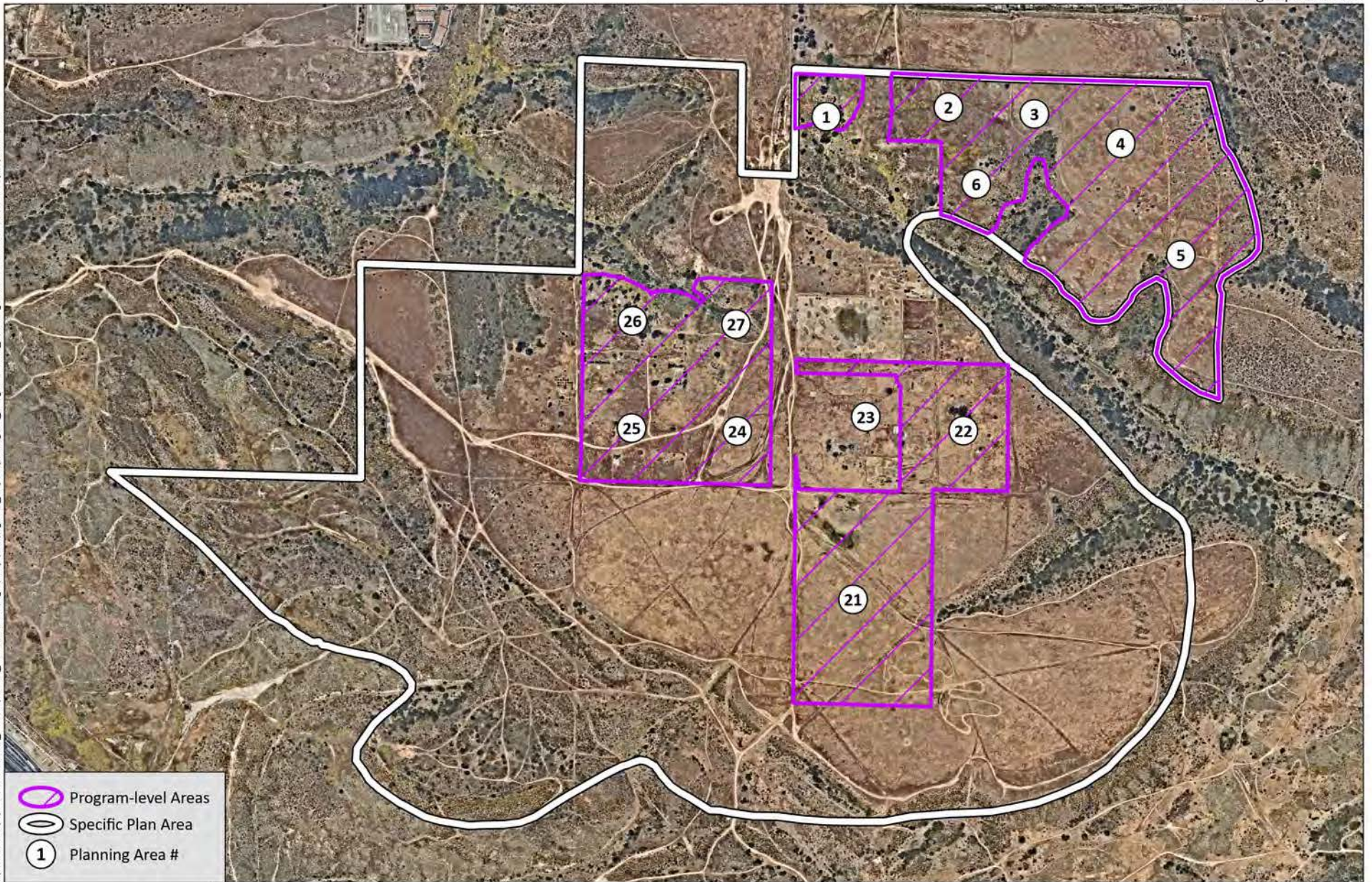


Source: Aerial (Nearmap, May 2024)

Program-level Planning Areas

Figure 3-3

I:\PROJECTS\T1\TriPointerHomes_01667\00030_SouthwestVillage\Map\EIR\Figures_Chp3-aprx\Fig3-4_Program-level_GradingAreas : 01667.00030.001 : 1/15/2025 - RK

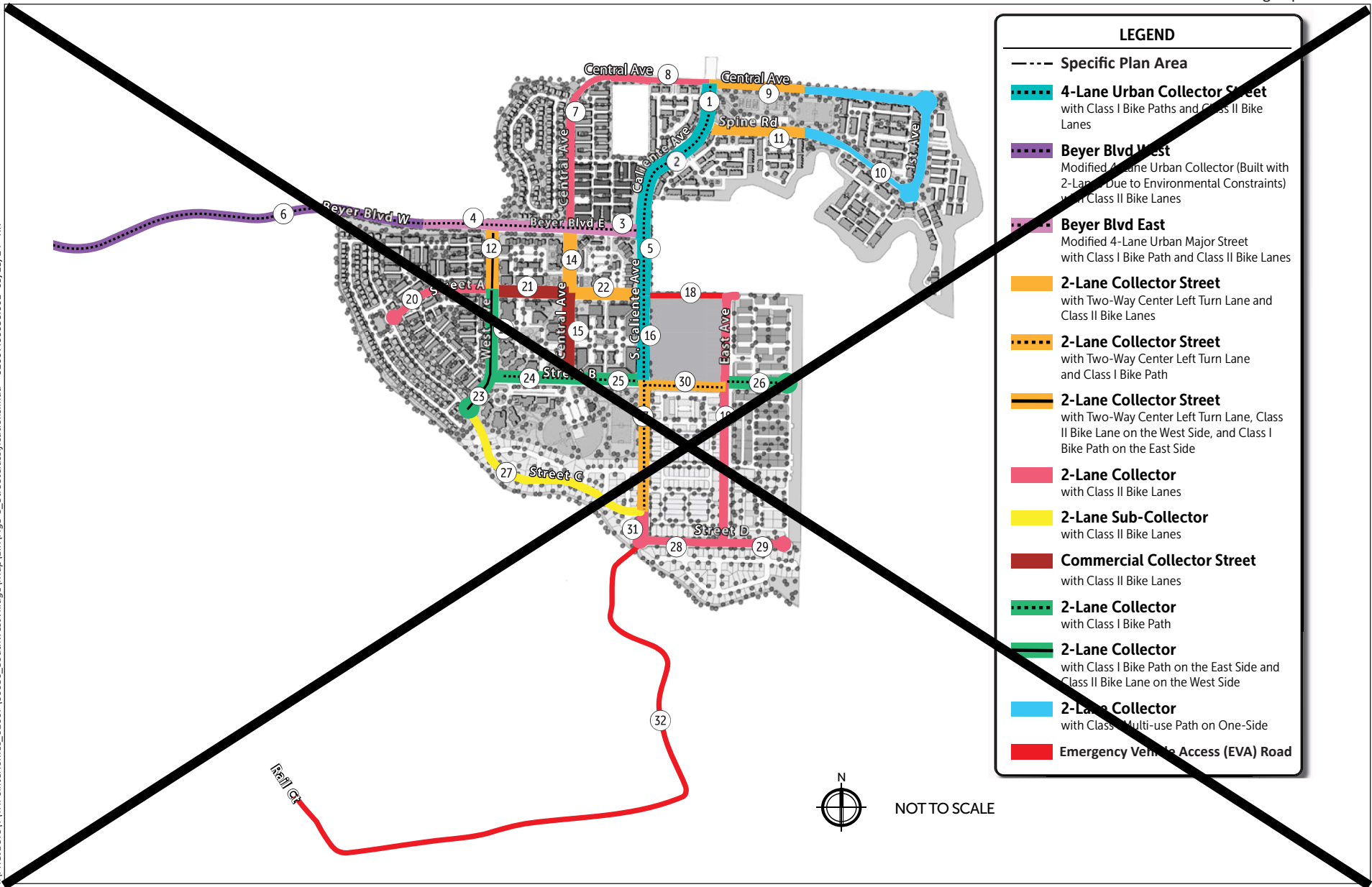


Source: Aerial (Nearmap, May 2024)

Program-level Grading Areas

Figure 3-4

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Source: RICK 2024

Street Classifications and Network

Figure 3-5

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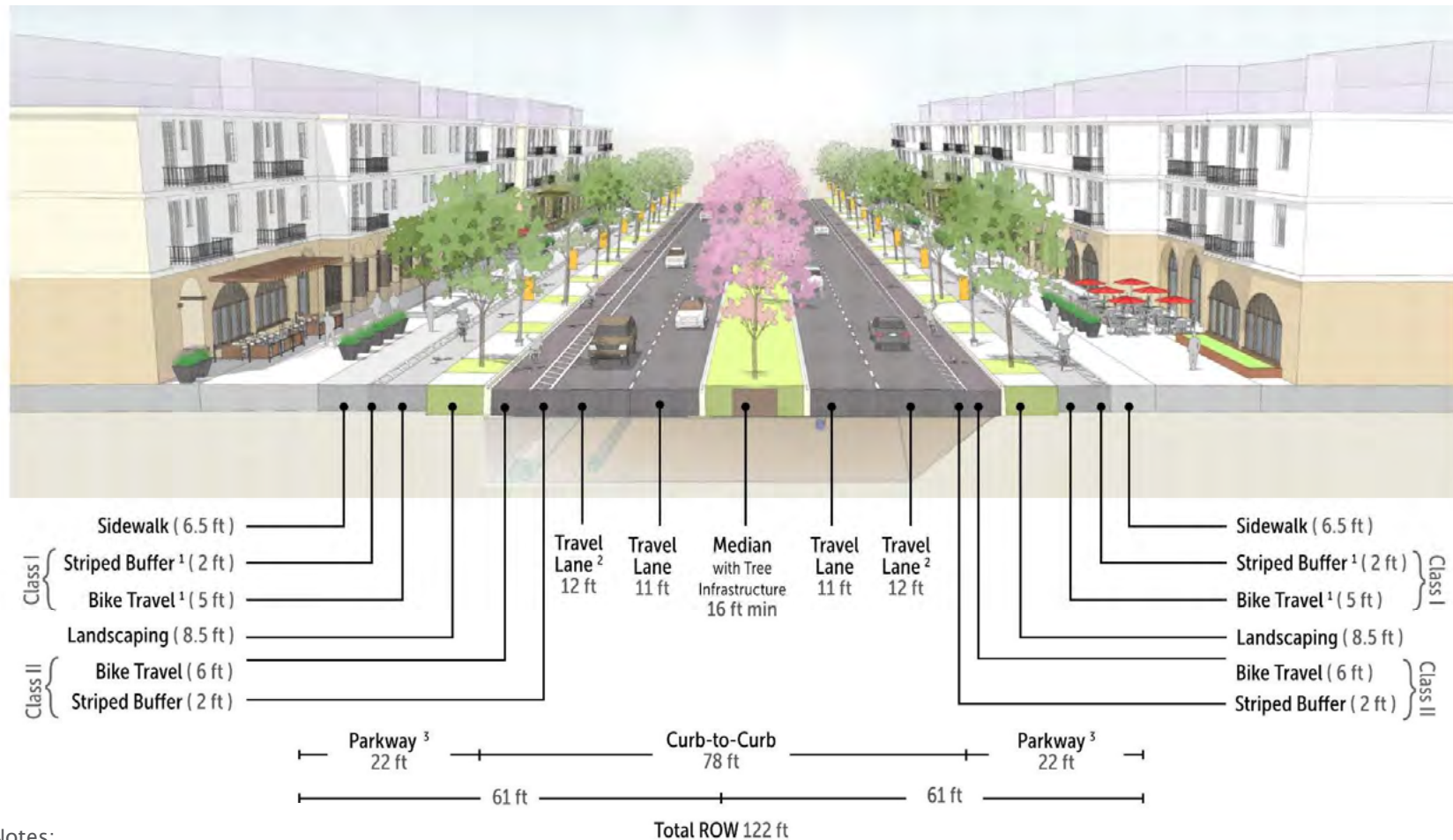
- Specific Plan Area
- 4-Lane Urban Collector Street
with Class I Bike Paths and Class II Bike Lanes
- Beyer Blvd West
Modified 4-Lane Urban Collector (Built with 2-Lanes Due to Environmental Constraints) with Class II Bike Lanes with Buffer
- Beyer Blvd East
Modified 4-Lane Urban Major Street with Class I Bike Path and Class II Bike Lanes
- 2-Lane Collector Street
with Two-Way Center Left Turn Lane and Class II Bike Lanes
- 2-Lane Collector Street
with Two-Way Center Left Turn Lane and Class I Bike Path
- 2-Lane Collector Street
with Two-Way Center Left Turn Lane, Class II Bike Lane on the West Side, and Class I Bike Path on the East Side
- 2-Lane Collector
with Class II Bike Lanes
- 2-Lane Sub-Collector
with Class II Bike Lanes
- Commercial Collector Street
with Class II Bike Lanes
- 2-Lane Collector
with Class I Bike Path
- 2-Lane Collector
with Class I Bike Path on the East Side and Class II Bike Lane on the West Side
- 2-Lane Collector
with Class I Multi-use Path on One-Side
- Emergency Vehicle Access Road

Source: RICK 2026

Street Classifications and Network

Figure 3-5

I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\LEIR\FEIR_SOU\Fig3-6_CalienteAve.incd 01667.00030.001 03/31/26 -PK



Notes:

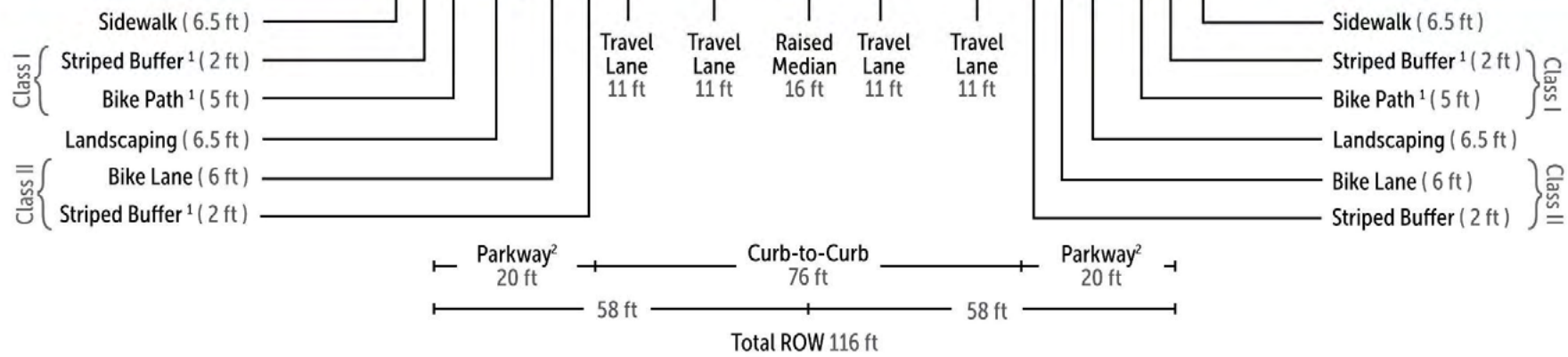
1. See Section 4.3.1 for Class I **Bike Paths design guidelines**.
 2. The outside travel lane has a width of 12 feet to provide additional buffer from bike lanes.
 3. Includes 6-inch curb.
- * Section represents a typical condition.

Source: RICK 2026 RICK 2024

Caliente Avenue between Central Avenue and Beyer Boulevard East

Figure 3-6

I:\PROJECTS\T1\PointeHomes_01667\00030_SouthwestVillage\Map\LEIR\FEIR_SOU\Fig3-7_BeyerBlvd.indd 01667.00030.001 08/07/25 -RK



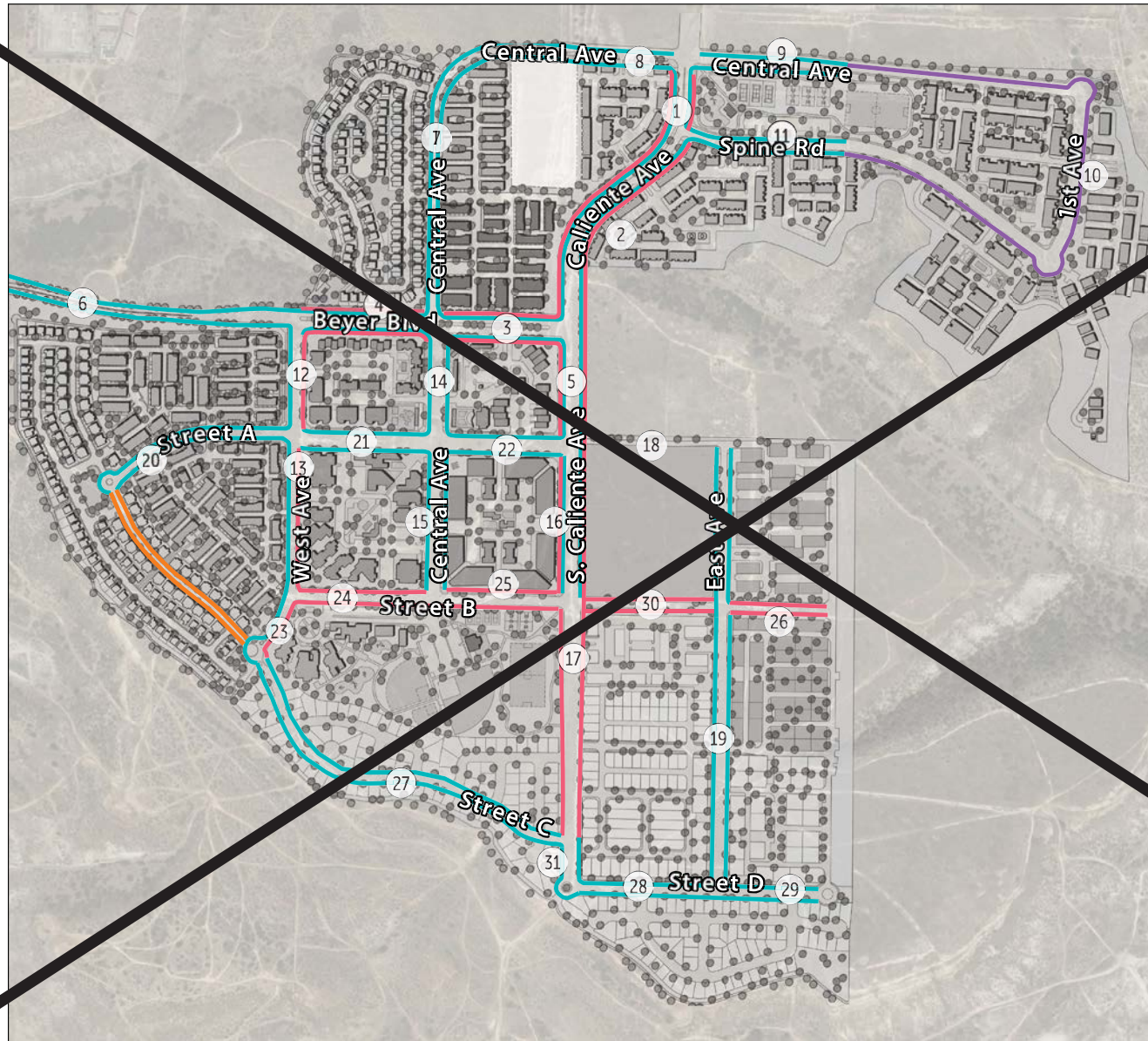
- Notes:
1. See Section 4.3.1 for Class I Bike Paths *design guidelines*.
 2. Includes 6-inch curb.
- * Section represents typical condition.

Source: RICK 2026 RICK 2025

Beyer Boulevard East between West Avenue and Caliente Avenue

Figure 3-7

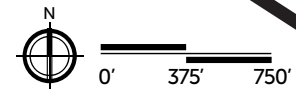
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LEGEND

- Class II Bike Lane with Buffer
- Class I Bike Path
- Multi-Use Path (Paseo)
- Sharrow

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

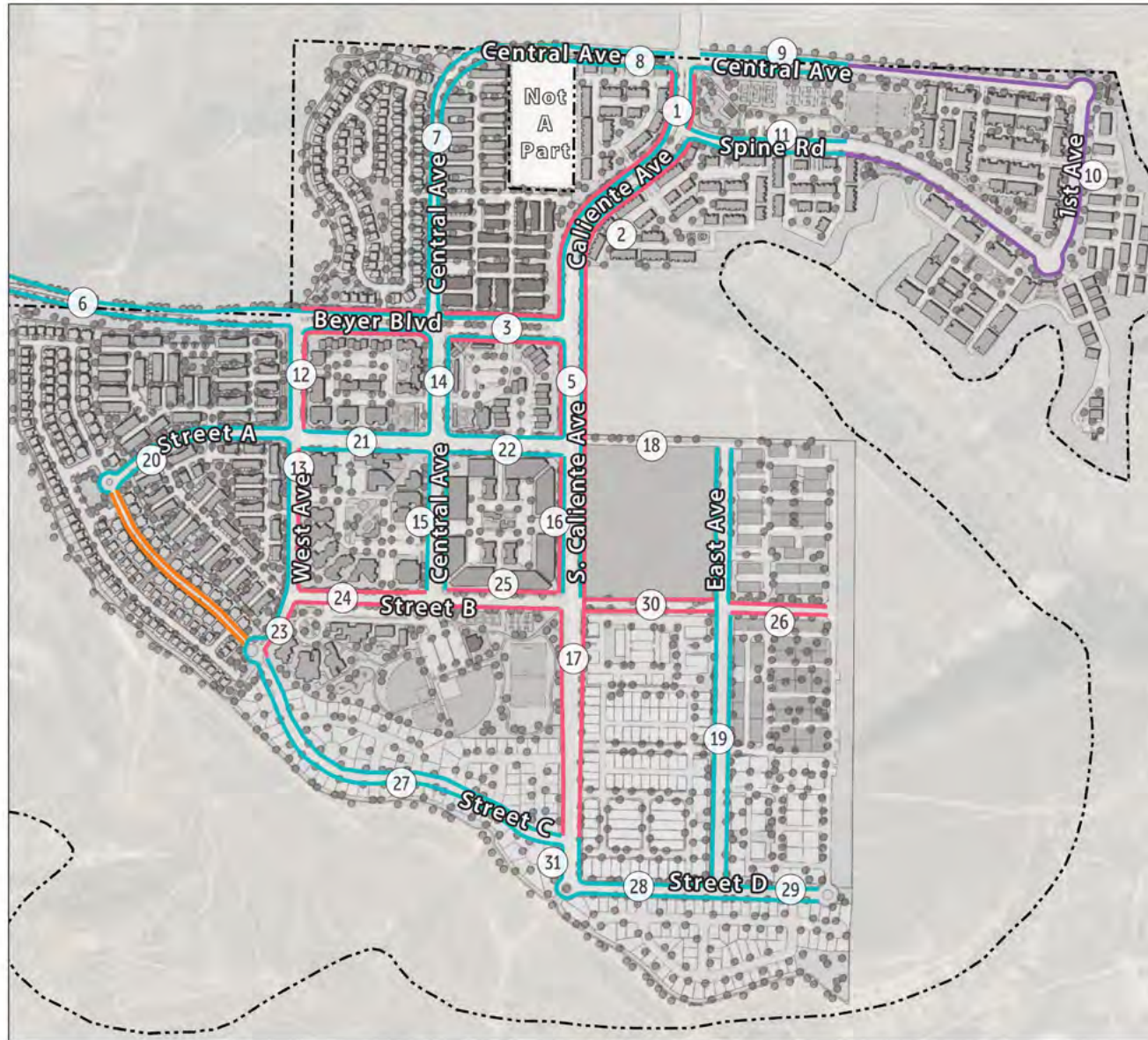


Source: RICK 2024

Bicycle Facility Network

Figure 3-8

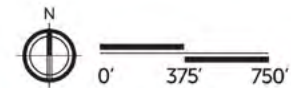
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LEGEND

- Specific Plan Area
- Class II Bike Lane with Buffer
- Class I Bike Path
- Multi-Use Path (Paseo)
- Sharrow

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

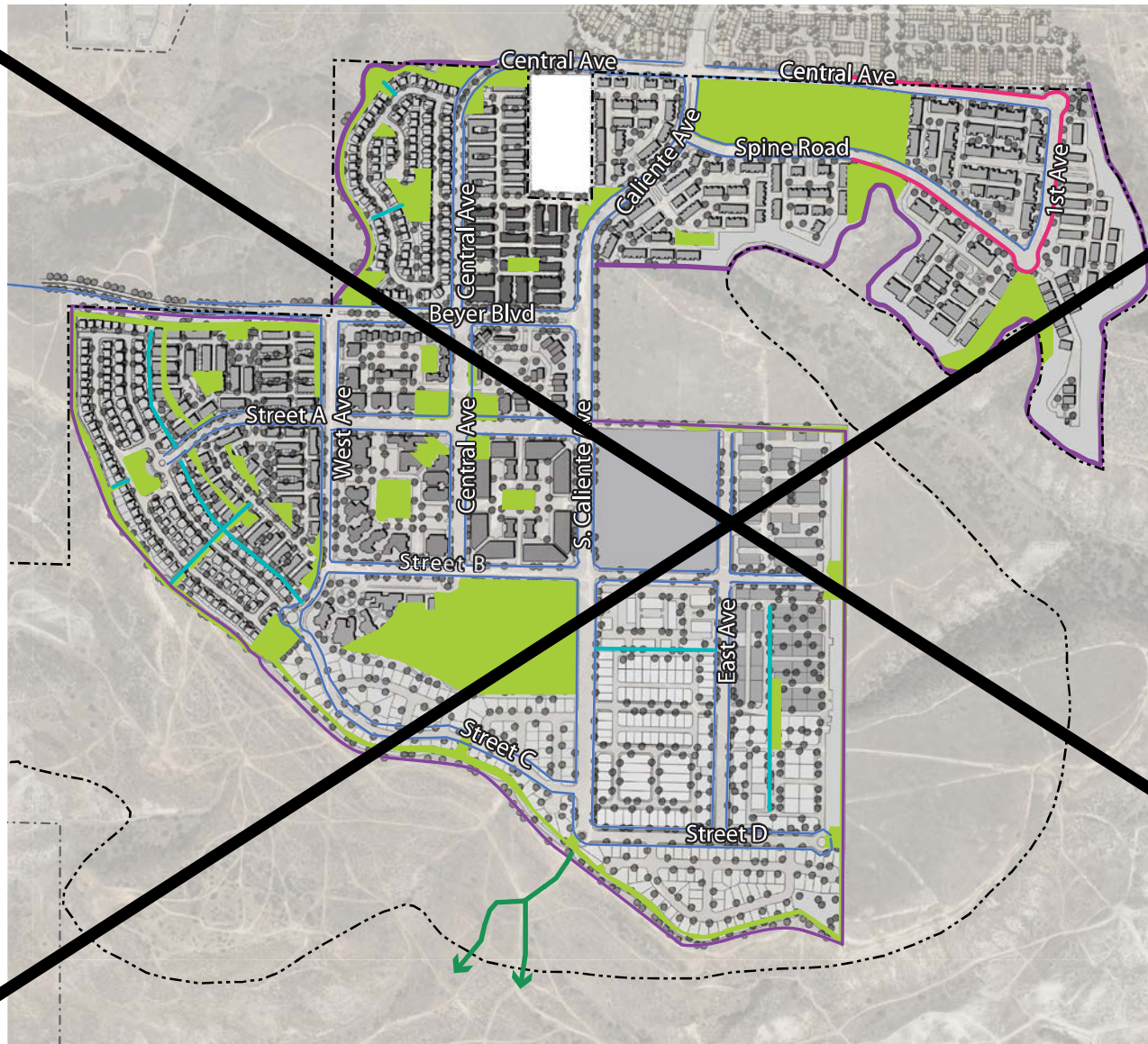


Source: RICK 2026

Bicycle Facility Network

Figure 3-8

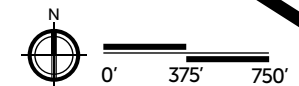
I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\Fig3-9_PedestrianNetwork.indd 01667,00030,001 09/13/24 -RK



LEGEND

- Specific Plan Area
- Proposed Public Sidewalk
- Perimeter Trail
- Primitiv Trail
- Paths
- Multi-Use Path
- Parks

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

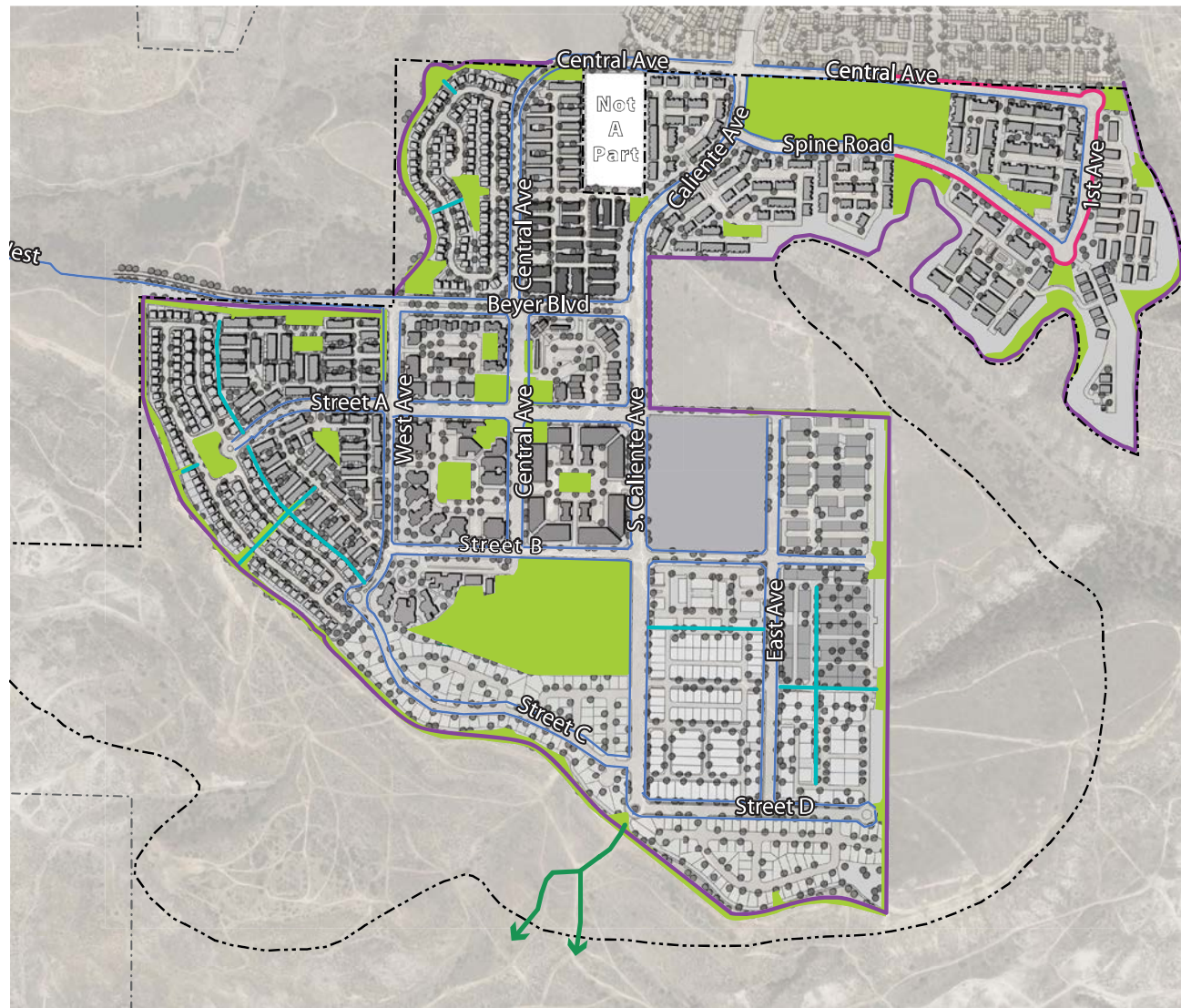


Source: RICK 2024

Pedestrian Facility Network

Figure 3-9

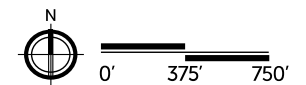
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LEGEND

- Specific Plan Area
- Proposed Public Sidewalk
- Perimeter Trail
- Primitive Trail
- Paseo
- Multi-Use Path
- Parks

Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.



Source: RICK 2026

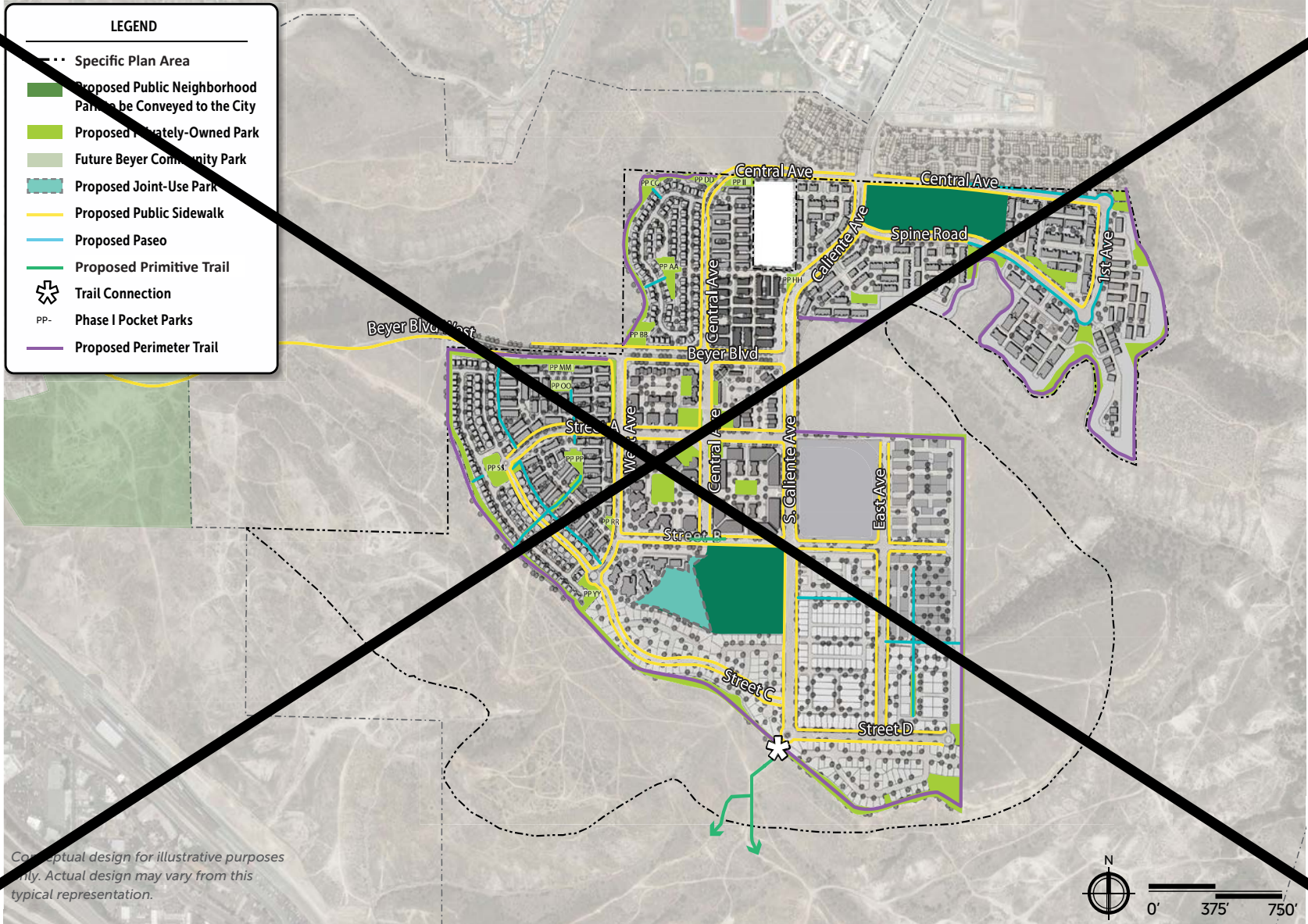
Pedestrian Facility Network

Figure 3-9

I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\Fig3-10_Parks_Trails.mxd 01667.00030.001 09/13/24 -RK

LEGEND

- - - Specific Plan Area
- Proposed Public Neighborhood Park to be Conveyed to the City
- Proposed Privately-Owned Park
- Future Beyer Community Park
- Proposed Joint-Use Park
- Proposed Public Sidewalk
- Proposed Paseo
- Proposed Primitive Trail
- ✱ Trail Connection
- PP- Phase I Pocket Parks
- Proposed Perimeter Trail

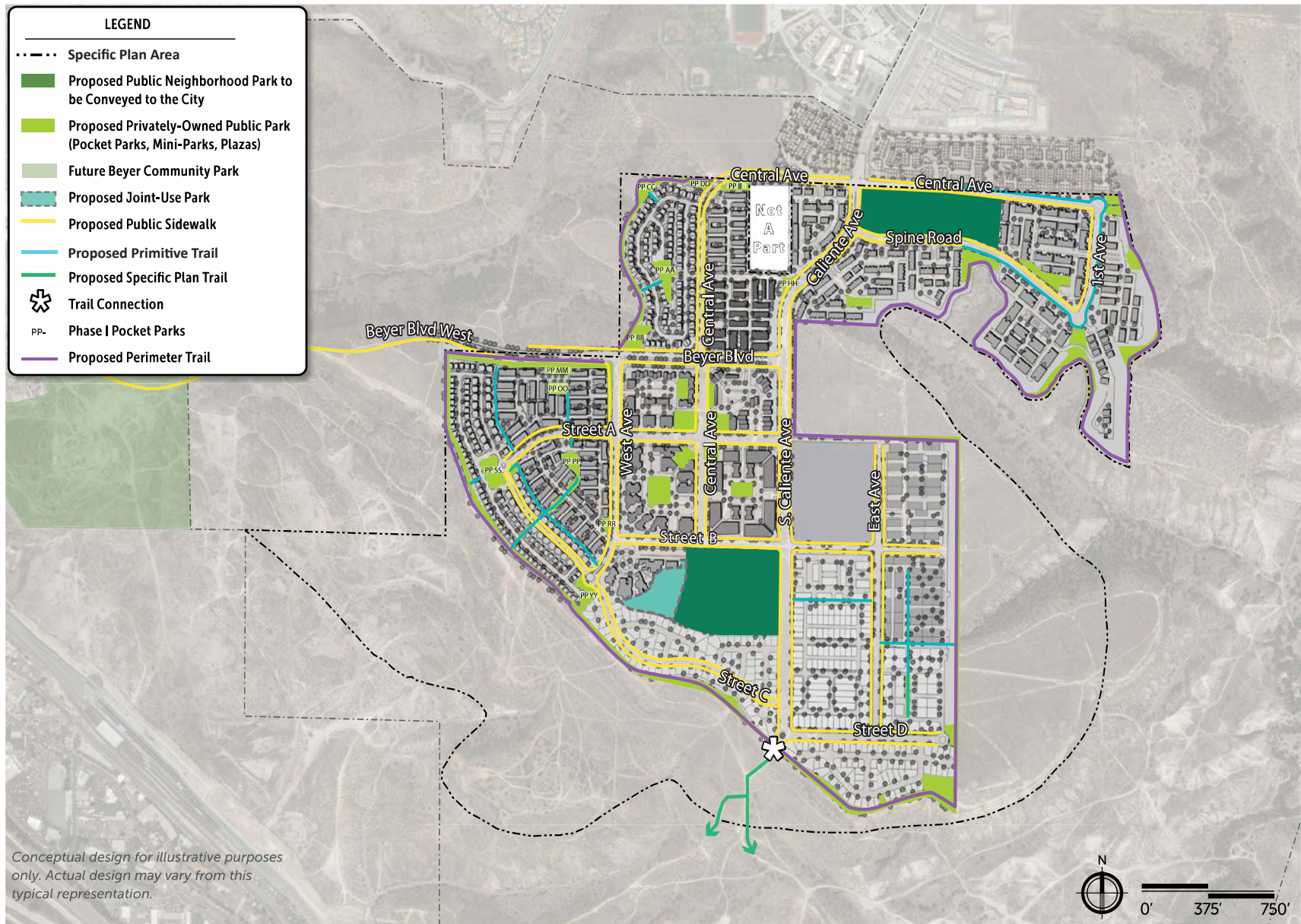


Source: RICK 2024

Parks and Trails

Figure 3-10

I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\LEIR\FEIR_SOU\Fig3-10_Parks_Trails.mxd 01/667/00030.001 03/31/26 -RK

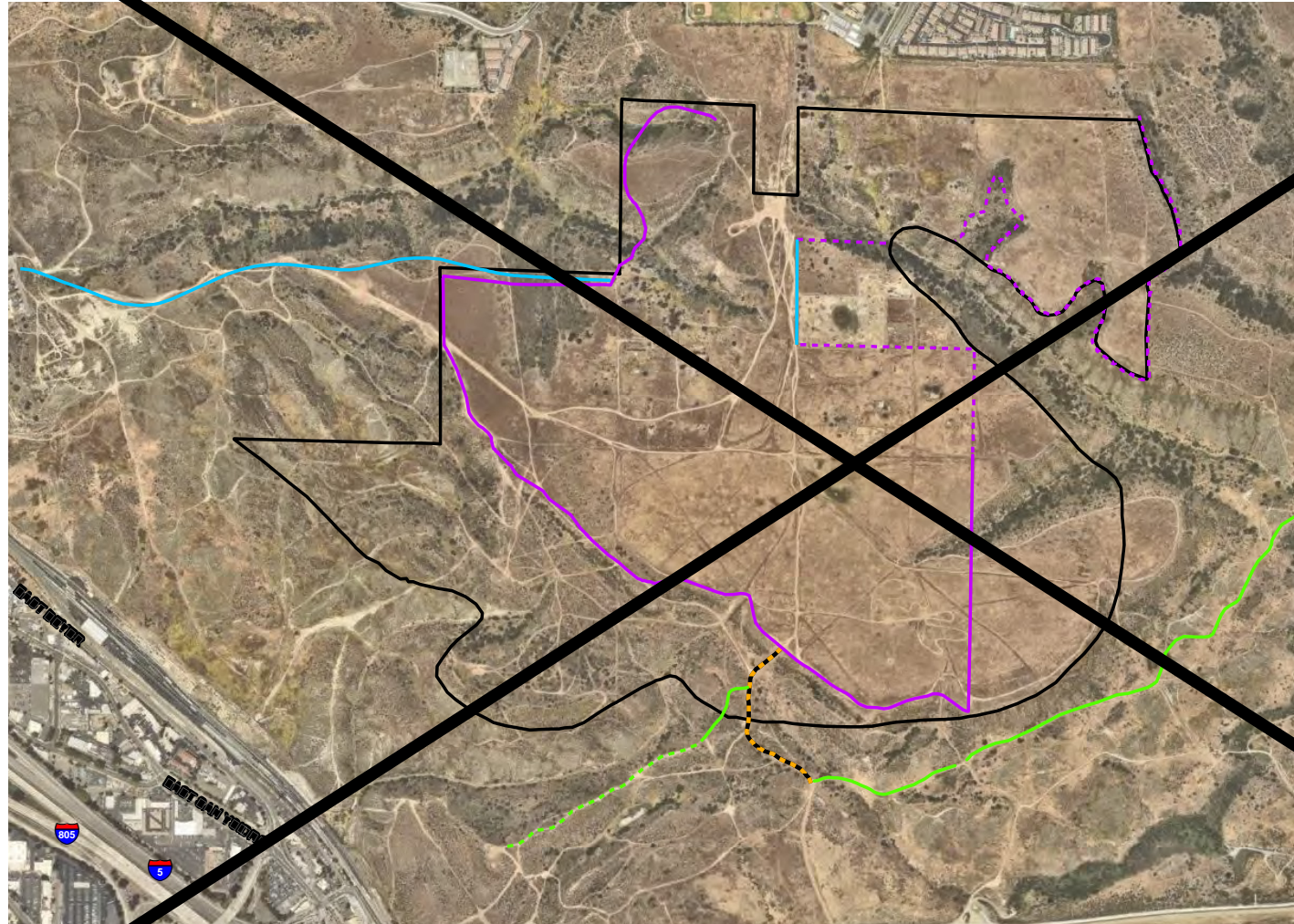


Source: RICK 2026

Parks and Trails

Figure 3-10

I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\EIR\Fig3-11_TrailsNetwork.indd 01667.00030.001 09/13/24 -RK



- Specific Plan Area
- Proposed Trails (Project level)**
 - Public Sidewalk
 - Perimeter Trail (7 to 8 ft Tread, Borders Development Area)
 - Primitive Trail (Maximum 4-foot Tread)
 - Existing Utility Road
- Conceptual Trail Alignments (Program level)***
 - - Perimeter Trail (7 to 8 ft Tread, Borders Development Area)
 - - Primitive Trail (Maximum 4-foot Tread)

* Conceptual trail alignments require further evaluation and study to identify final alignment. The identification of conceptual trail alignments on this graphic does not authorize public use of trails.

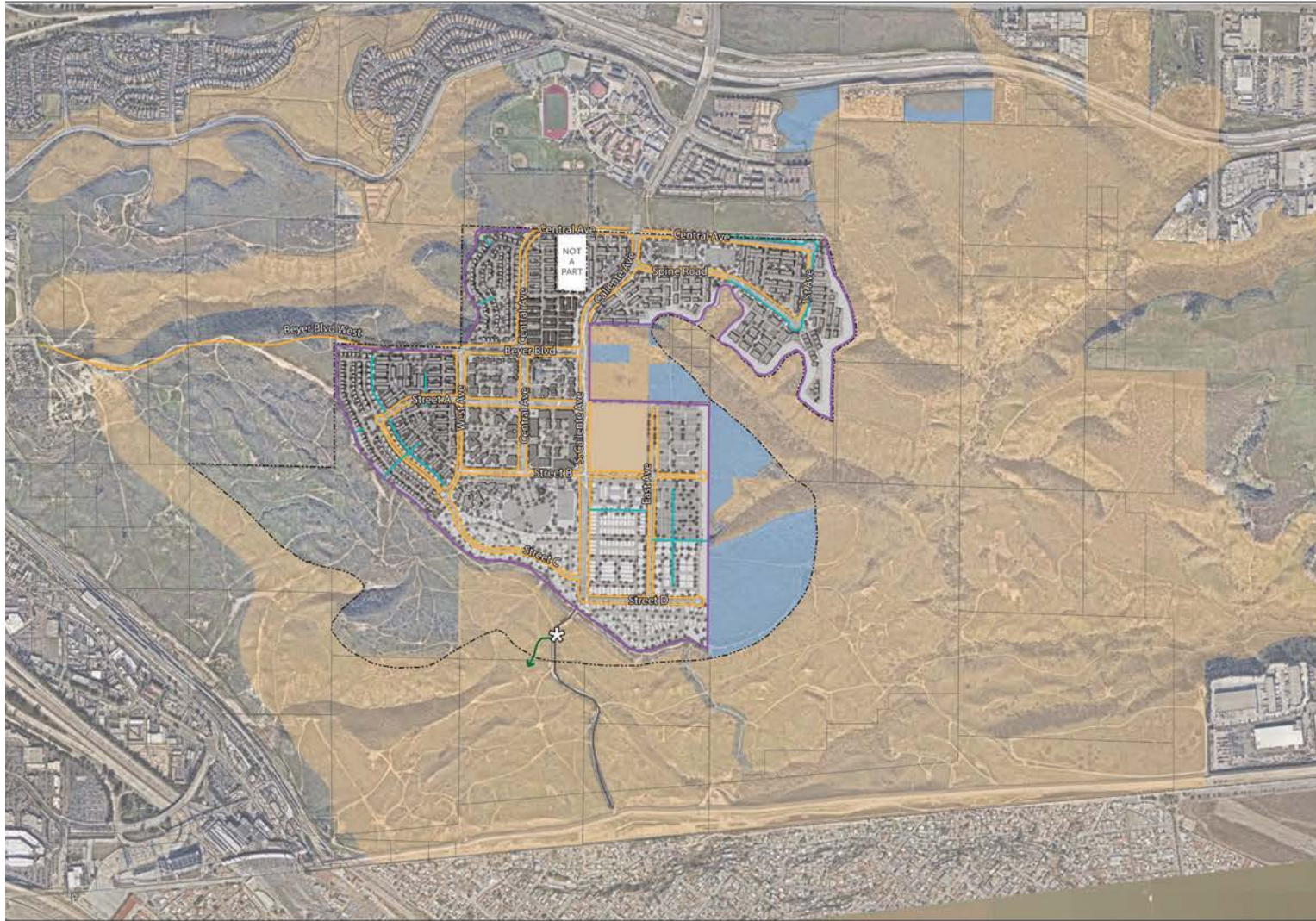


Source: RECON 2024

Trails Network

Figure 3-11

I:\PROJECTS\T\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\FEIR_SOU\Fig3-11_TrailsNetwork.indd 03/31/26 -RK



LEGEND

- Specific Plan Area
- Public Sidewalk
- Paseo
- Proposed Perimeter Trail
- Proposed Primitive Trail
- Utility
- Trail Connection
- MHPA
- VPHCP
- Parcels Outside Specific Plan

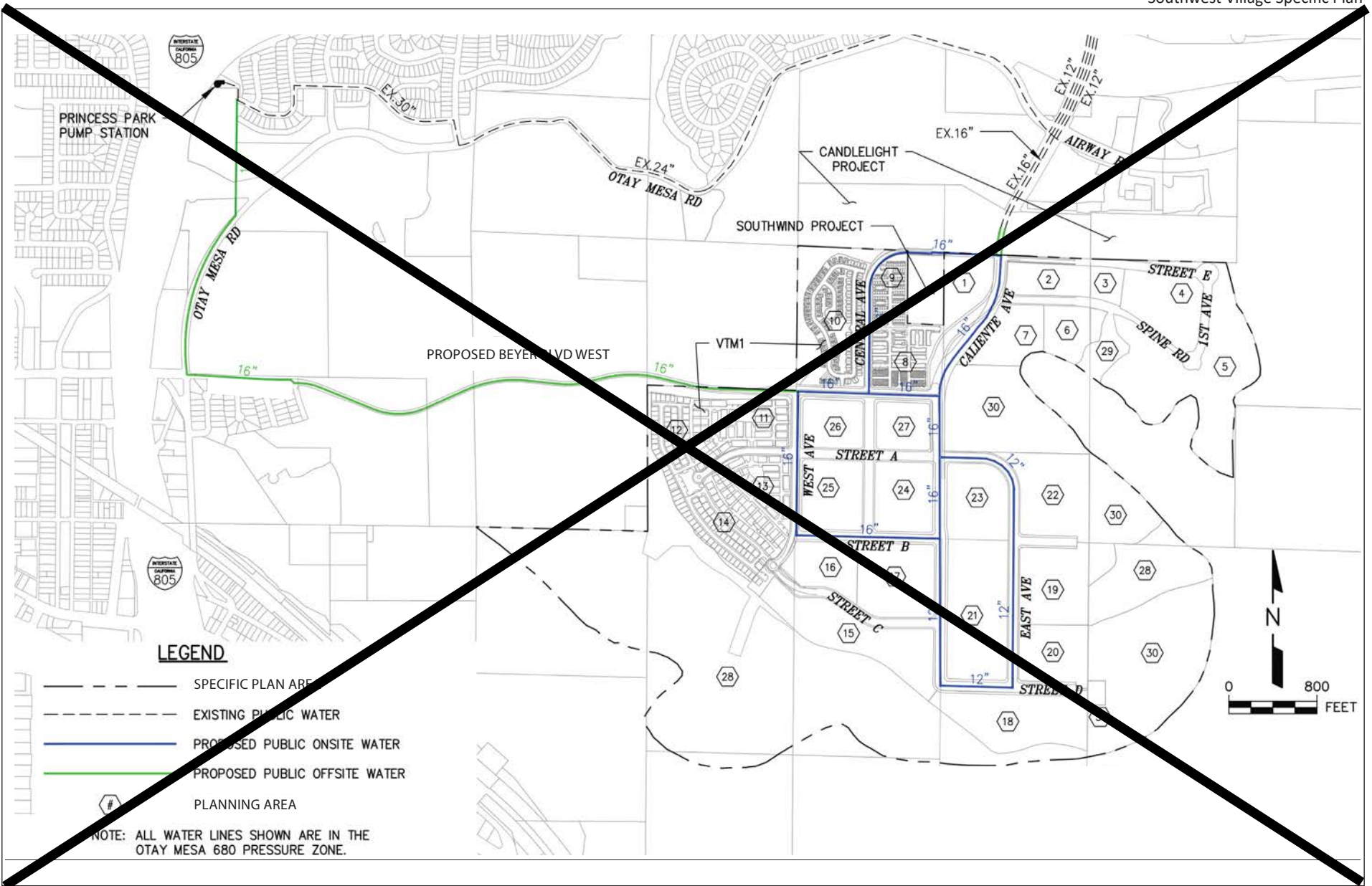
Conceptual design for illustrative purposes only. Actual design may vary from this typical representation.

Source: RICK 2026

Trails Network

Figure 3-11

I:\PROJECTS\T1\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\Fig3-12_PublicWater.indd 01667.00030.001 09/13/24 -RK

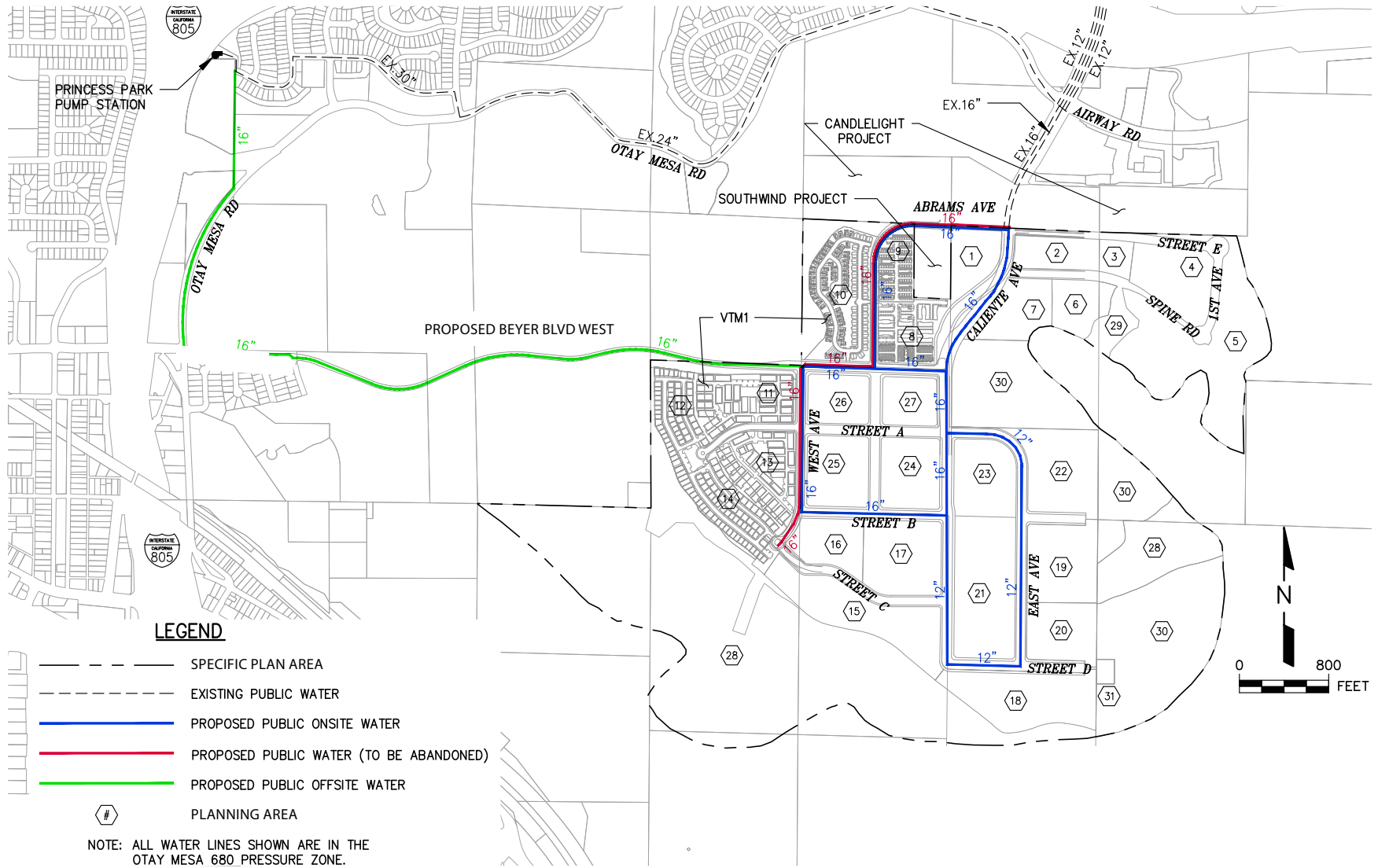


Source: RECON 2023

Public Water Facilities

Figure 3-12

F:\PROJECTS\T1\PointeHomes_01667\00030_SouthwestVillage_Map\EIR\FEIR_SOU\Fig3-12_PublicWater.mxd 01667.00030.001 03/27/26 -RK

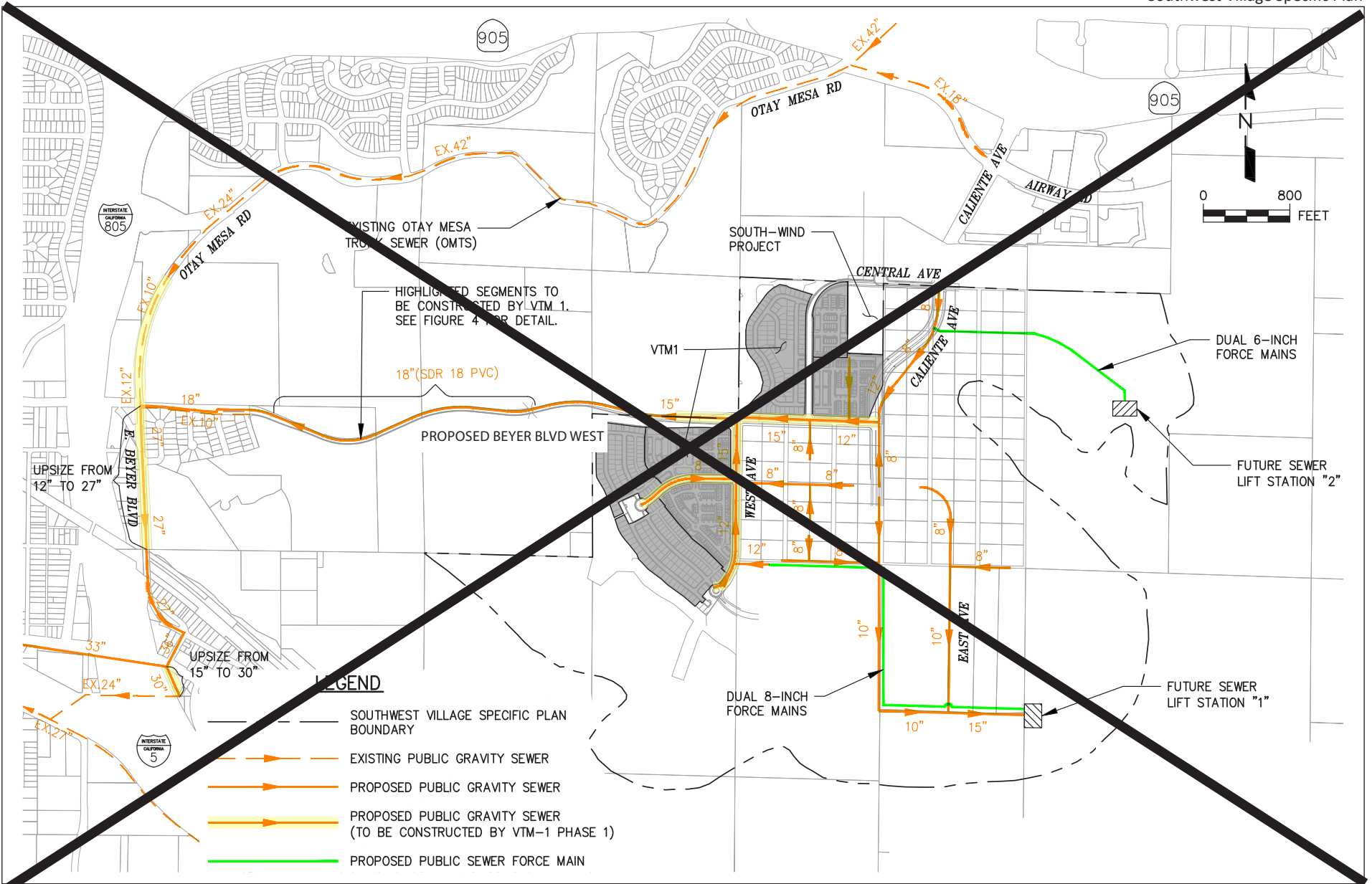


Source: Dexter Wilson Engineering 2025

Public Water Facilities

Figure 3-12

I:\PROJECTS\T\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\FEIR_SOU\Fig3-13_PublicSewer_X.mxd 01667.00030.001 09/13/24 -RK

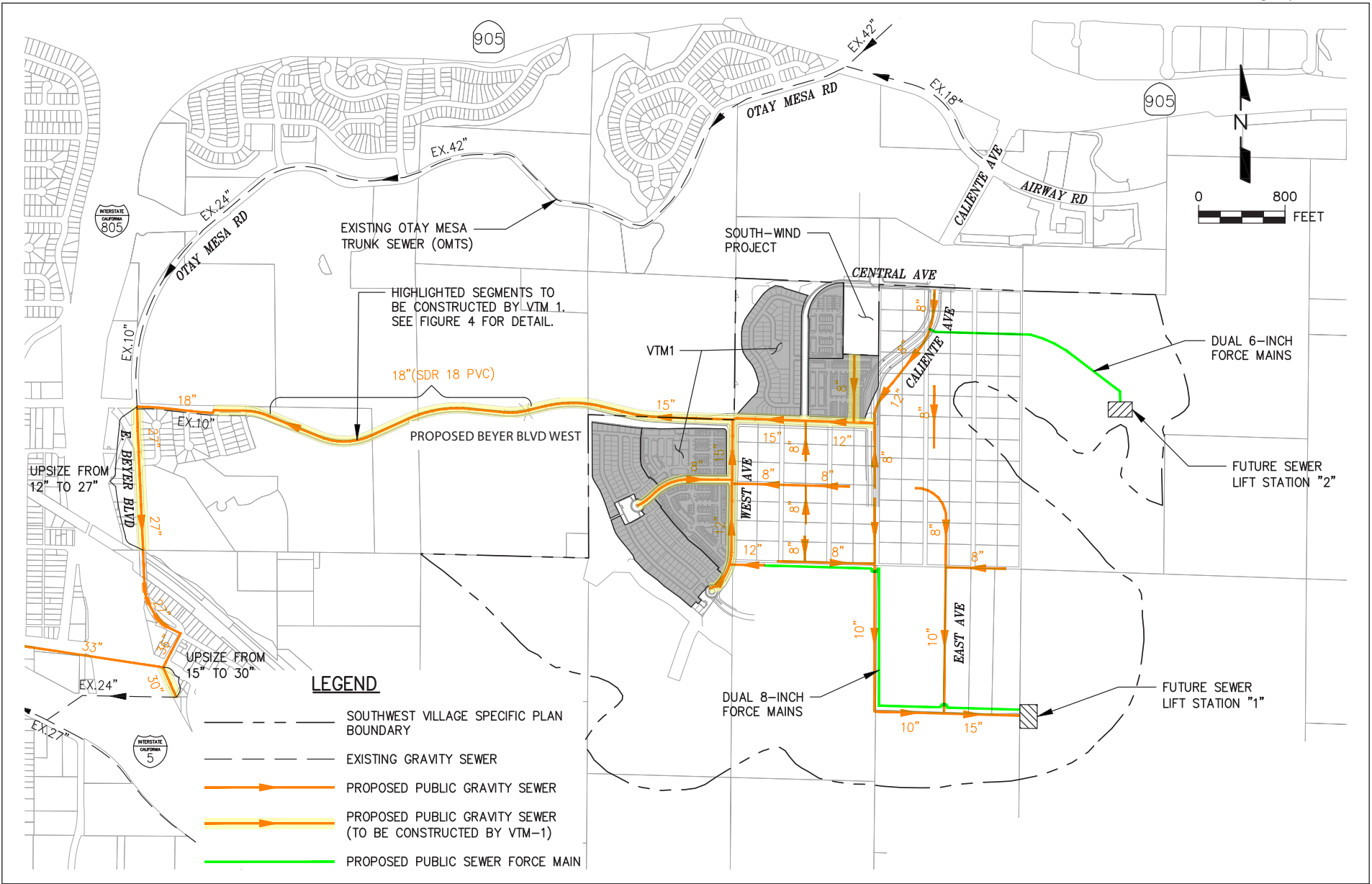


Source: Dexter Wilson Engineering 2024

Public Sewer Facilities

Figure 3-13

I:\PROJECTS\T\TriPointeHomes_01667\00030_SouthwestVillage\Map\LR\FEIR_SOU\Fig3-13_PublicSewer.indd 01667.00030.001 04/01/26-RK

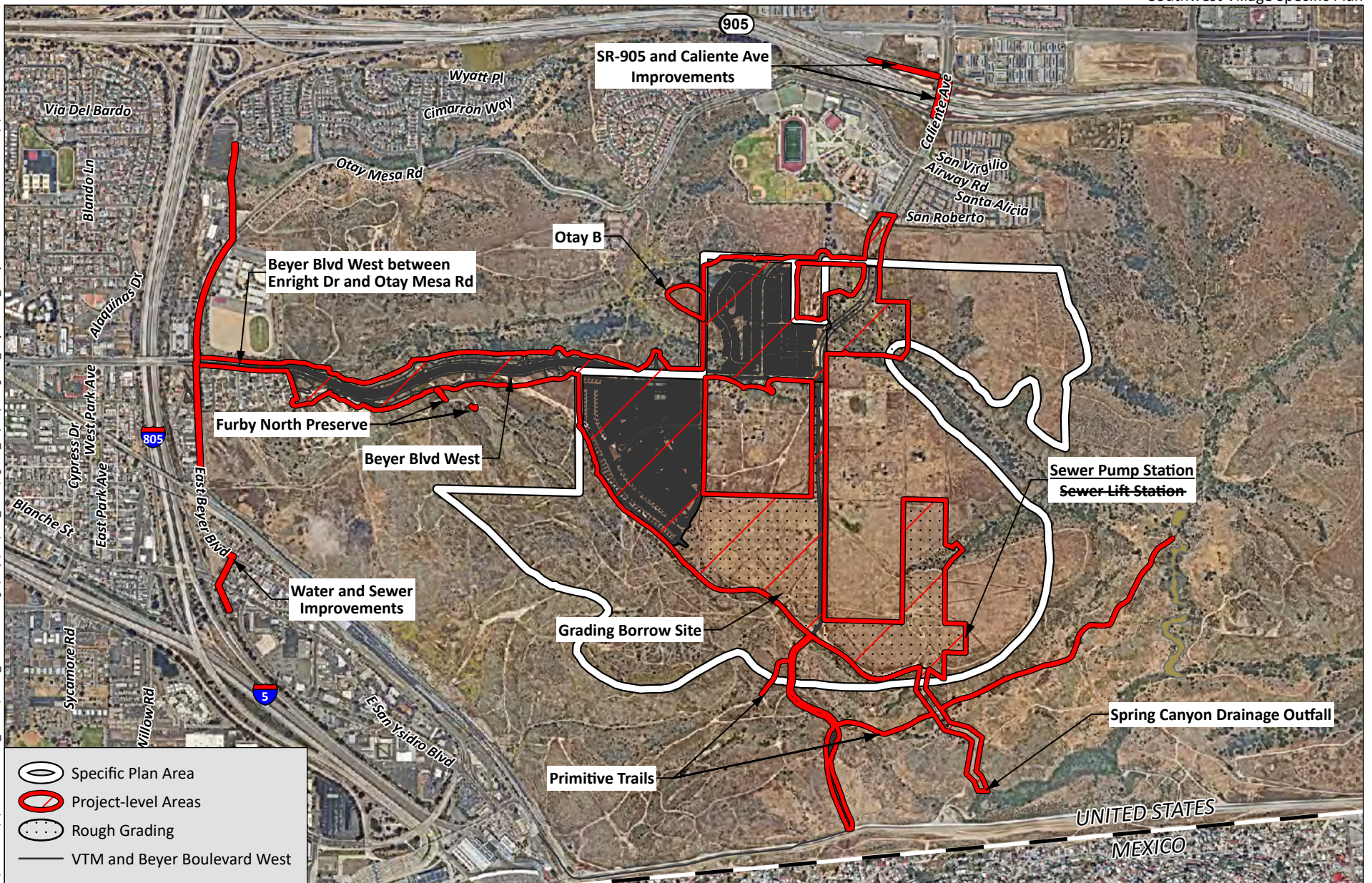


Source: Dexter Wilson Engineering 2025

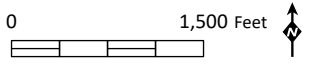
Public Sewer Facilities

Figure 3-13

I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\LEIR\FEIR_SOU\Figures_Chp3.aprx Fig3-14_Project-level_Components : 01667_00030.001 - 4/1/2026 - RK



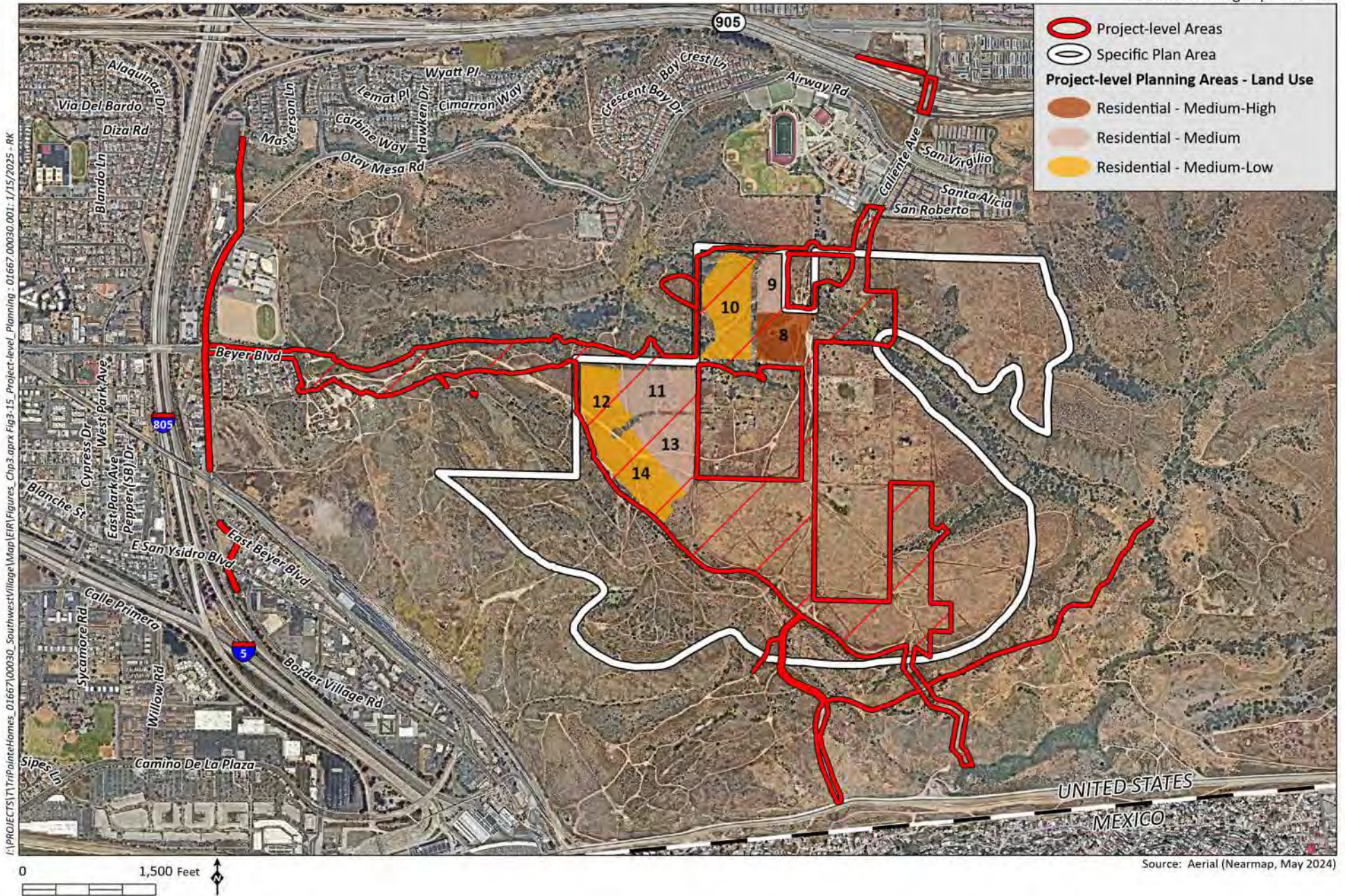
- Specific Plan Area
- Project-level Areas
- Rough Grading
- VTM and Beyer Boulevard West



Source: Aerial (Nearmap, May 2024)

Project-level Components

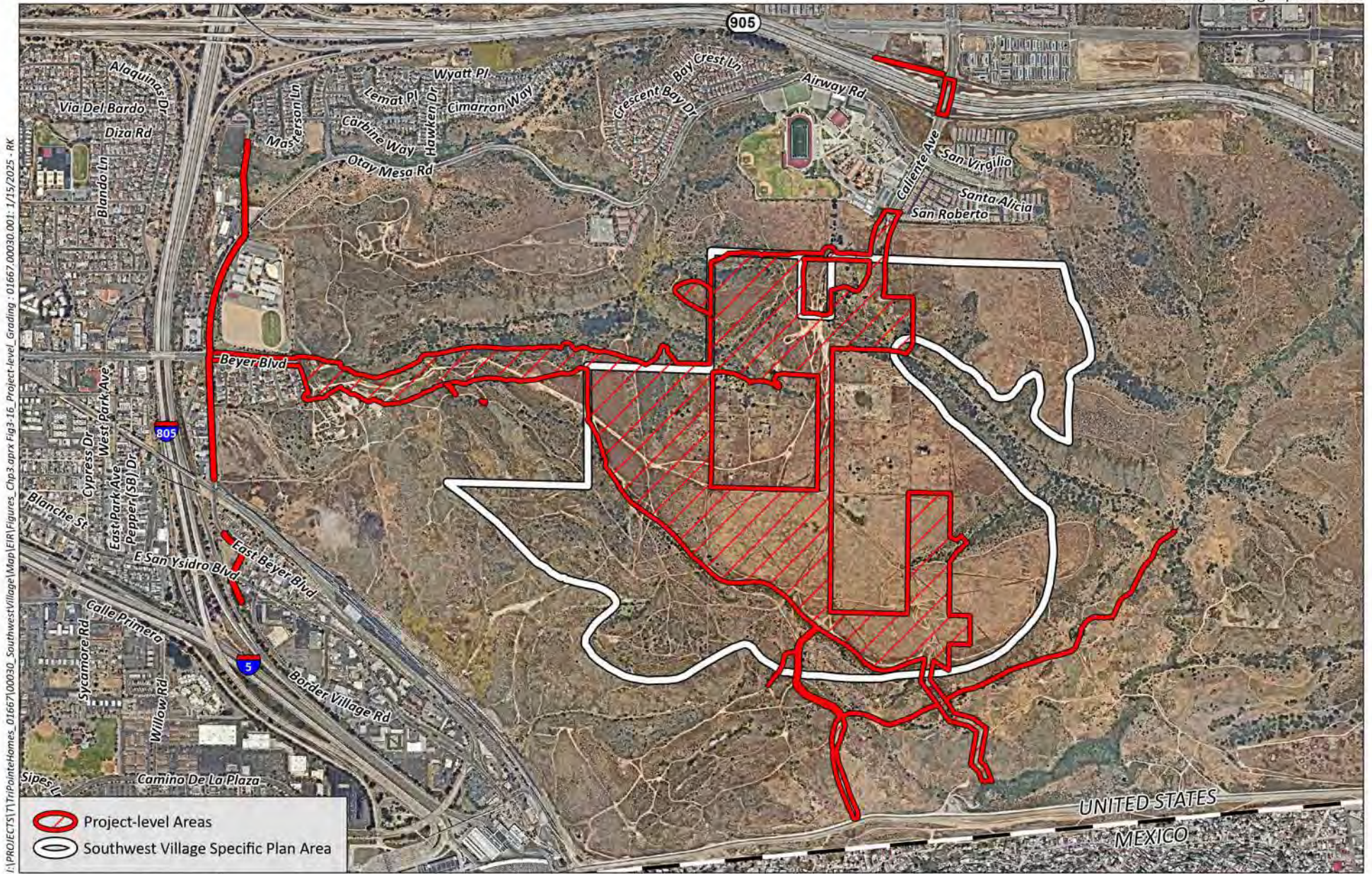
Figure 3-14



I:\PROJECTS\T1\TriPointerHomes_01667100030_SouthwestVillage\Map[EIR]Figures_Chp3.aprx Fig-3-15_Project-level_Planning - 01667.00030.001: 1/15/2025 - RK

Project-level Planning Areas

Figure 3-15

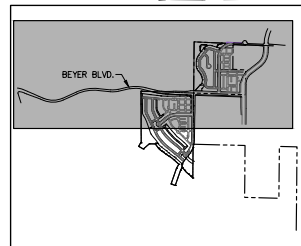
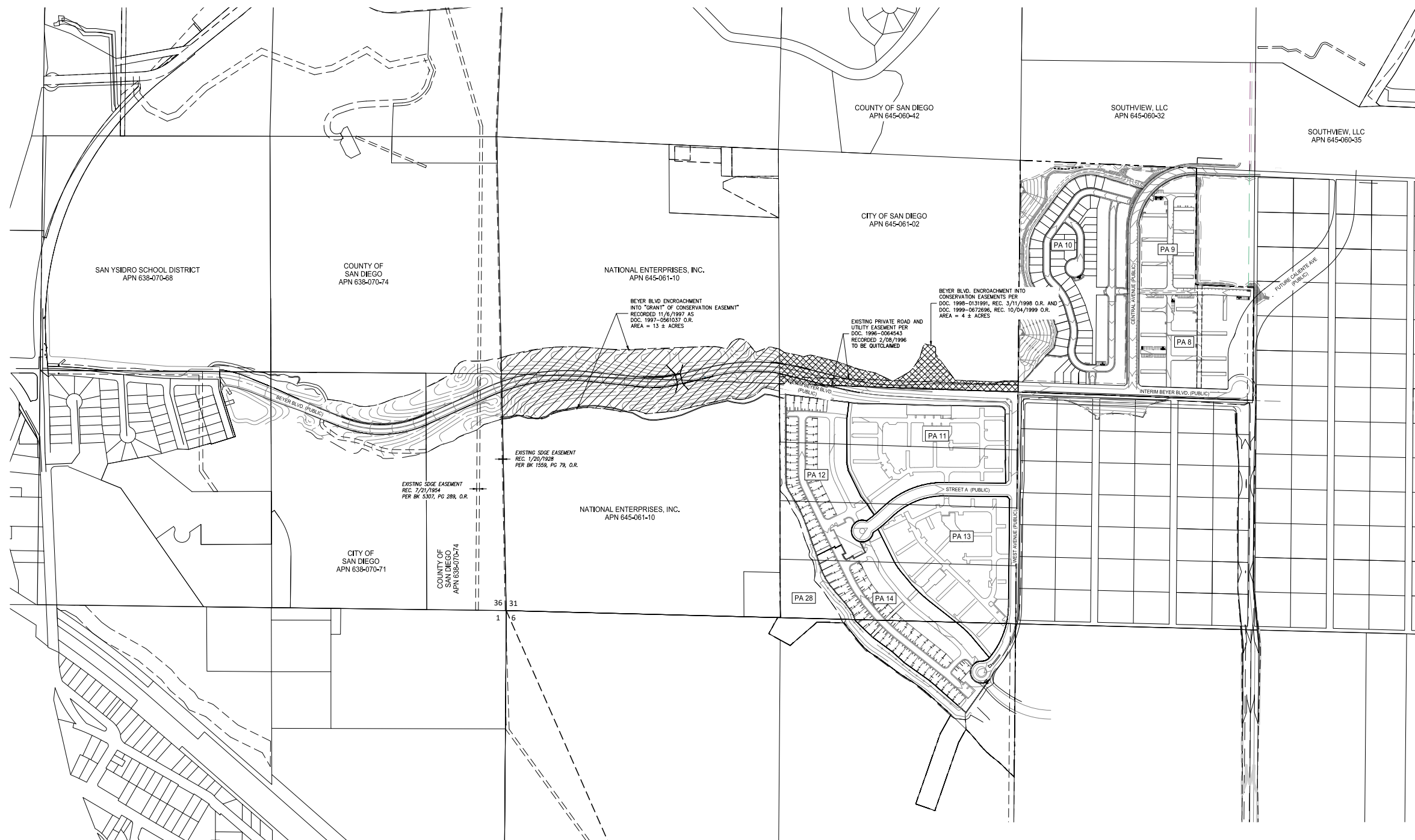


I:\PROJECTS\T1\TriPointerHomes_01667100030_SouthwestVillage\Map[EIR]Figures_Chp3-aprx Fig-3-16_Project-level_Grading - 01667100030.001: 1/15/2025 - BK




Source: Aerial (Nearmap, May 2024)

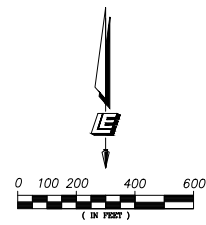
Project-level Grading Areas

Figure 3-16



KEY MAP
NOT TO SCALE

- LEGEND:**
-  APPROXIMATE LIMITS OF CONSERVATION EASEMENT VACATION WITHIN APN 645-061-10
 -  APPROXIMATE LIMITS OF CONSERVATION EASEMENT VACATION WITHIN APN 645-061-02
 -  APPROXIMATE LIMITS OF REMEDIAL GRADING

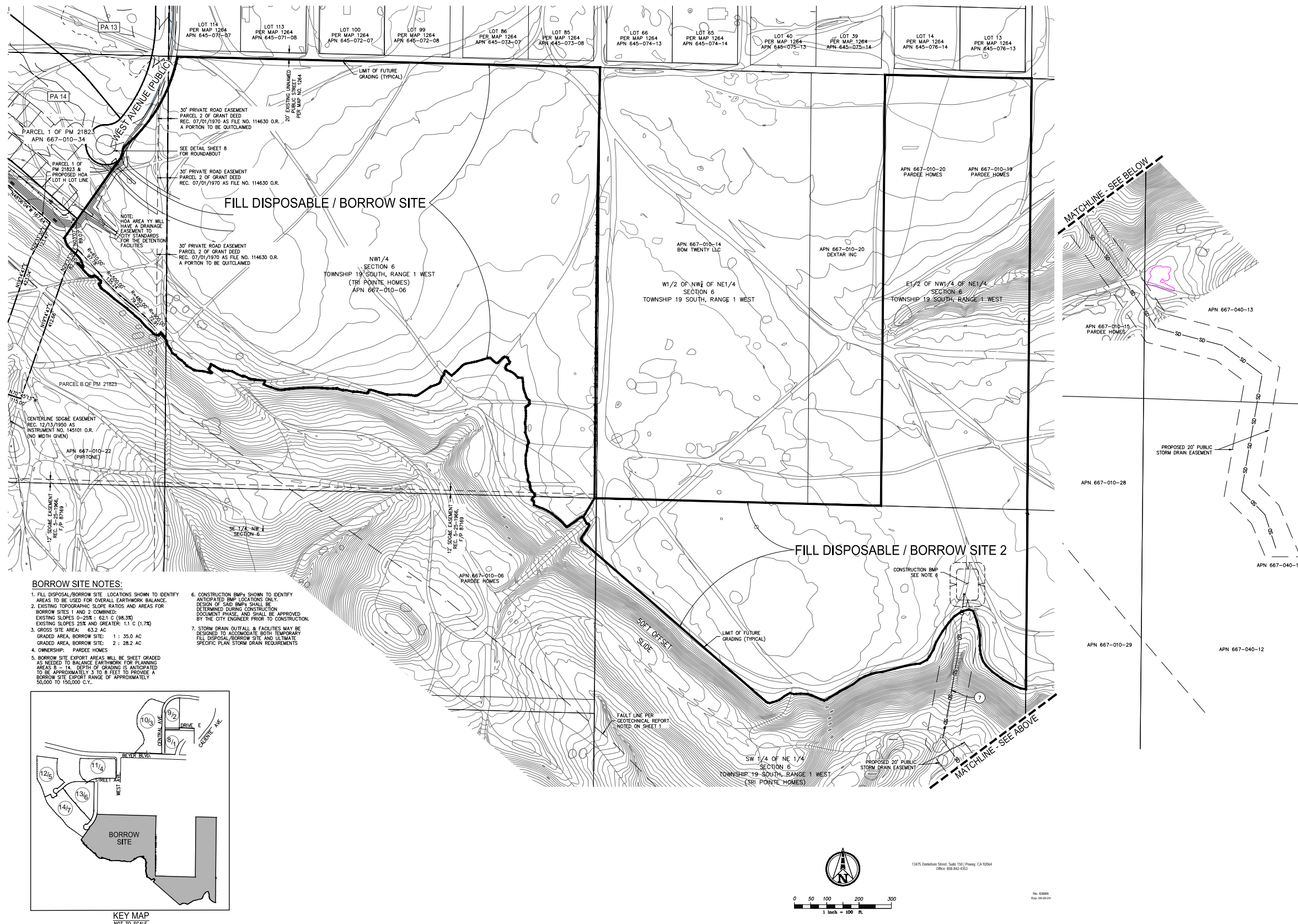


I:\PROJECTS\TIPointerhomes_01667\00030_SouthwestVillage\Map\AIR\FEIR_SOUTH\Fig3-17a_Vesting_TentativeMap.indd 01/31/26 -RK

Source: Leppert Engineering 2026 Leppert Engineering 2024








Vesting Tentative Map

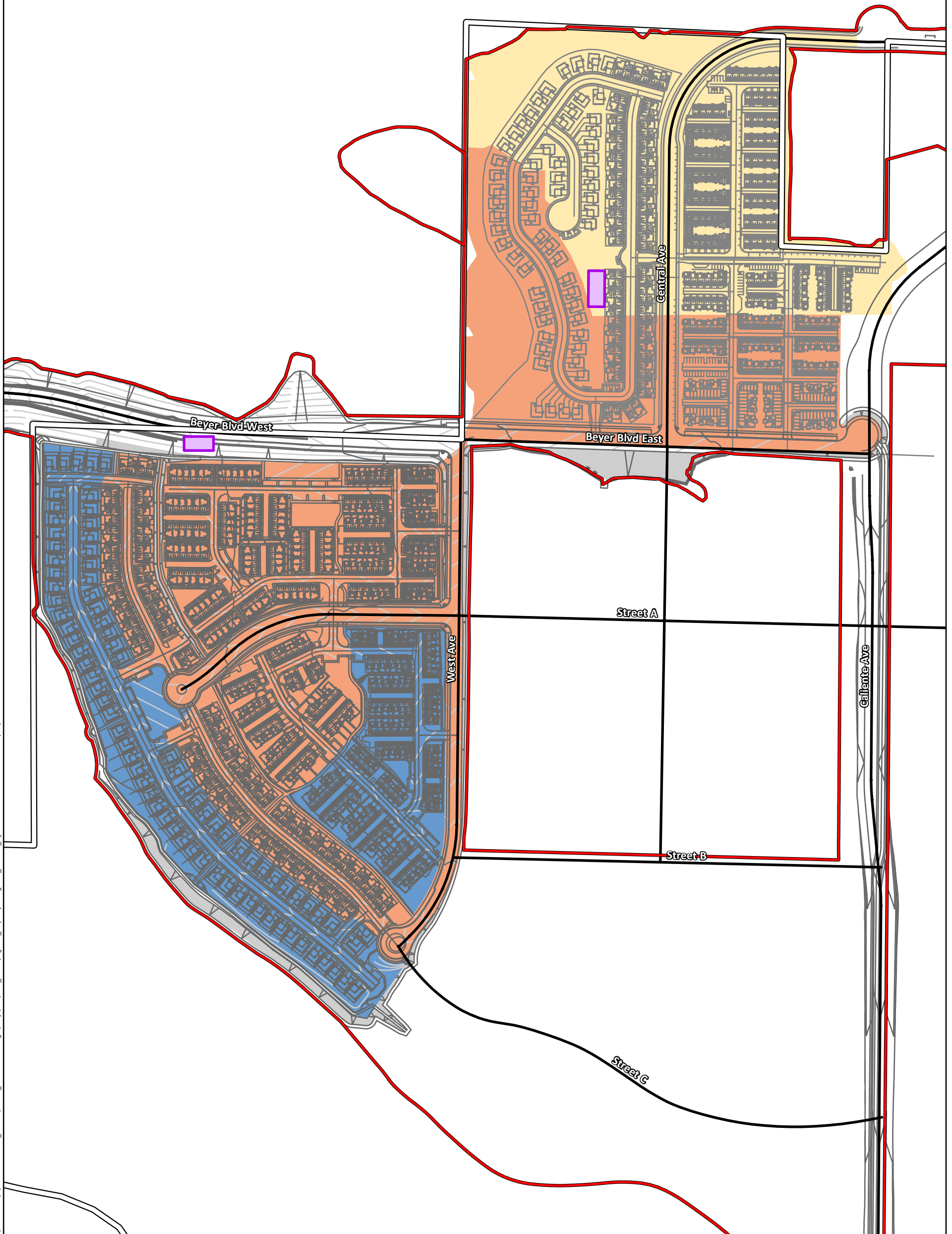
Figure 3-17a



I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\LR\FEIR_SOUTH_17b_Vesting_TentativeMap.indd 01/16/24 09:31:26 -RK

Source: Leppert Engineering 2026 Leppert Engineering 2024

-  Project-level Areas
-  Specific Plan Area
-  New Streets
-  Temporary Pump Station
-  Phase 1
-  Phase 1b (up to 699 units)
-  Phase 1c (remaining 221 units)



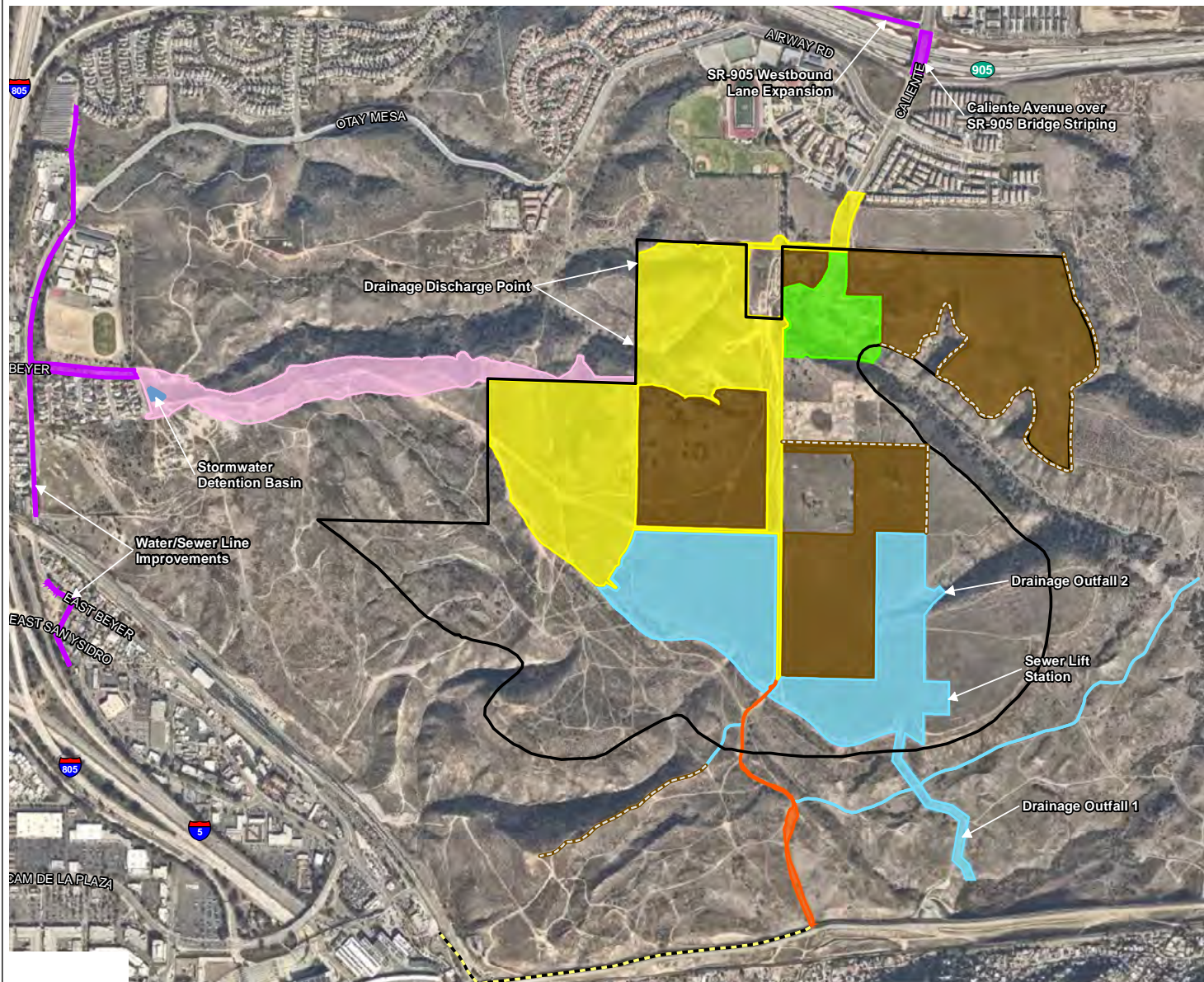
I:\PROJECTS\TTP\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\FEIR_SOU\Figures - 01667_00030.001: 3/31/2026 - RK

Source: Site Plan (RECON 2026)

Phase 1 Temporary Pump Station

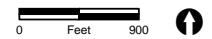
Figure 3-18

I:\PROJECTS\T\TriPointeHomes_01667\00030_SouthwestVillage\Map\LR\FEIR_SOUTL\Fig3-19_Project-level_GradingPhasing.indd 01667.00030.001 03/27/26 -RK



- Specific Plan Area
- Phase 1
- Phase 2
- Phase 4
- Beyer Boulevard West
- Off-site Improvements
- Emergency Vehicle Access Road
- Emergency Vehicle Access Road - No Improvements Required (Existing Road)
- Program-level Analysis Phases 3-7
- Program-level Conceptual Trails*

* Program-level Conceptual trails require further evaluation and study to identify final alignments. The identification of conceptual trail alignments graphic does authorize public use of trails.

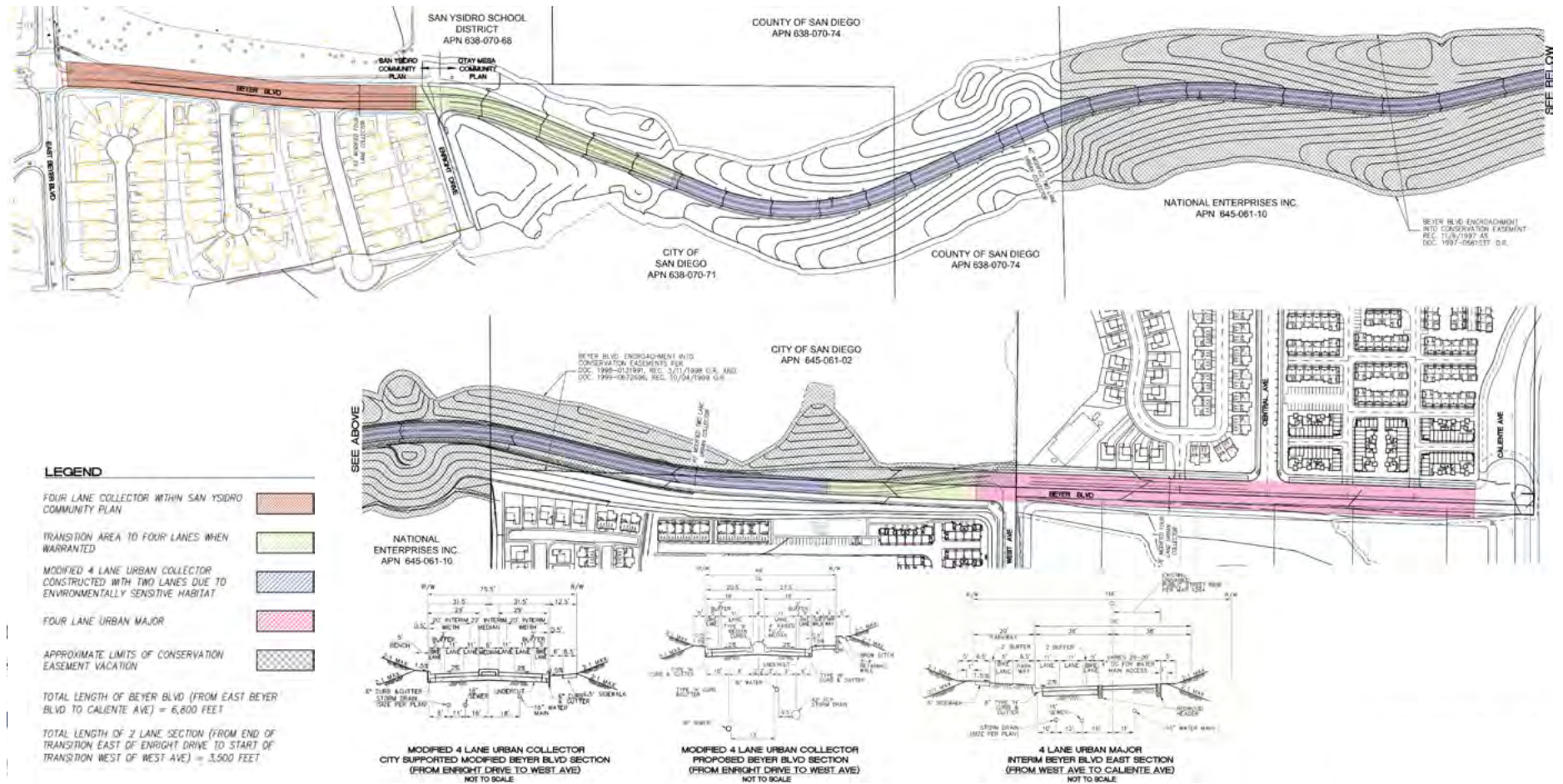


Source: RECON 2026 RECON 2024

Project-Level Grading Phasing

Figure 3-19

I:\PROJECTS\T\PointeHomes_01667\00030_SouthwestVillage_Map\LEIR\FEIR_SOU\Fig3-20_BeyerBvd.indd 01667.00030.001 03/31/26 -RK

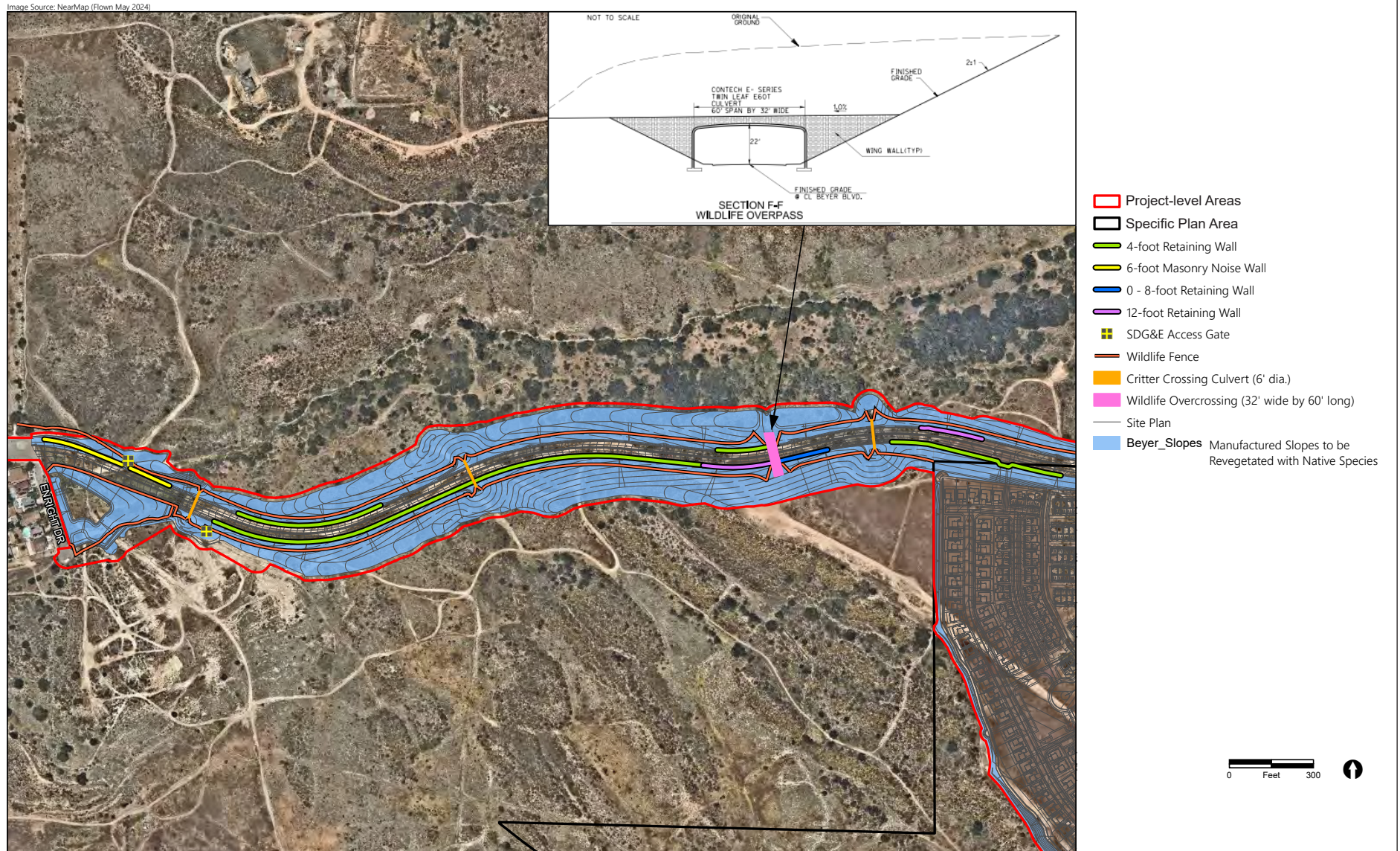


Source: LOS Engineering, Inc. 2026 CivilSense Inc 2023

Beyer Boulevard West and East

Figure 3-20

I:\PROJECTS\T\TriPointeHomes_01667\00030_SouthwestVillage\Map\LEIR\FEIR_SOU\Fig3-21_BeyerBvd_WildlifeCrossings.indd 01667.00030.001 03/27/26 -RK

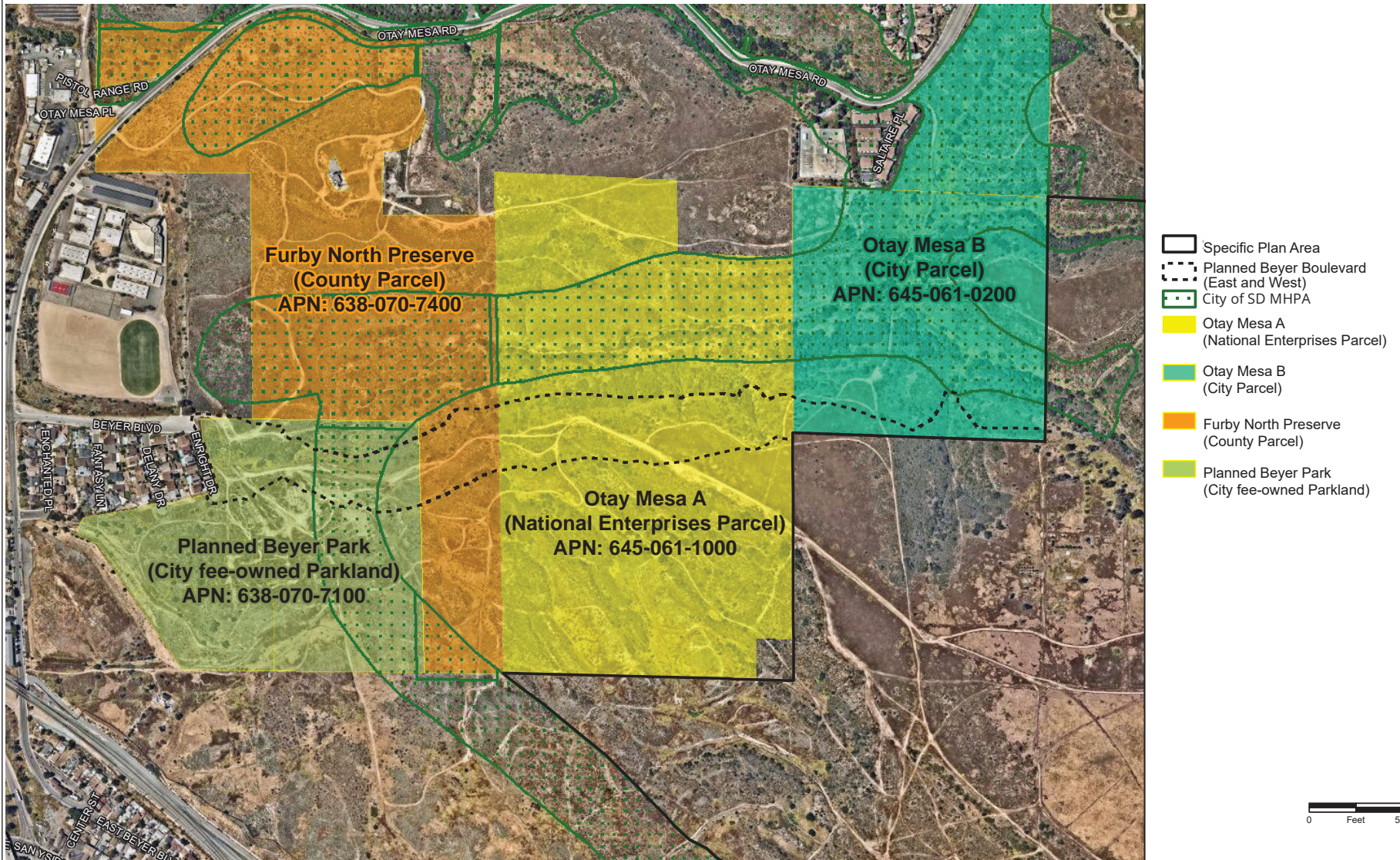


Source: RECON 2026 RECON 2025

Beyer Boulevard West Wildlife Crossings, Wildlife Fencing, Retaining Walls and Gates

Figure 3-21

I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\LR\FEIR_SOU\Fig3-22_BeyerBvd_ConservedParcels.indd 01667.00030.001 03/27/26 -RK

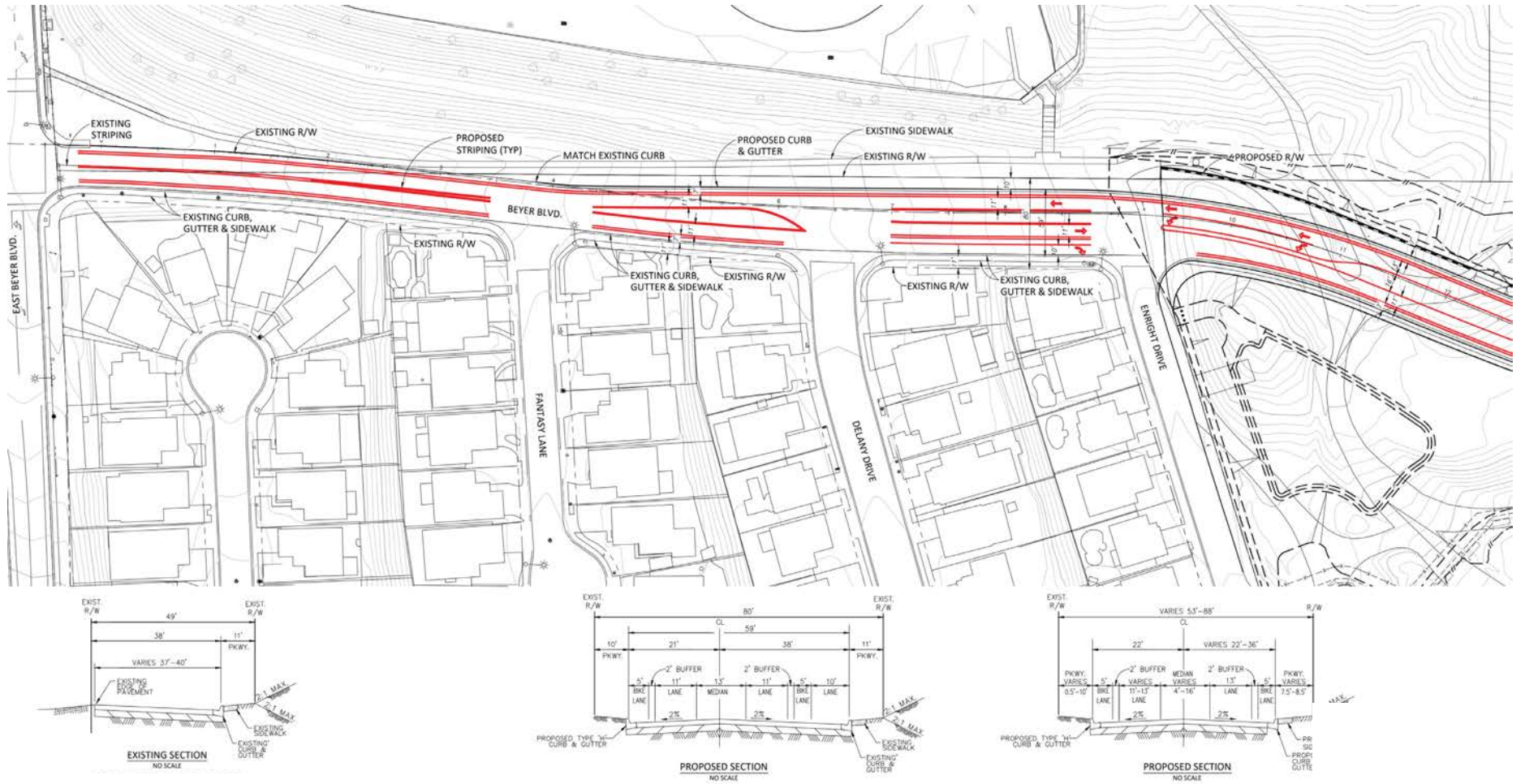


Source: RECON 2026 RECON 2023

Conserved Parcels in Relation to Beyer Boulevard West

Figure 3-22

I:\PROJECTS\1\TrifonteHomes_01667\00030_SouthwestVillage\Map\FEIR\FEIR_SOU\Fig3-23_BeyerBlvd_InterimCondition.indd 01667.00030.001 03/31/26-RK

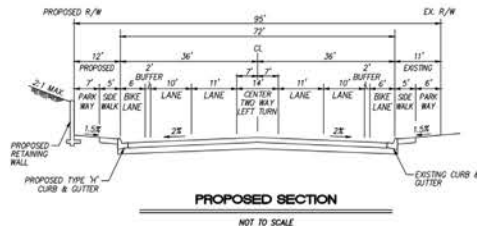
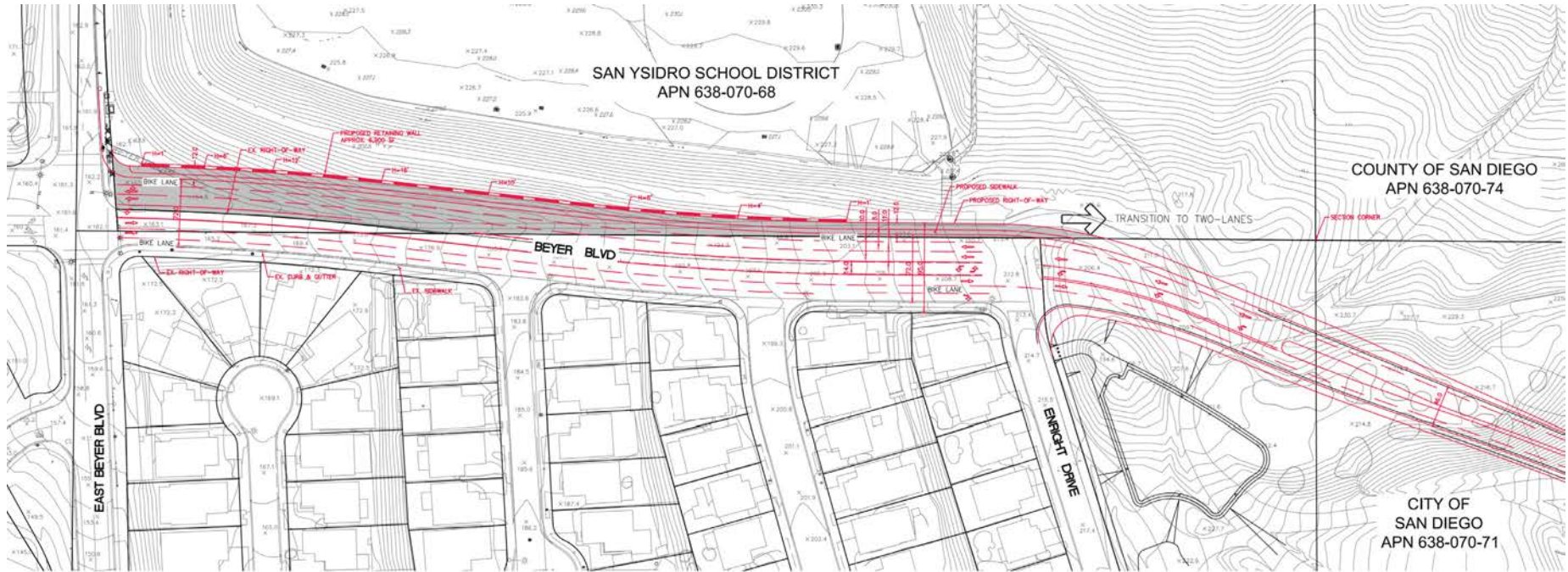


Source: LOS Engineering, Inc. 2026 Teppert Engineering 2023

Beyer Boulevard West between Enright Drive and East Beyer Boulevard - Interim Condition

Figure 3-23

I:\PROJECTS\T\TriPointeHomes_01667\00030_SouthwestVillage\Map\LR\FEIR_SOU\Fig3-24_BeyerBvd_UltimateCondition.indd 01667.00030.001 03/31/26 -RK






Source: RECON 2026 Civil Sense Inc 2023

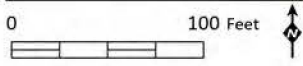
Beyer Boulevard West between Enright Drive and East Beyer Boulevard - Ultimate Condition

Figure 3-24

I:\PROJECTS\T1\TriPointeHomes_01667\00030_SouthwestVillage\Map\ER\Figures_Chp3_aprx\Fig3-25_SR905_CalienteAve_Ramp : 01667.00030.001: 1/15/2025 - RK



-  Project-level Areas
-  Road Widening
-  Specific Plan Area

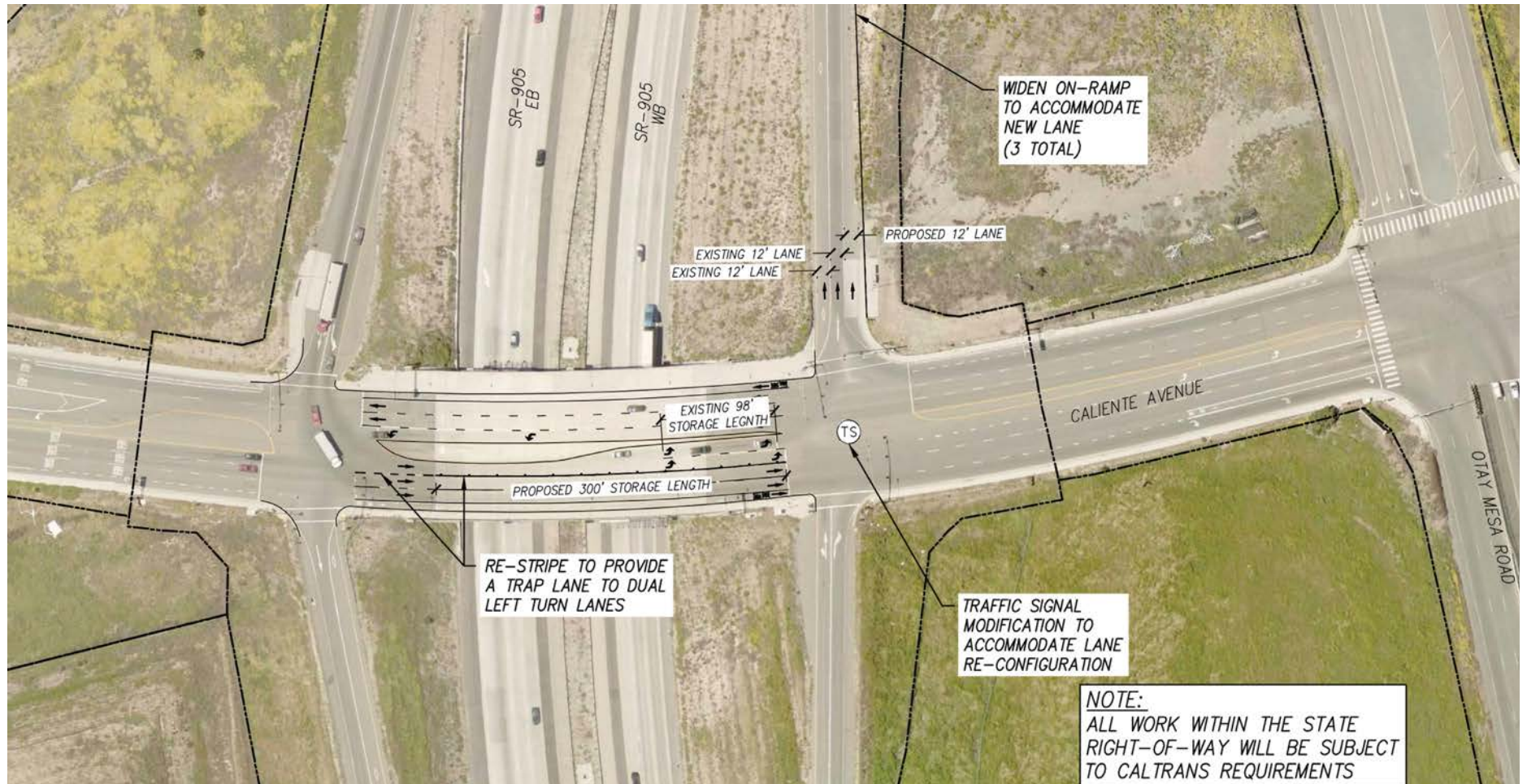


Source: Aerial (Nearmap, May 2024)

State Route 905 & Caliente Avenue Westbound On-Ramp

Figure 3-25

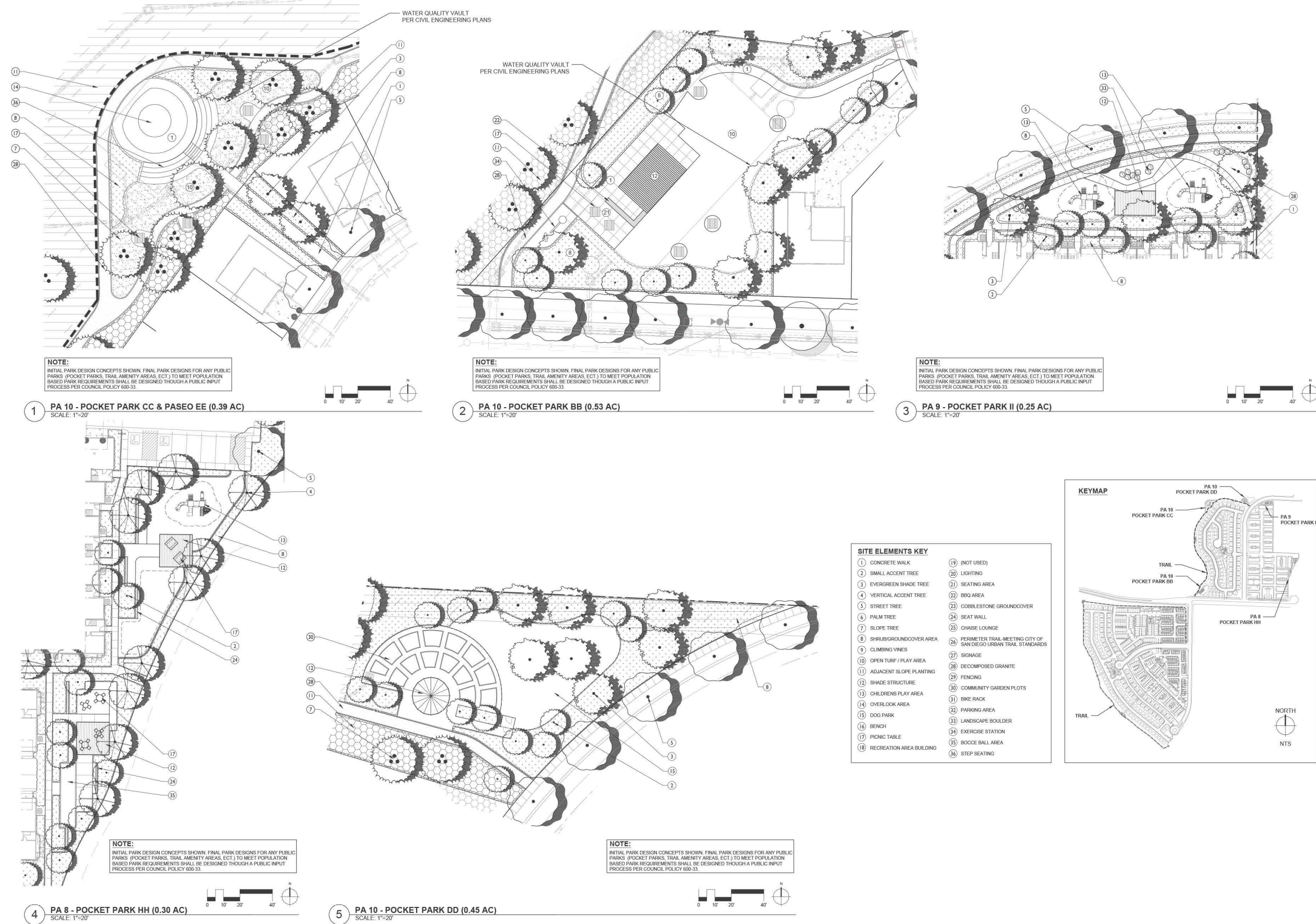
I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage_Map\LEIR\FEIR_SOU\Fig3-26_CalienteAve_BridgeImprovements.indd 01667.00030.001 03/31/26 -RK



Source: LOS Engineering, Inc. 2026 Civil Sense Inc 2023

Caliente Avenue SR-905 Bridge Restriping and Signal Improvements

Figure 3-26

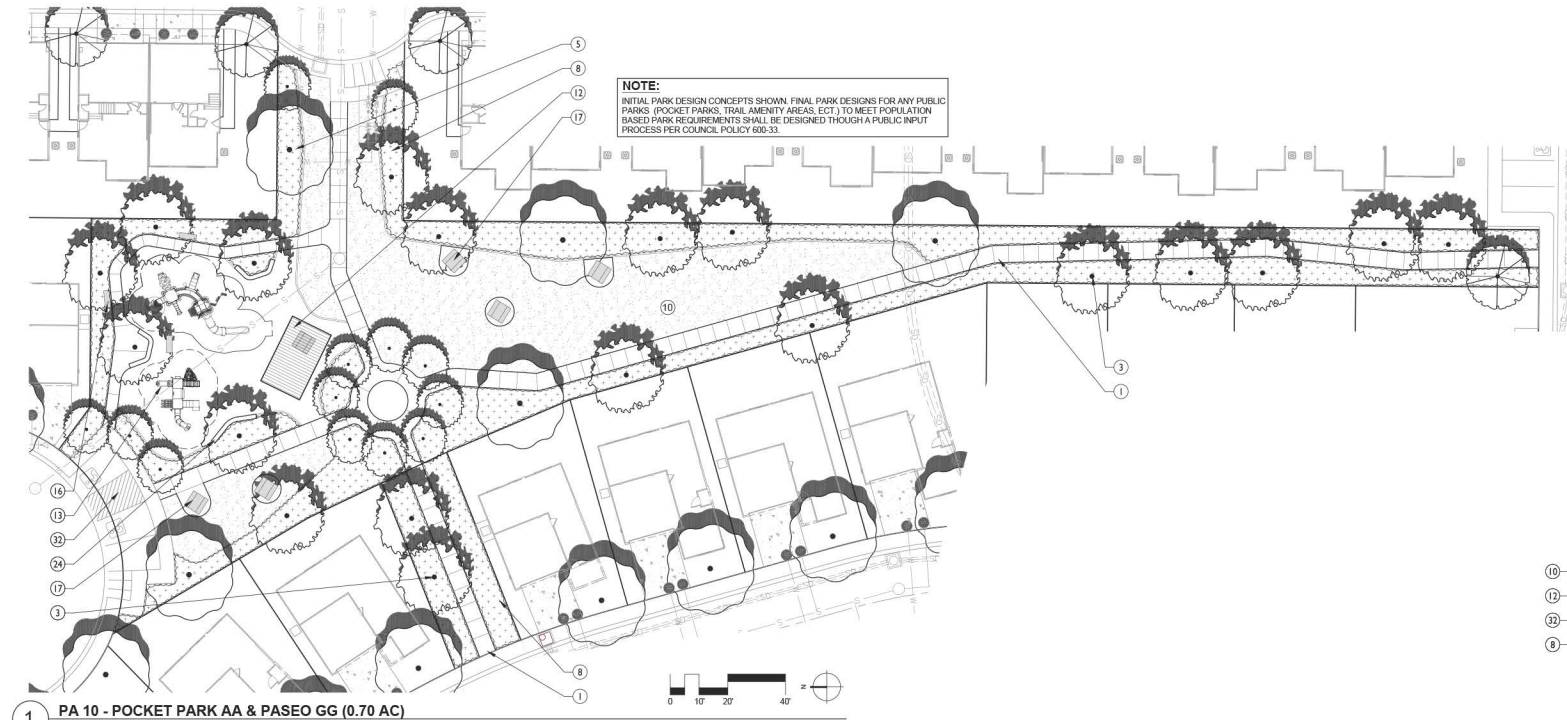


Source: Leppert Engineering 2026

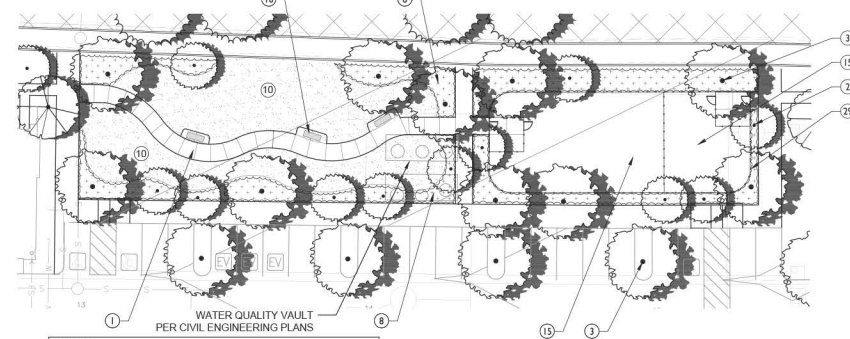
Planning Area 8, 9 and 10 Pocket Park Concept Design

Figure 3-27

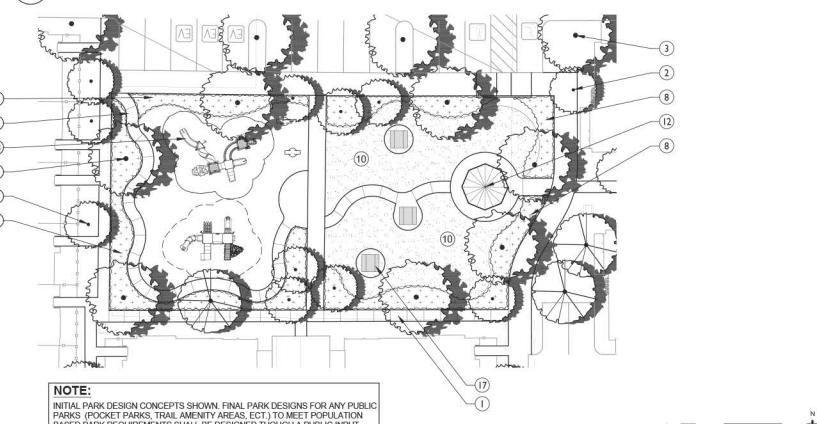
I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\ER\FEIR\SCUL\Fig3-27_PocketParkDesigns.indd 01667\00030.001 04/01/26 -RK



1 PA 10 - POCKET PARK AA & PASEO GG (0.70 AC)
SCALE: 1"=20'



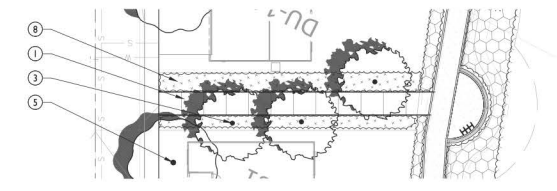
3 PA 11 - POCKET PARK MM (0.35 AC)
SCALE: 1"=20'



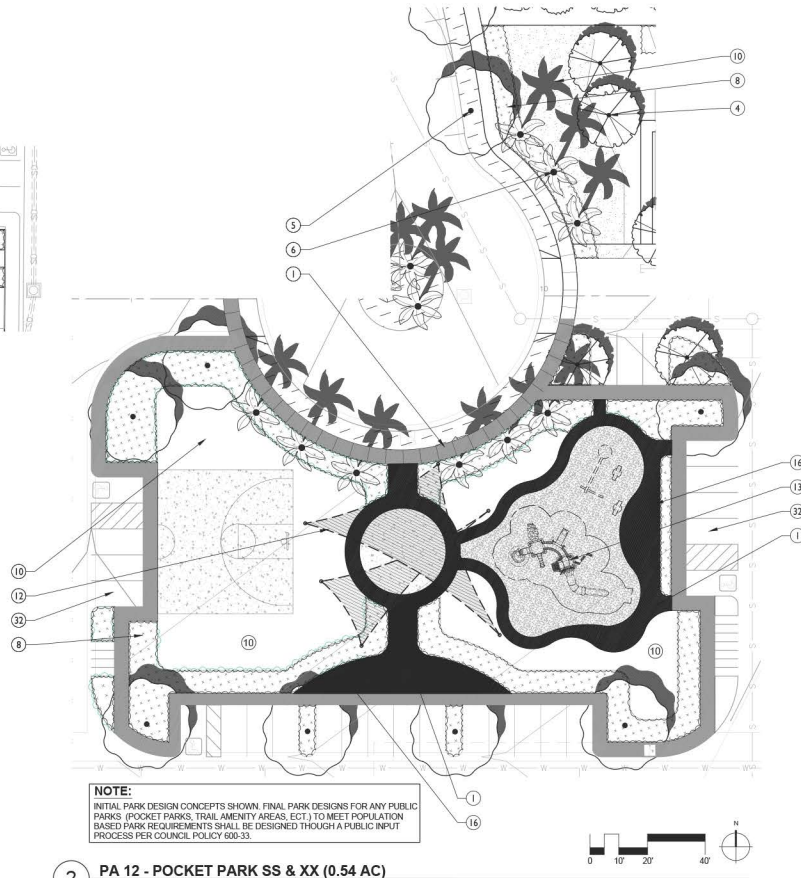
4 PA 11 - POCKET PARK OO (0.32 AC)
SCALE: 1"=20'



5 PA 10 - PASEO FF (0.05 AC)
SCALE: 1"=20'



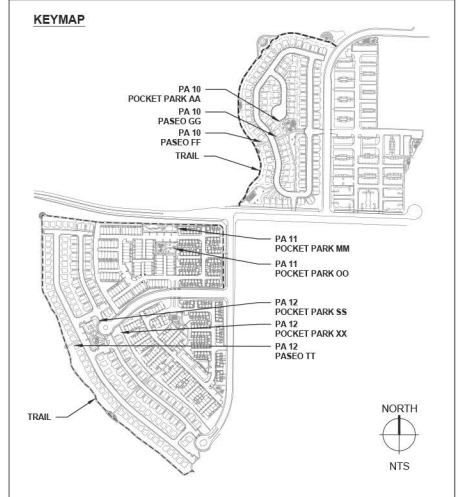
6 PA 12 - PASEO TT (0.04 AC)
SCALE: 1"=20'



2 PA 12 - POCKET PARK SS & XX (0.54 AC)
SCALE: 1"=20'

SITE ELEMENTS KEY

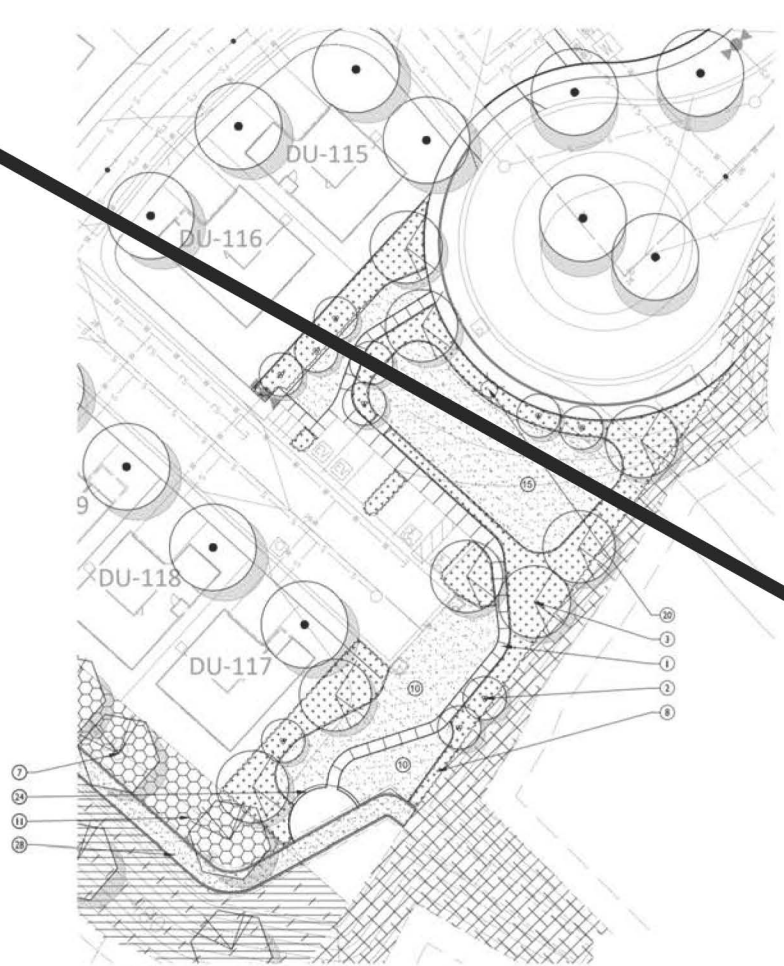
1 CONCRETE WALK	19 (NOT USED)
2 SMALL ACCENT TREE	20 LIGHTING
3 EVERGREEN SHADE TREE	21 SEATING AREA
4 VERTICAL ACCENT TREE	22 BBQ AREA
5 STREET TREE	23 COBBLESTONE GROUNDCOVER
6 PALM TREE	24 SEAT WALL
7 SLOPE TREE	25 CHASE LOUNGE
8 SHRUB/GROUNDCOVER AREA	26 PERIMETER TRAIL MEETING CITY OF SAN DIEGO URBAN TRAIL STANDARDS
9 CLIMBING VINES	27 SIGNAGE
10 OPEN TURF / PLAY AREA	28 DECOMPOSED GRANITE
11 ADJACENT SLOPE PLANTING	29 FENCING
12 SHADE STRUCTURE	30 COMMUNITY GARDEN PLOTS
13 CHILDRENS PLAY AREA	31 BIKE RACK
14 OVERLOOK AREA	32 PARKING AREA
15 DOG PARK	33 LANDSCAPE BOULDER
16 BENCH	34 EXERCISE STATION
17 PICNIC TABLE	35 BOCCE BALL AREA
18 RECREATION AREA BUILDING	36 STEP SEATING



I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\ER\FEIR_COUL\Fig3-28_Paseos_PocketParkDesigns.indd 01667.00030.001 04/01/26 -RK

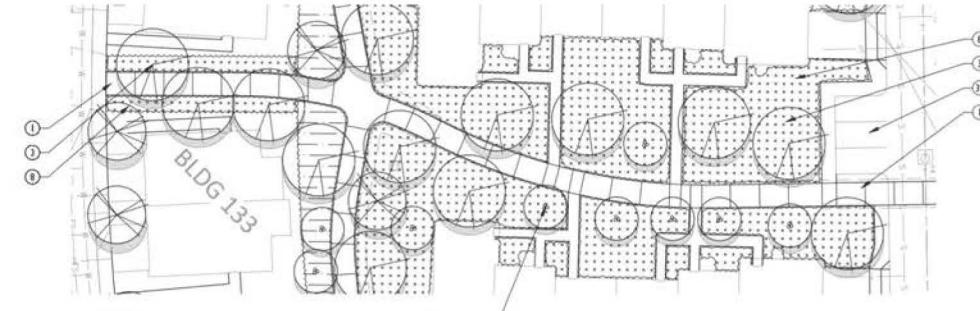
Planning Area 10, 11, and 12 Paseos and Pocket Park Concept Designs

Figure 3-28



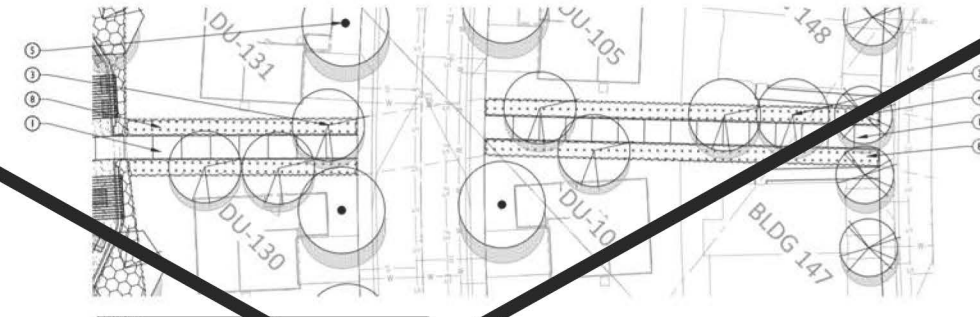
NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

1 PA 14 - POCKET PARK YY (0.32 AC)
SCALE: 1"=20'



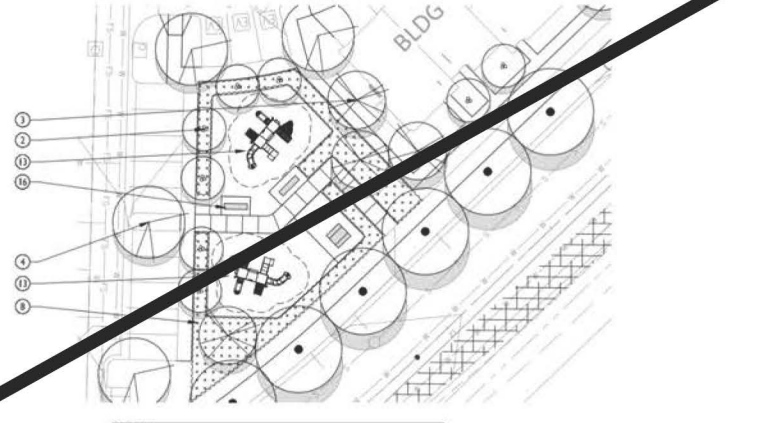
NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

2 PA 13 - PASEO QQ & WW (0.22 AC)
SCALE: 1"=20'



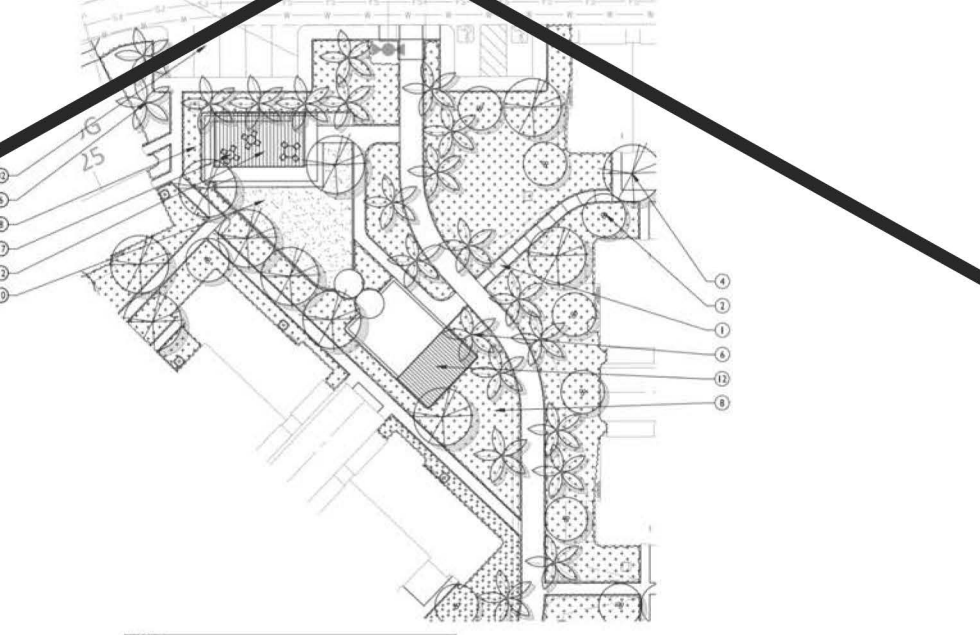
NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

3 PA 14 - PASEO UU & V V (0.01 AC)
SCALE: 1"=20'



NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

5 PA 13 POCKET PARK RR (0.12 AC)
SCALE: 1"=20'

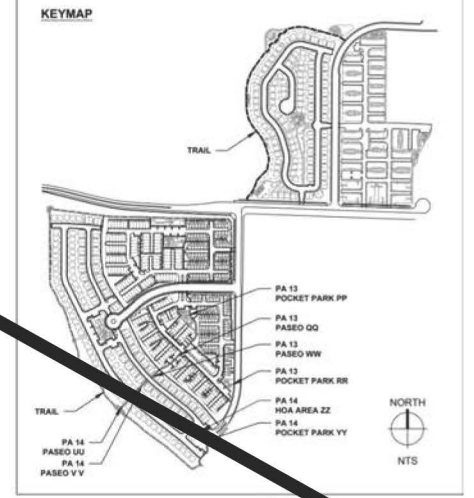


NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

4 PA 13 - POCKET PARK PP (0.19 AC)
SCALE: 1"=20'

SITE ELEMENTS KEY

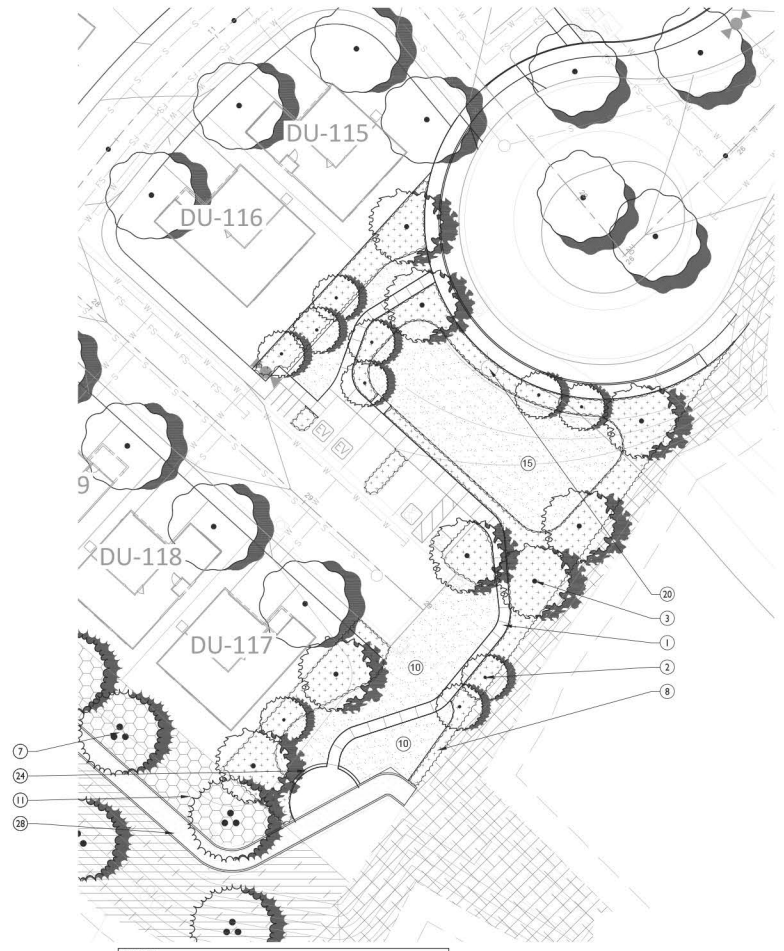
1 CONCRETE WALK	19 (NOT USED)
2 SMALL ACCENT TREE	20 LIGHTING
3 EVERGREEN SHADE TREE	21 SEATING AREA
4 VERTICAL ACCENT TREE	22 BBQ AREA
5 STREET TREE	23 COBBLESTONE GROUNDCOVER
6 PALM TREE	24 SEAT WALL
7 SLOPE TREE	25 CHAIRS LOUNGE
8 SHRUB/GROUNDCOVER AREA	26 PERIMETER TRAIL-MEETING CITY OF SAN DIEGO URBAN TRAIL STANDARDS
9 CLIMBING VINES	27 SIGNAGE
10 OPEN TURF / PLAY AREA	28 DECOMPOSED GRANITE
11 ADJACENT SLOPE PLANTING	29 FENCING
12 SHADE STRUCTURE	30 COMMUNITY GARDEN PLOTS
13 CHILDRENS PLAY AREA	31 BIKE RACK
14 OVERLOOK AREA	32 PARKING AREA
15 DOG PARK	33 LANDSCAPE BOULDER
16 BENCH	34 EXERCISE STATION
17 PICNIC TABLE	35 ROCCO BALL AREA
18 RECREATION AREA BUILDING	36 STEP SEATING



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Planning Area 13 and 14 Paseos and Pocket Park Concept Designs

Figure 3-29



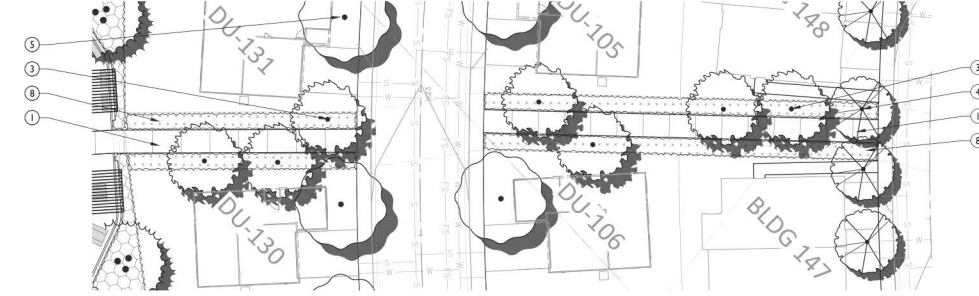
NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

1 PA 14 - POCKET PARK YY (0.27 AC)
SCALE: 1"=20'



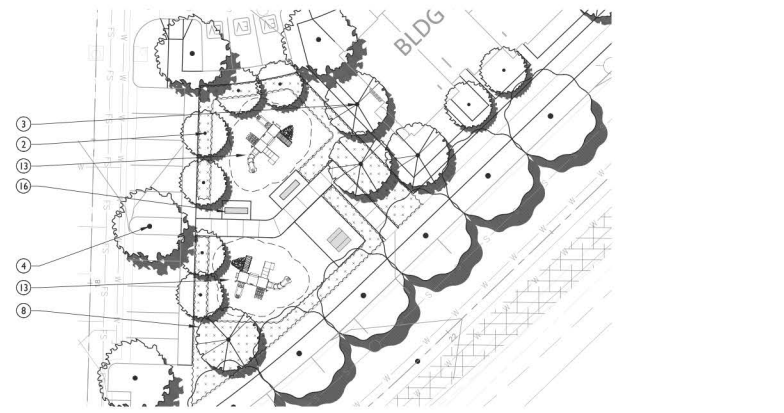
NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

2 PA 13 - PASEO QQ & WW (0.19 AC)
SCALE: 1"=20'



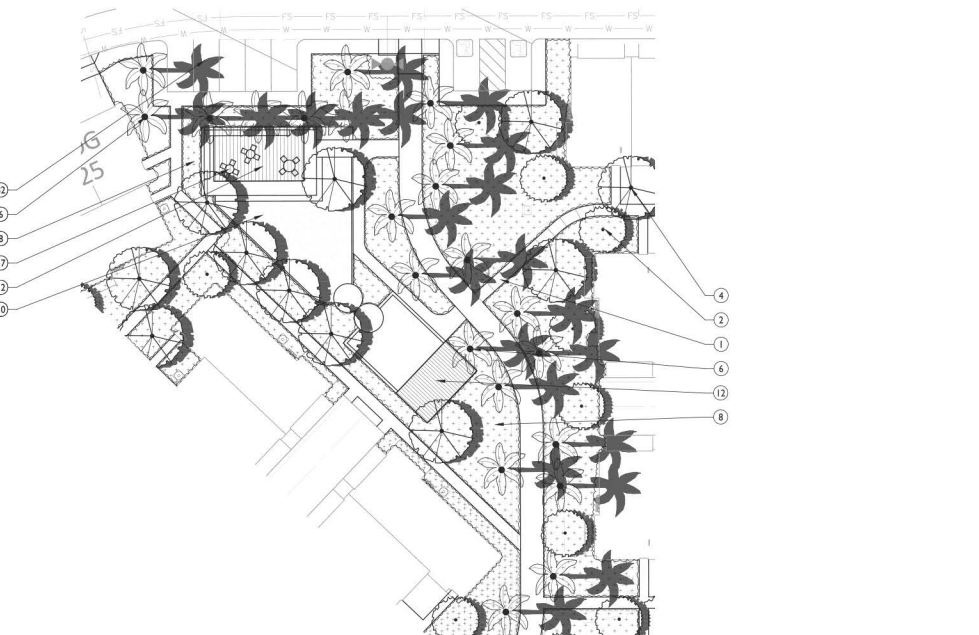
NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

3 PA 14 - PASEO UU & V V (0.10 AC)
SCALE: 1"=20'



NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

5 PA 13 POCKET PARK RR (0.12 AC)
SCALE: 1"=20'

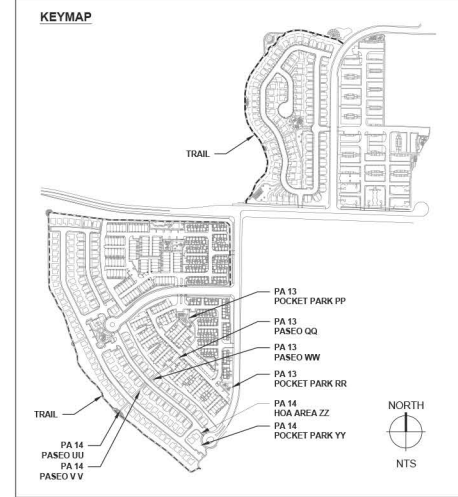


NOTE:
INITIAL PARK DESIGN CONCEPTS SHOWN. FINAL PARK DESIGNS FOR ANY PUBLIC PARKS (POCKET PARKS, TRAIL AMENITY AREAS, ECT.) TO MEET POPULATION BASED PARK REQUIREMENTS SHALL BE DESIGNED THROUGH A PUBLIC INPUT PROCESS PER COUNCIL POLICY 600-33.

4 PA 13 - POCKET PARK PP (0.19 AC)
SCALE: 1"=20'

SITE ELEMENTS KEY

1 CONCRETE WALK	19 (NOT USED)
2 SMALL ACCENT TREE	20 LIGHTING
3 EVERGREEN SHADE TREE	21 SEATING AREA
4 VERTICAL ACCENT TREE	22 BBQ AREA
5 STREET TREE	23 COBBLESTONE GROUNDCOVER
6 PALM TREE	24 SEAT WALL
7 SLOPE TREE	25 CHAISE LOUNGE
8 SHRUB/GROUNDCOVER AREA	26 PERIMETER TRAIL-MEETING CITY OF SAN DIEGO URBAN TRAIL STANDARDS
9 CLIMBING VINES	27 SIGNAGE
10 OPEN TURF / PLAY AREA	28 DECOMPOSED GRANITE
11 ADJACENT SLOPE PLANTING	29 FENCING
12 SHADE STRUCTURE	30 COMMUNITY GARDEN PLOTS
13 CHILDRENS PLAY AREA	31 BIKE RACK
14 OVERLOOK AREA	32 PARKING AREA
15 DOG PARK	33 LANDSCAPE BOULDER
16 BENCH	34 EXERCISE STATION
17 PICNIC TABLE	35 BOCCIE BALL AREA
18 RECREATION AREA BUILDING	36 STEP SEATING



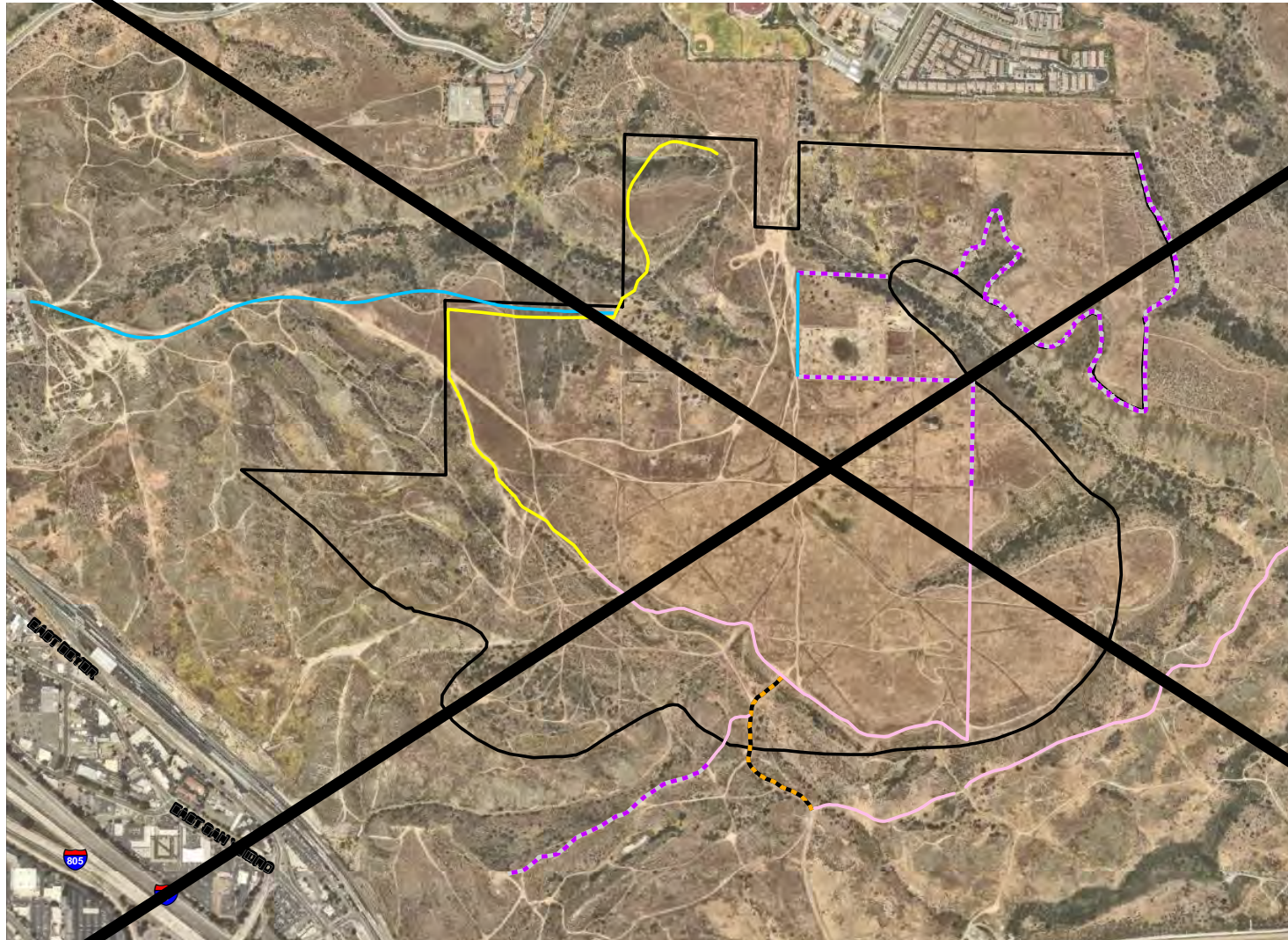
I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\ER\FEIR_SOU\Fig3-29_Paseos_PocketParkDesigns.indd 01667\00030.001 04/01/26 -RK

Source: Leppert Engineering 2026

Planning Area 13 and 14 Paseos and Pocket Park Concept Designs

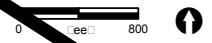
Figure 3-29

\\PROJECTS\T\TriPointeHomes_01667\00030_SouthwestVillage\Map\EIR\Fig3-30_TrailsNetworkPhasing.indd 01667.00030.001 09/13/24 -RK



- Specific Plan Area
- Proposed Trails (Project level)**
- Trail Network Phasing**
- Phase 1 Perimeter Trail
- Phase 2 Perimeter and Primitive Trail
- - - Phases 3-7 Program Level Existing Utility Road Conceptual Trail Alignments*
- - - Phases 3-7 Program Level Existing Utility Road Conceptual Trail Alignments*
- Proposed Trails (Program level)**
- - - Phases 3-7 Program Level Conceptual Perimeter and Primitive Trail Alignments*

* Conceptual trail alignments require further evaluation and study to identify final alignment. The identification of conceptual trail alignments on this graphic does authorize public use of trails.

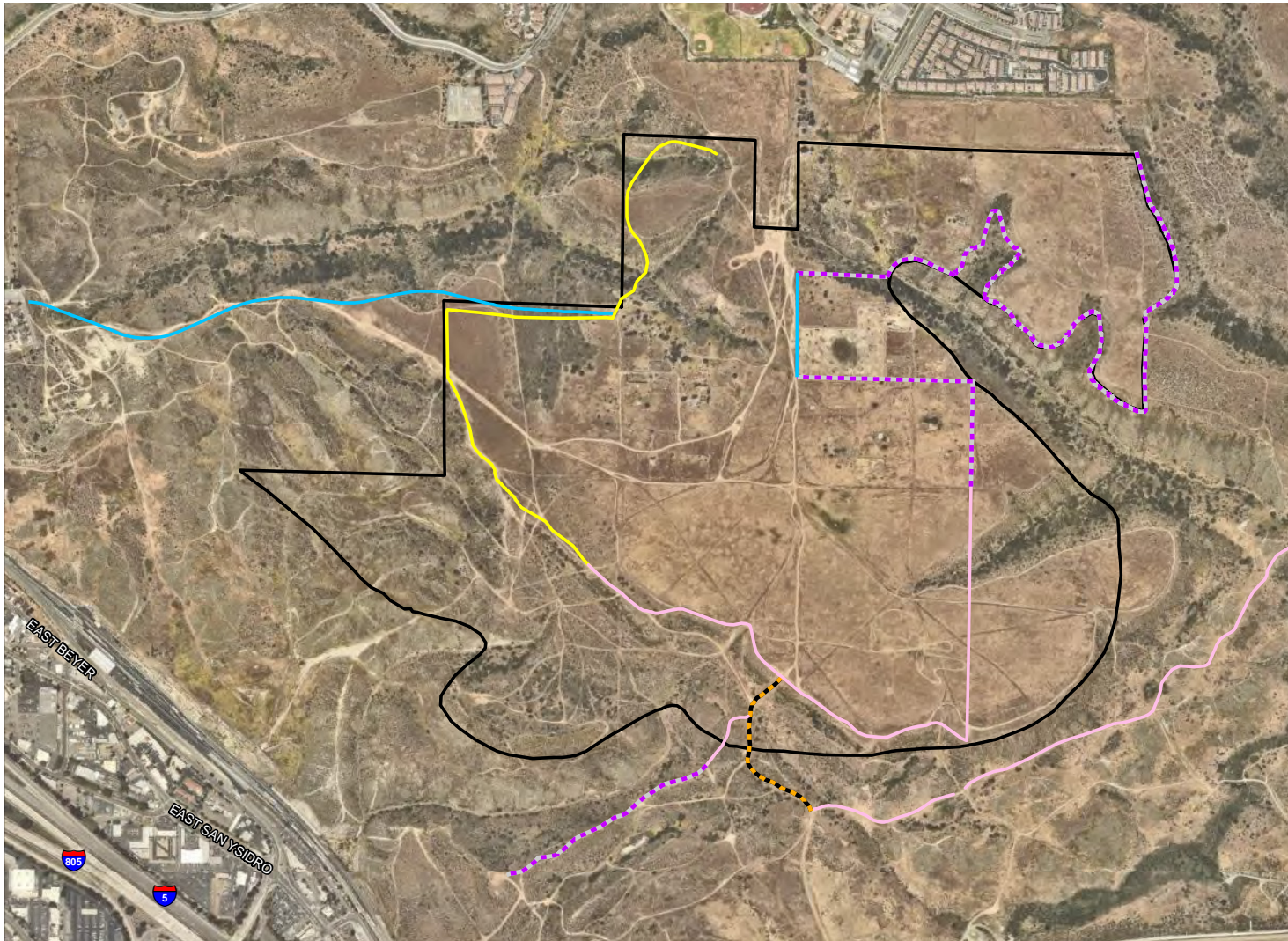


Source: RECON 2024

Trails Network Phasing

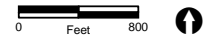
Figure 3-30

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- Specific Plan Area
- Trail Network Phasing**
- Phase 1 Trail
- Phase 2 Trail
- - - Phases 3-7 Program Level Conceptual Trail Alignments*
- Public Sidewalk
- - - Existing Utility Road

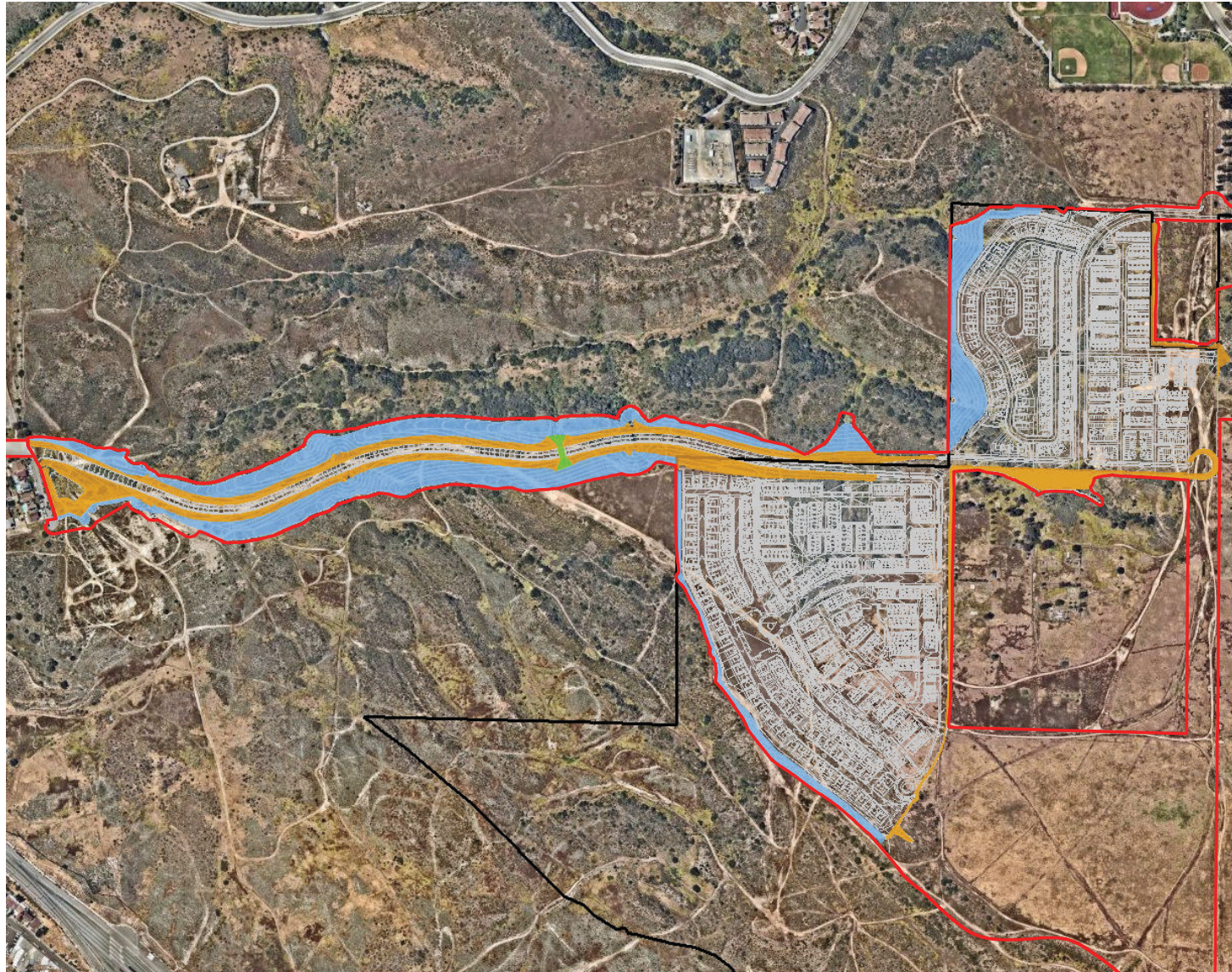
* Conceptual trail alignments require further evaluation and study to identify final alignment. The identification of conceptual trail alignments on this graphic does authorize public use of trails.




Source: RECON 2026

Trails Network Phasing
Figure 3-30

I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\EIR\FEIR_SOU\L\Fig3-32_SlopeRevegetation.indd 01667.00030.001 03/27/26 -RK



-  Project-level Areas
-  Specific Plan Area
-  VTM and Beyer Boulevard West – Phase 2
- Revegetation Planting Palette***
-  Exterior Manufactured Slopes
-  MHPA Adjacent Land and Brush Management Zone 2
-  Wildlife Overcrossing

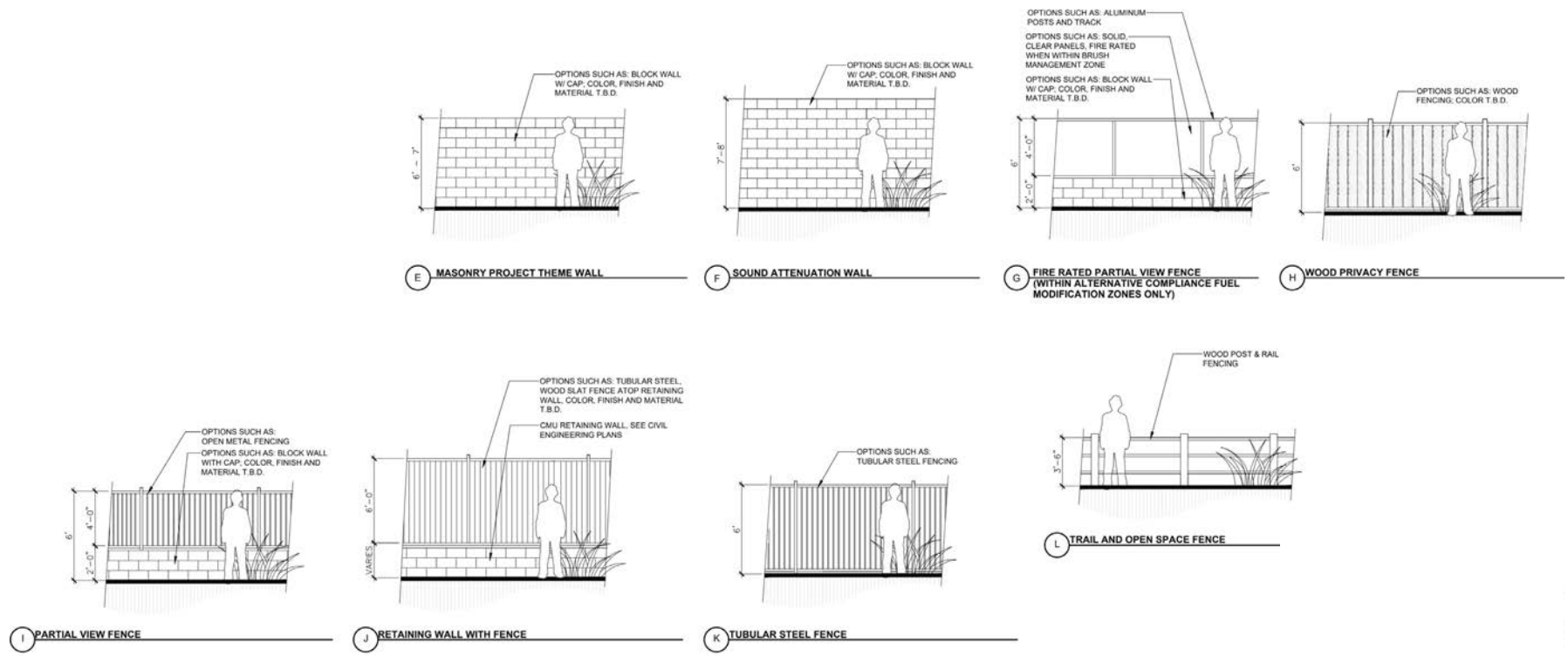
*Refer to the project landscape plan for planting details for each plant palette



Source: RECON 2026 RECON 2023

Slope Revegetation Areas
Figure 3-32

I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\LR\FEIR_SOU\Fig3-33_Wall_Fence_Types.indd 01667.00030.001 09/13/24 -RK



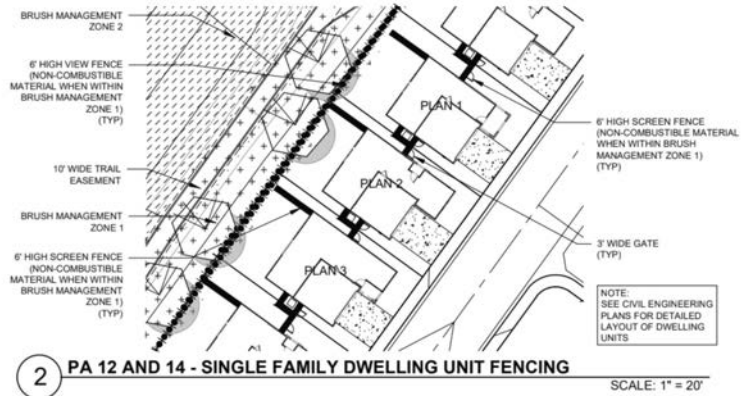
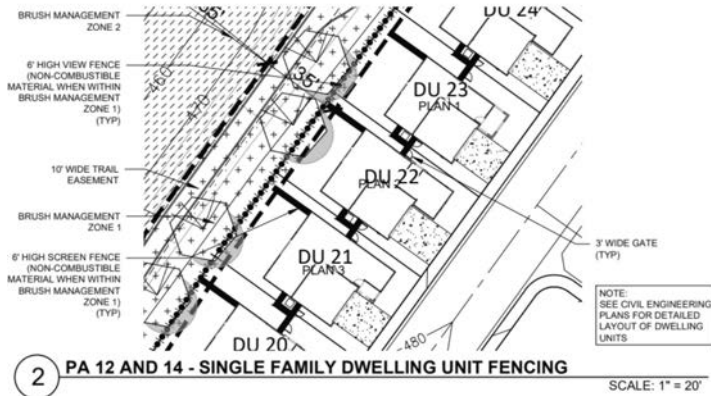
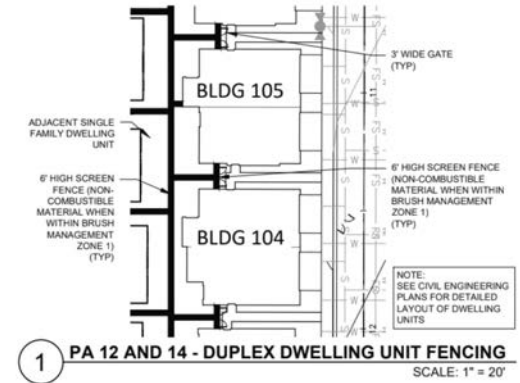
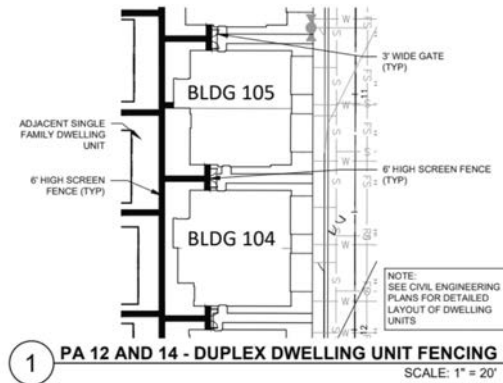
Source: Leppert Engineering 2026 Rick Engineering 2023

Wall and Fence Types

Figure 3-33

FENCE AND WALL LEGEND		
SYMBOL	DESCRIPTION	DETAIL
●●●●●●●●	TUBULAR STEEL VIEW FENCE	K, SHEET 40
○●○●○●○●○●○	TUBULAR STEEL VIEW FENCE ON RETAINING WALL	J, SHEET 40
▬▬▬▬▬▬▬▬	PARTIAL VIEW FENCE (FIRE RATED)	G, SHEET 40
▬▬▬▬▬▬▬▬	PRIVACY FENCE	H, SHEET 40
▬▬▬▬▬▬▬▬	PRIVACY FENCE ON RETAINING WALL	J, SHEET 40
▬▬▬▬▬▬▬▬	RETAINING WALLS PER CIVIL ENGINEER PLANS	SEE CIVIL PLANS

FENCE AND WALL LEGEND		
SYMBOL	DESCRIPTION	DETAIL
●●●●●●●●	TUBULAR STEEL VIEW FENCE	K, SHEET 40
○●○●○●○●○●○	TUBULAR STEEL VIEW FENCE ON RETAINING WALL	J, SHEET 40
▬▬▬▬▬▬▬▬	PARTIAL VIEW FENCE (FIRE RATED)	G, SHEET 40
▬▬▬▬▬▬▬▬	PRIVACY FENCE	H, SHEET 40
▬▬▬▬▬▬▬▬	PRIVACY FENCE ON RETAINING WALL	J, SHEET 40
▬▬▬▬▬▬▬▬	RETAINING WALLS PER CIVIL ENGINEER PLANS	SEE CIVIL PLANS



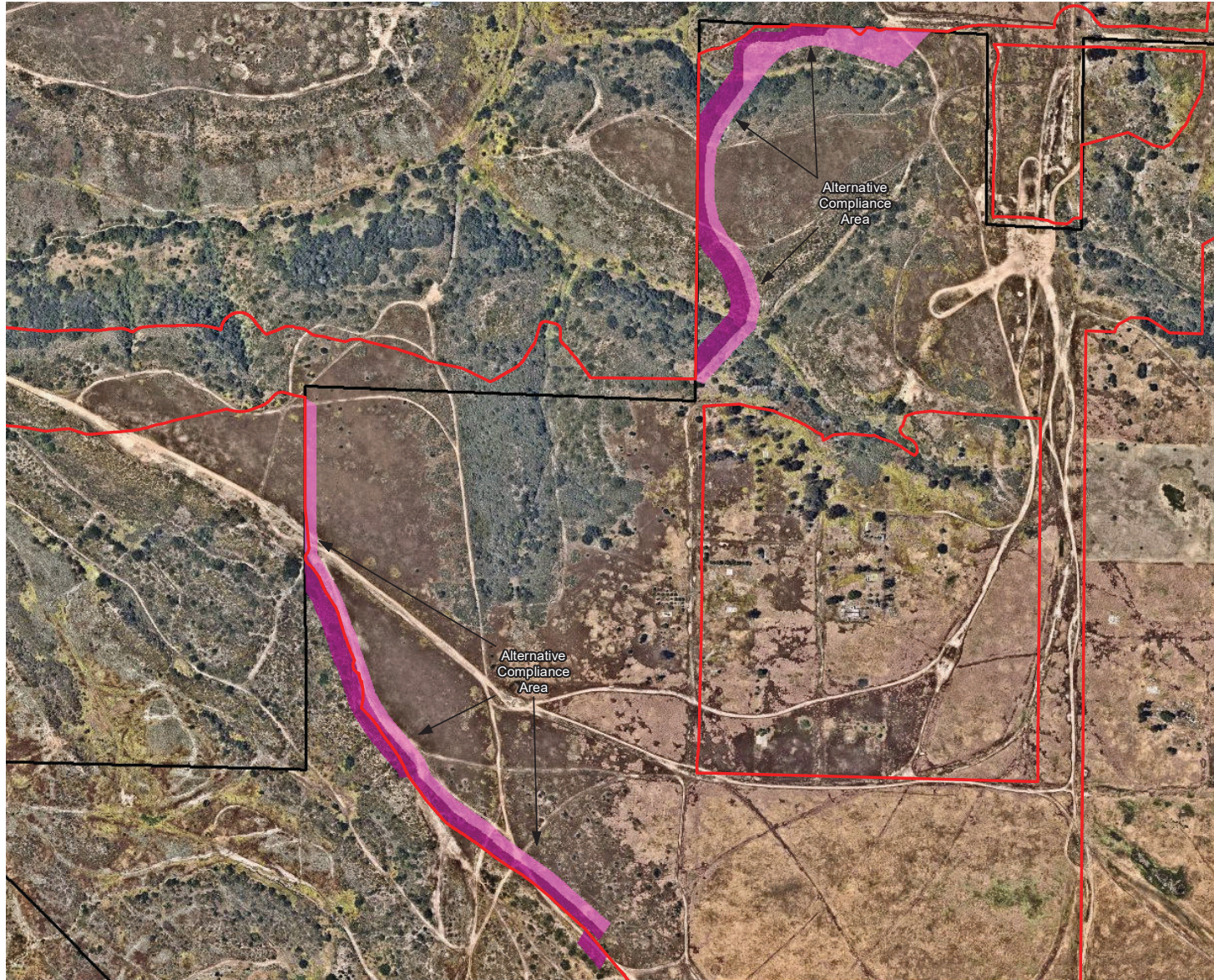
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Source: Leppert Engineering 2026 Rick Engineering 2023

Wall and Fence Legend

Figure 3-34

I:\PROJECTS\TriPointeHomes_01667\00030_SouthwestVillage\Map\EIR\FEIR_SOUL\Fig3-35_Phase1_BMZ.indd 01667.00030.001 03/27/26 -RK



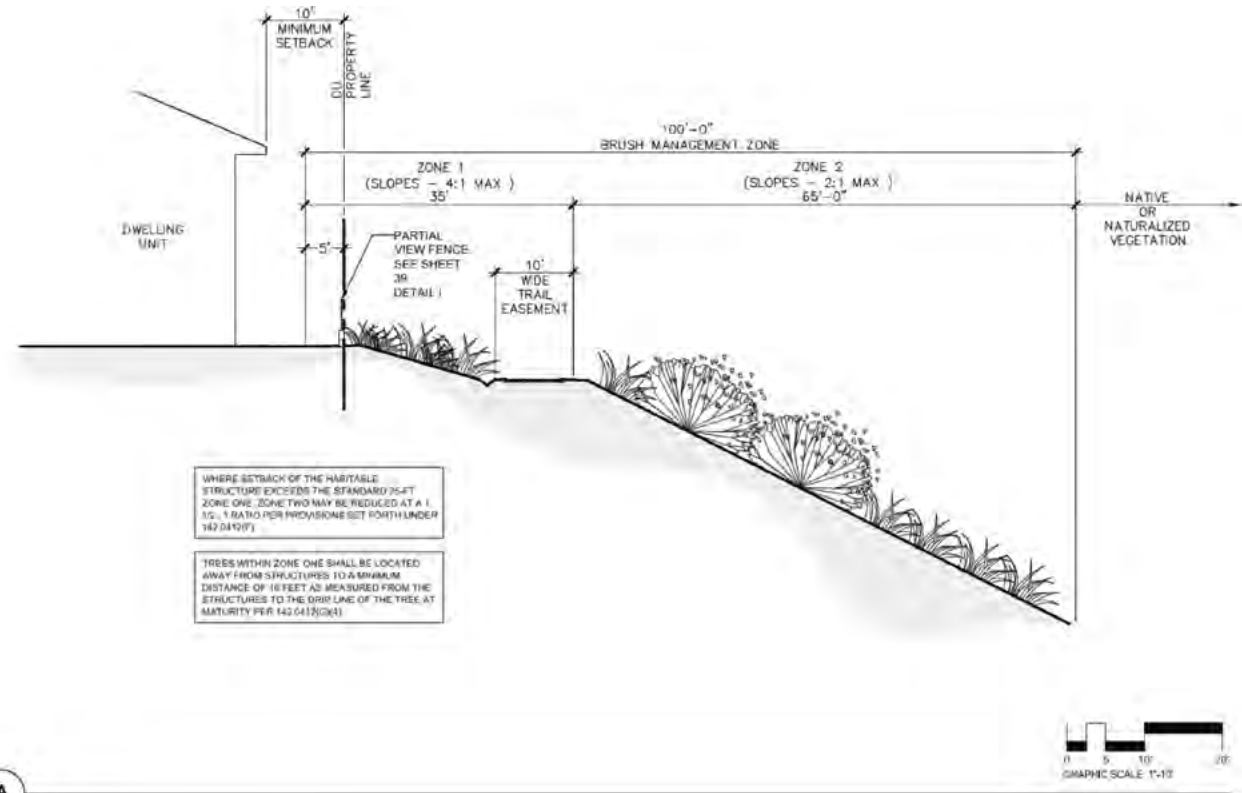
- Project-level Areas
- Specific Plan Area
- Brush Management Zone 1
- Brush Management Zone 2



Source: RECON 2026 RECON 2023

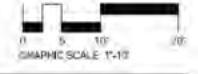
Phase 1 Brush Management

Figure 3-35



WHERE SETBACK OF THE HABITABLE STRUCTURE EXCEEDS THE STANDARD 35-FT ZONE ONE, ZONE TWO MAY BE REDUCED AT A 1/2, 1 RATIO PER PROVISIONS SET FORTH UNDER 142.0412(F).

TREES WITHIN ZONE ONE SHALL BE LOCATED AWAY FROM STRUCTURES TO A MINIMUM DISTANCE OF 10 FEET AS MEASURED FROM THE STRUCTURES TO THE DIRT LINE OF THE TREE AT MATURITY PER 142.0411(G)(4).



A

BRUSH MANAGEMENT ZONE WIDTH TABLE

PROPOSED BRUSH MANAGEMENT ZONES WITHIN THE VTM AREA:

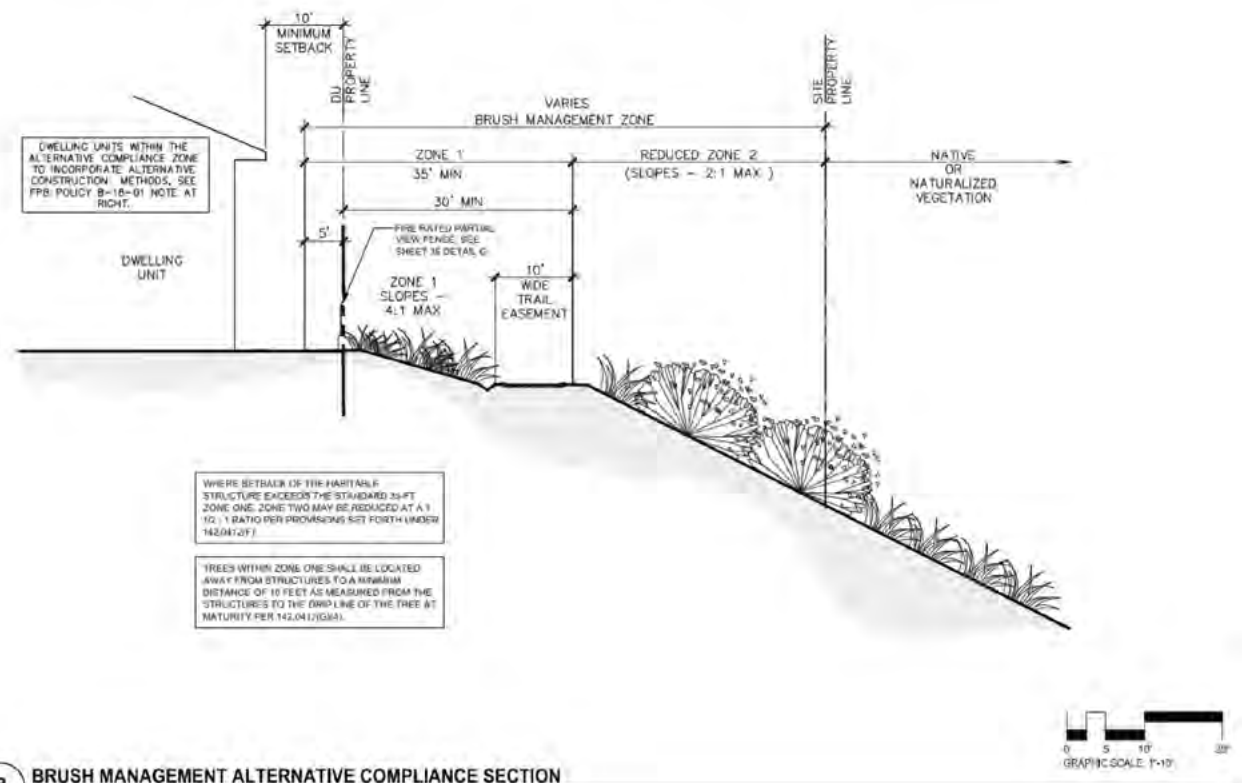
PLANNING AREA	ZONE 1	ZONE 2
PA-10 / DU 13-19, 27-29 and 52-54	35' MIN	65'
PA-12	35' MIN	65'
PA-14	35' MIN	65'

BRUSH MANAGEMENT ALTERNATIVE COMPLIANCE ZONE WIDTH TABLE

PROPOSED ALTERNATIVE COMPLIANCE BRUSH MANAGEMENT ZONES WITHIN THE VTM AREA:

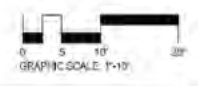
PLANNING AREA / DU NUMBER	ZONE 1	ZONE 2
PA-10 / DU 13-19, 27-29 and 52-54	+35'	VARIES
PA-12 / DU 63 and 90-98	+35'	VARIES
PA-14 / DU 124-133	+35'	VARIES

DWELLING UNITS LOCATED WITHIN THE ALTERNATIVE COMPLIANCE BRUSH MANAGEMENT ZONE MUST COMPLY WITH THE CITY OF SAN DIEGO FFB POLICY B-18-01, 'MITIGATION FOR REDUCED BRUSH MANAGEMENT ZONES', CFG CH.49, CBC CH.7A, CRC SECTION R337, SOMC 142.0412, DATED: 04/09/2018



WHERE SETBACK OF THE HABITABLE STRUCTURE EXCEEDS THE STANDARD 35-FT ZONE ONE, ZONE TWO MAY BE REDUCED AT A 1/2, 1 RATIO PER PROVISIONS SET FORTH UNDER 142.0412(F).

TREES WITHIN ZONE ONE SHALL BE LOCATED AWAY FROM STRUCTURES TO A MINIMUM DISTANCE OF 10 FEET AS MEASURED FROM THE STRUCTURES TO THE DIRT LINE OF THE TREE AT MATURITY PER 142.0411(G)(4).



B

BRUSH MANAGEMENT ALTERNATIVE COMPLIANCE SECTION
SCALE: 1"=10'

I:\PROJECTS\T\PointeHomes_01667\00030_SouthwestVillage\Map\ER\FEIR_SOU\1\Fig 3-36_BMZ_Xsecs.mxd 01667.00030.001 03/01/26 -RK

I:\PROJECTS\T\PointeHomes_01667\00030_SouthwestVillage\Map\ER\FEIR_SOU\Fig3-37_BMZ_PA10.mxd 01667\00030\001_04\01\26 -RK



DWELLING UNITS 13-19, 27-29, and 52-54 REQUIRE ALTERNATIVE COMPLIANCE MEASURES IN-LIEU OF PROVIDING FULL BRUSH MANAGEMENT ZONES.

FUEL MODIFICATION ZONES		
SYMBOL	DESCRIPTION	NOTES
[Symbol: Dotted pattern]	FUEL MODIFICATION ZONE 1	SEE PLANT PALETTE, SHEET 36 SEE NOTES, SHEET 39
[Symbol: Horizontal lines]	FUEL MODIFICATION ZONE 2	SEE PLANT PALETTE, SHEET 36 SEE NOTES, SHEET 39
[Symbol: Diagonal lines]	ALTERNATIVE COMPLIANCE DWELLING UNITS	SEE NOTES SHEET 36

FOR BRUSH MANAGEMENT NOTES AND DETAILS, SEE SHEET 39
FOR PLANT PALETTES AND NOTES, SEE SHEET 36

ARCHITECTURAL ENHANCEMENTS FOR ALTERNATIVE COMPLIANCE

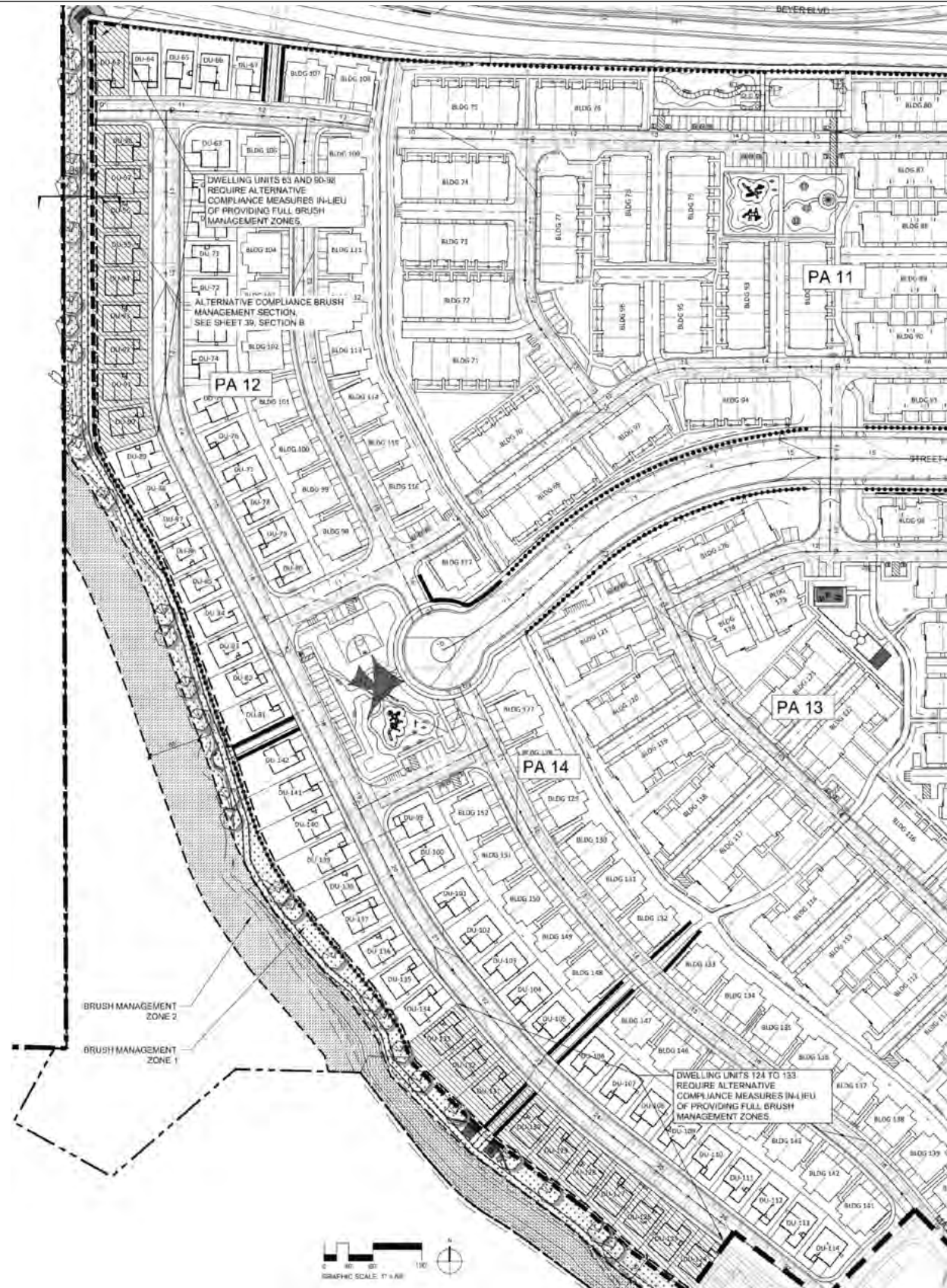
- ALL DECKS IN BRUSH MANAGEMENT ZONE 1 SHALL BE CONSTRUCTED WITH A MINIMUM FIRE RATING OF ONE HOUR OR MORE OR OF NON-COMBUSTIBLE MATERIAL.
- ALL STRUCTURES AND WALLS SHALL COMPLY WITH THE ARCHITECTURAL FEATURES IDENTIFIED UNDER ALTERNATIVE COMPLIANCE 142.0412 AND THESE FEATURES SHALL BE NOTED ON ALL BUILDING PLANS.
- POTENTIAL ALTERNATIVE COMPLIANCE MEASURES MAY INCLUDE FIRE RATED SITE WALLS AND UPGRADED WINDOWS AS AUTHORIZED BY THE FIRE CHIEF.
- BRUSH MANAGEMENT ZONES FOR THIS PROJECT ARE BASED ON A STANDARD 35-FT. ZONE ONE WITH 65-FT. ZONE TWO. FINAL CONFIGURATION OF BRUSH MANAGEMENT ZONES SHALL BE ESTABLISHED IN CONJUNCTION WITH FINAL LAYOUT OF RESIDENTIAL STRUCTURES. EXERCISING ZONE REDUCTION PROVISIONS SET FORTH UNDER 142.0412(F) WHERE COMPOSITE BRUSH MANAGEMENT ZONE(S) ARE LESS THAN STANDARD MINIMUMS, ALTERNATIVE COMPLIANCE MEASURES SHALL BE IMPLEMENTED PER 142.0412(I) THROUGH (J) TO INCLUDE UPGRADED OPENINGS WITH DUAL-GLAZED, DUAL-TEMPERED PANES ALONG BRUSH SIDE OF STRUCTURES PLUS A 10-FT PERPENDICULAR RETURN ALONG ADJACENT WALL FACES. TYP.

Source: Leppert Engineering 2026 Rick Engineering 2023

Brush Management Adjacent to Planning Area 10

Figure 3-37

I:\PROJECTS\T\PointeHomes_01667\00030_SouthwestVillage\Map\ER\FEIR_SOU\Fig3-38_BMZ_PA12_14.mxd 01667\00030\001_03\01\26 -RK



FUEL MODIFICATION ZONES		
SYMBOL	DESCRIPTION	NOTES
	FUEL MODIFICATION ZONE 1	SEE PLANT PALETTE, SHEET 36 SEE NOTES, SHEET 39
	FUEL MODIFICATION ZONE 2	SEE PLANT PALETTE, SHEET 36 SEE NOTES, SHEET 39
	ALTERNATIVE COMPLIANCE DWELLING UNITS	SEE NOTES SHEET 39

ARCHITECTURAL ENHANCEMENTS FOR ALTERNATIVE COMPLIANCE

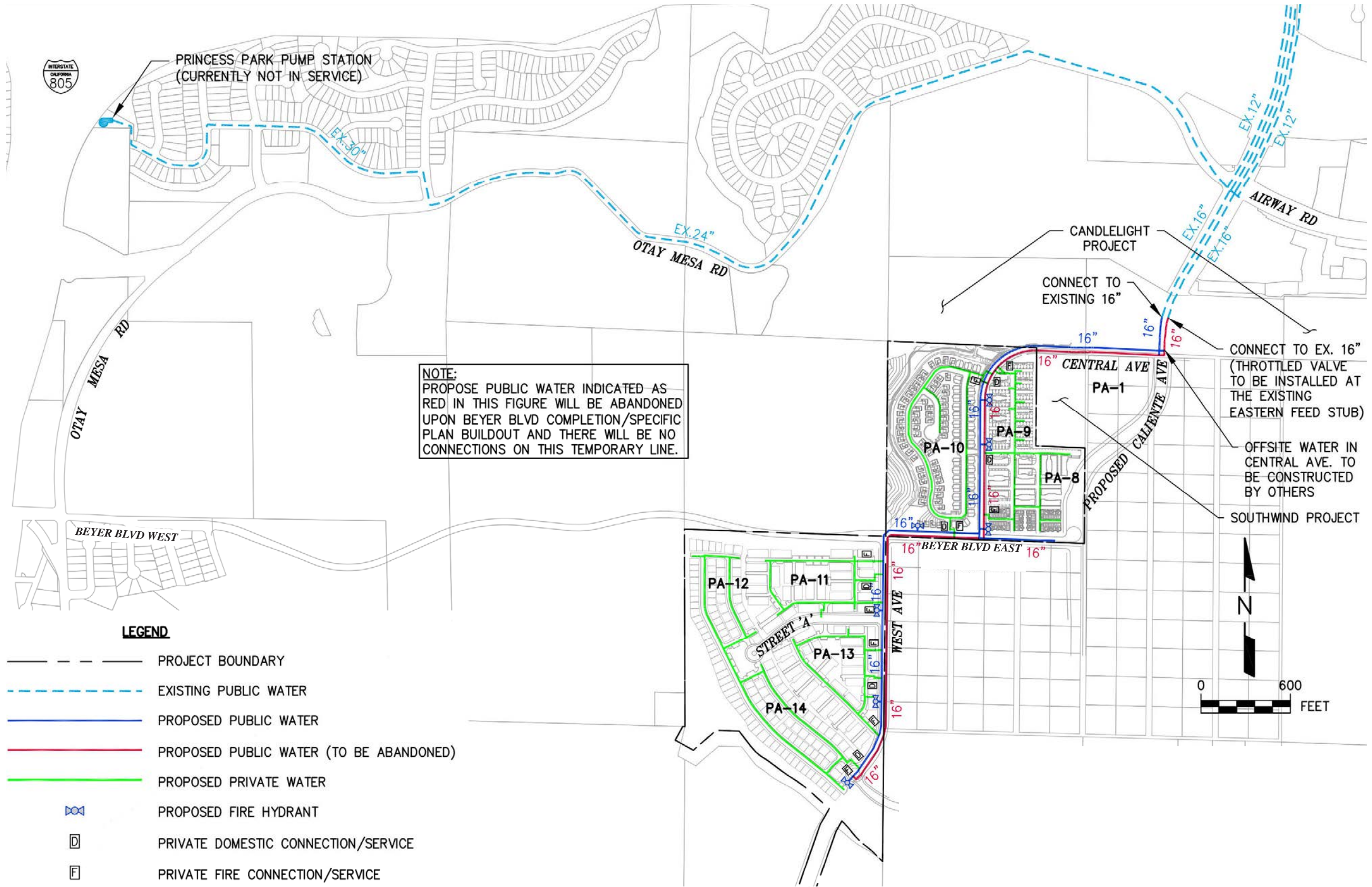
1. ALL DECKS IN BRUSH MANAGEMENT ZONE 1 SHALL BE CONSTRUCTED WITH A MINIMUM FIRE RATING OF ONE HOUR OR MORE OR OF NON-COMBUSTIBLE MATERIAL.
2. ALL STRUCTURES AND WALLS SHALL COMPLY WITH THE ARCHITECTURAL FEATURES IDENTIFIED UNDER ALTERNATIVE COMPLIANCE 142.0412 AND THESE FEATURES SHALL BE NOTED ON ALL BUILDING PLANS.
3. POTENTIAL ALTERNATIVE COMPLIANCE MEASURES MAY INCLUDE FIRE RATED SITE WALLS AND UPGRADED WINDOWS AS AUTHORIZED BY THE FIRE CHIEF.
4. BRUSH MANAGEMENT ZONES FOR THIS PROJECT ARE BASED ON A STANDARD 35-FT ZONE ONE WITH 65-FT ZONE TWO. FINAL CONFIGURATION OF BRUSH MANAGEMENT ZONES SHALL BE ESTABLISHED IN CONJUNCTION WITH FINAL LAYOUT OF RESIDENTIAL STRUCTURES, EXERCISING ZONE REDUCTION PROVISIONS SET FORTH UNDER 142.0412(F). WHERE COMPOSITE BRUSH MANAGEMENT ZONE(S) ARE LESS THAN STANDARD MINIMUMS, ALTERNATIVE COMPLIANCE MEASURES SHALL BE IMPLEMENTED PER 142.0412(I) THROUGH (J) TO INCLUDE: UPGRADED OPENINGS WITH DUAL-GLAZED, DUAL-TEMPERED PANES ALONG BRUSH SIDE OF STRUCTURES PLUS A 10-FT PERPENDICULAR RETURN ALONG ADJACENT WALL FACES, TYP.

FOR BRUSH MANAGEMENT NOTES AND DETAILS, SEE SHEET 39
FOR PLANT PALETES AND NOTES, SEE SHEET 36

Source: Leppert Engineering 2026 Rick Engineering 2023

Brush Management Adjacent to Planning Area 12 and 14

Figure 3-38



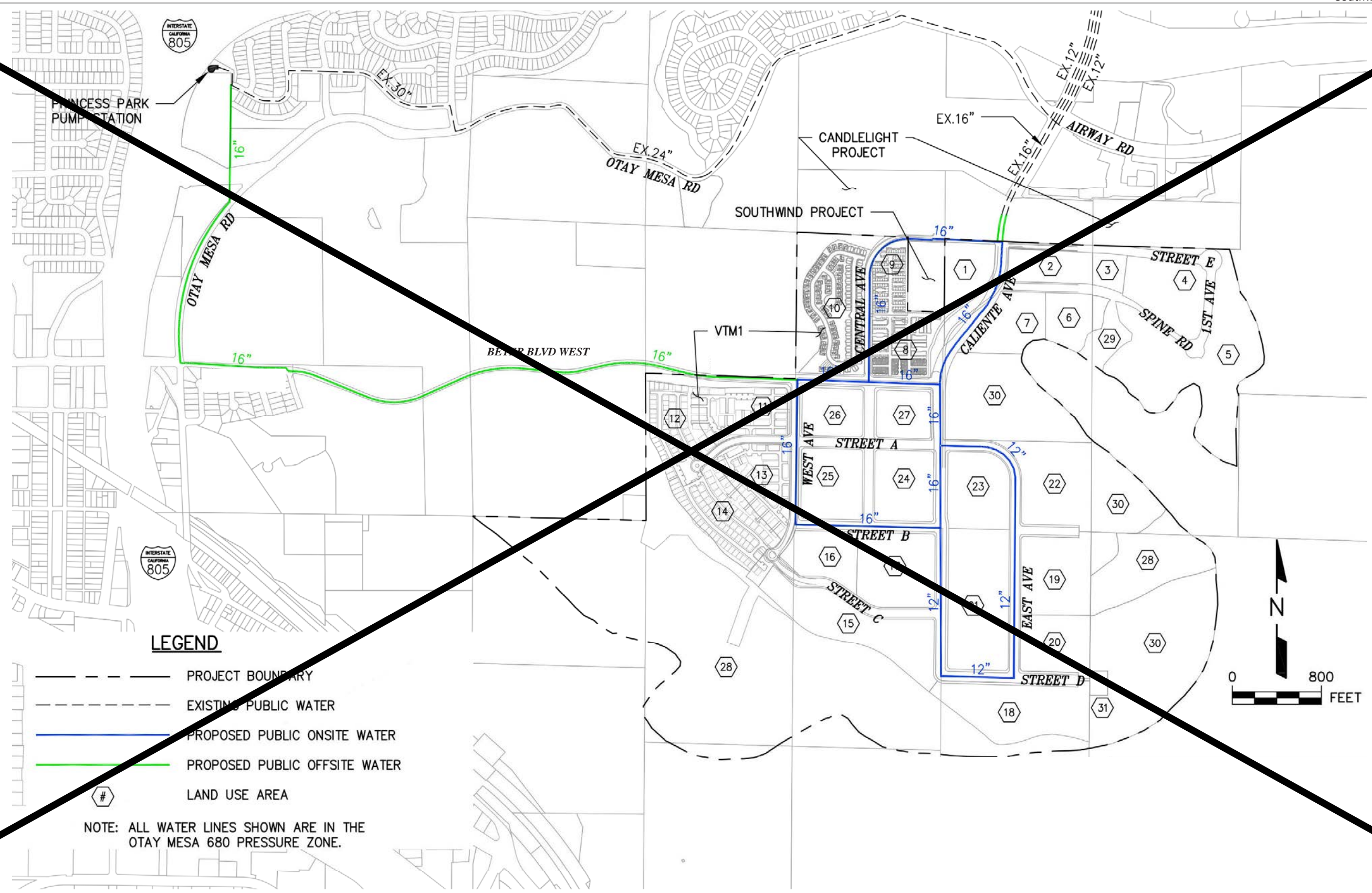
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Source: Dexter Wilson Engineering 2024g

Phase 1a Water Facilities

Figure 3-39

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LEGEND

- PROJECT BOUNDARY
- - - EXISTING PUBLIC WATER
- PROPOSED PUBLIC ONSITE WATER
- PROPOSED PUBLIC OFFSITE WATER
- # LAND USE AREA

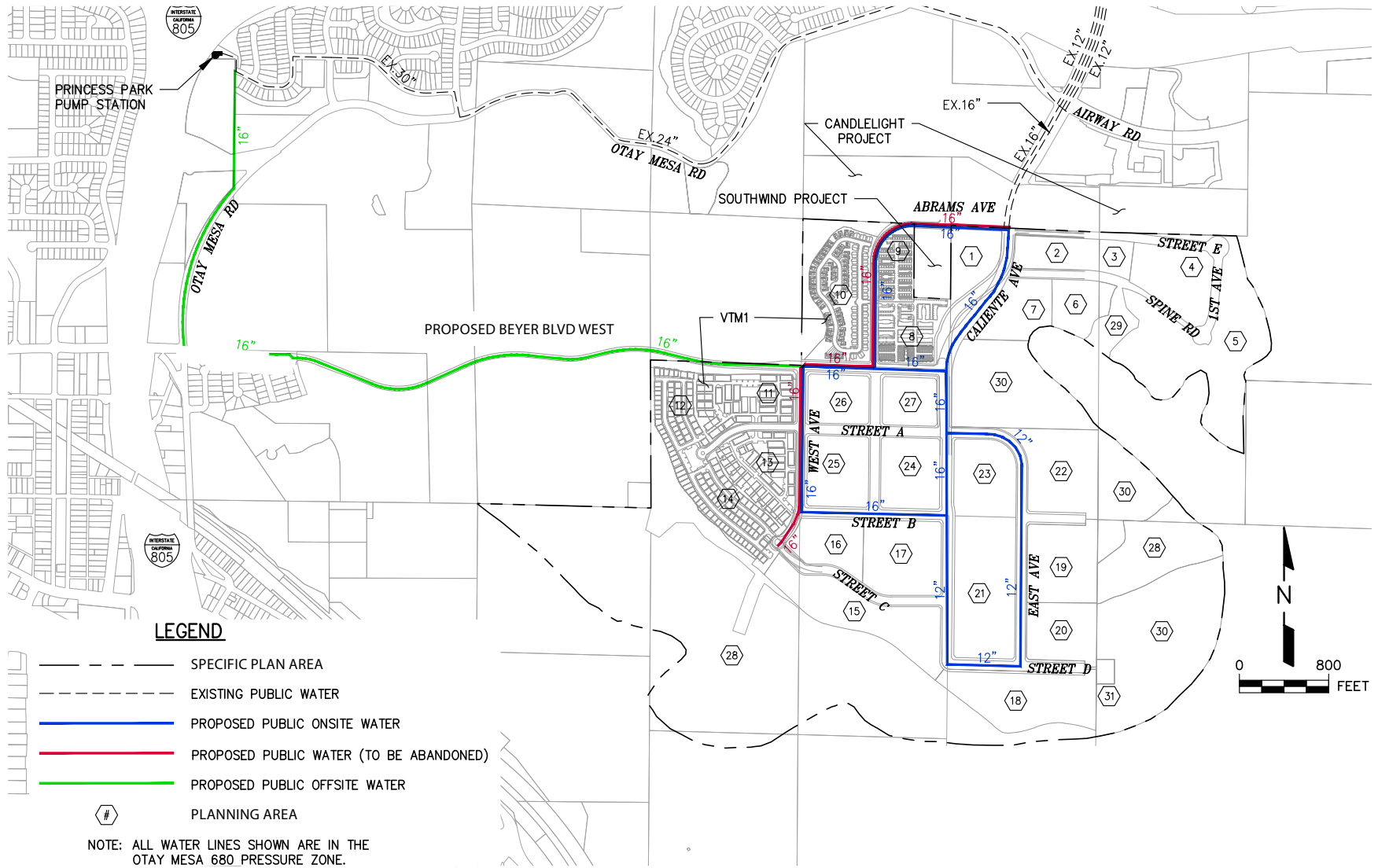
NOTE: ALL WATER LINES SHOWN ARE IN THE OTAY MESA 680 PRESSURE ZONE.

Source: Dexter Wilson Engineering 2024

Proposed Water System

Figure 3-40

I:\PROJECTS\T1\TriPointeHomes_01667100030_SouthwestVillage\Map\AIR\FEIR_SOU\Fig3-40_ProposedWaterSystem.indd 01667100030.001 03/27/26 -RK

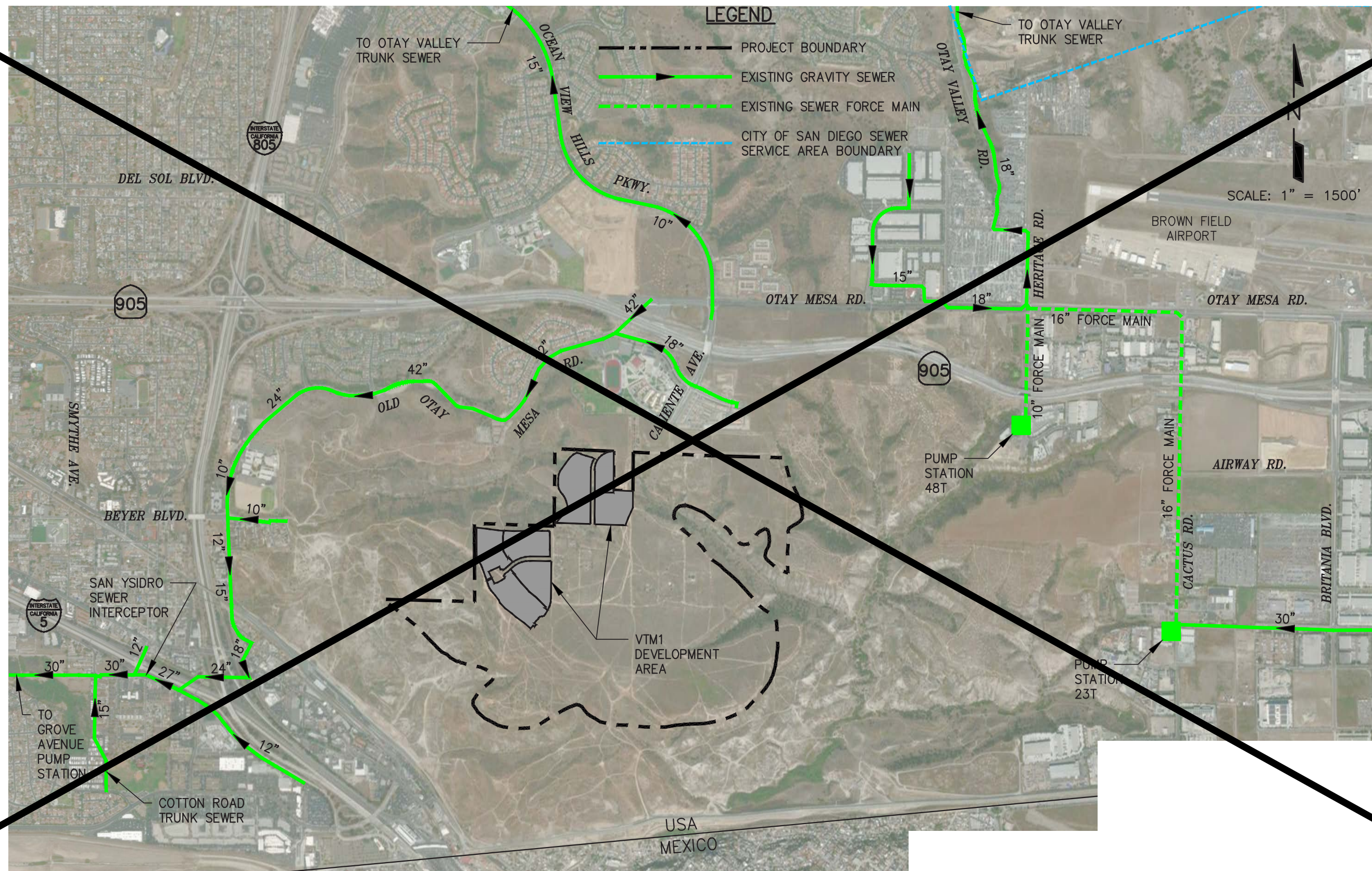


Source: Dexter Wilson Engineering 2025

Proposed Water System

Figure 3-40

I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\ER\Fig3-41_Phase1a_SewerFacilities.indd 01667.00030.001 09/13/24 -RK






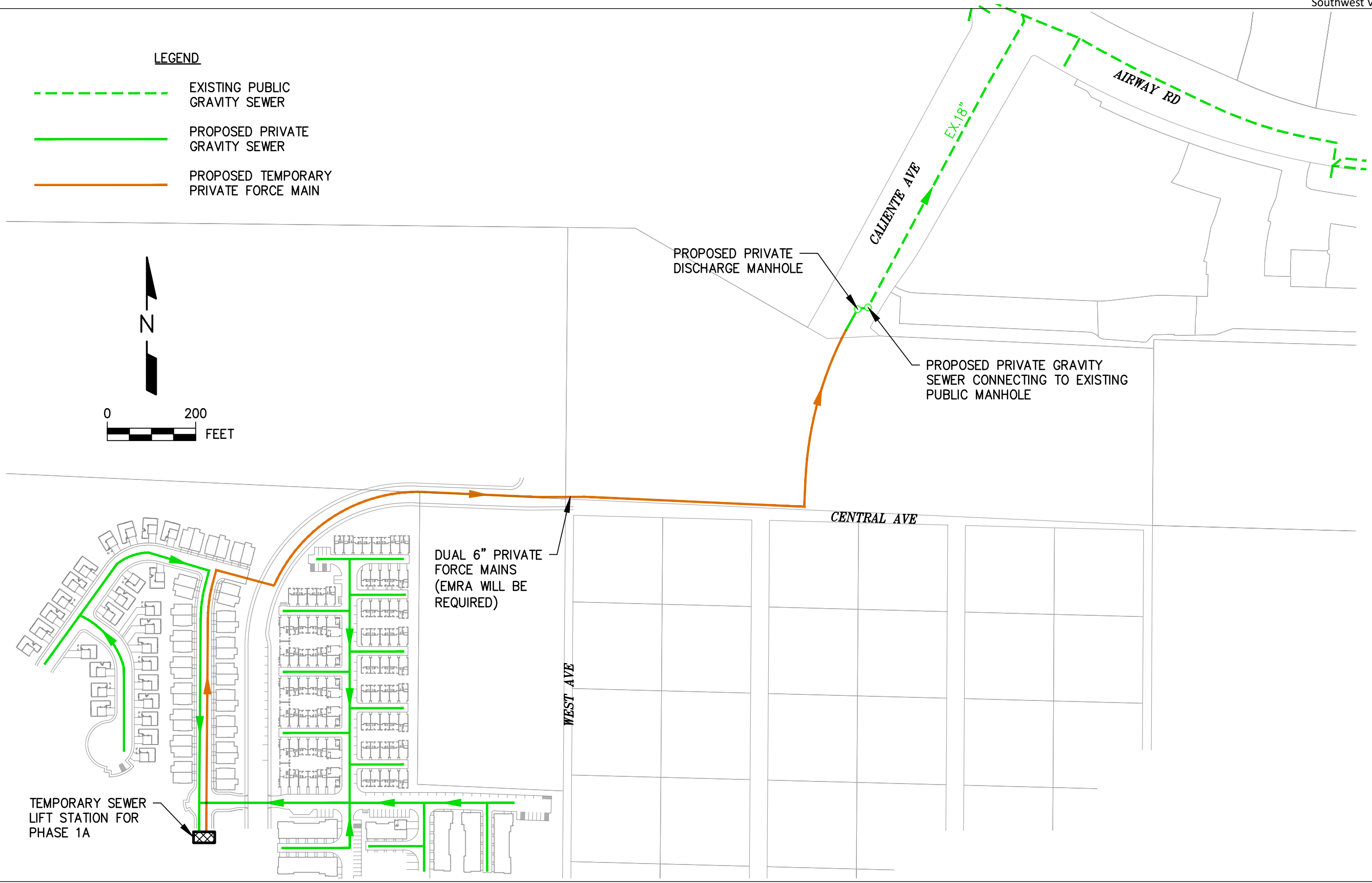
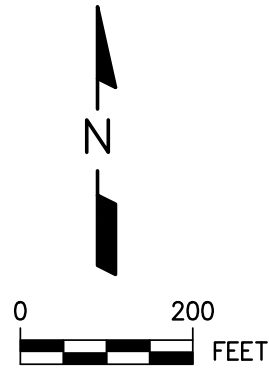
Source: Dexter Wilson Engineering 2024

Phase 1a Sewer Facilities

Figure 3-41

LEGEND

-  EXISTING PUBLIC GRAVITY SEWER
-  PROPOSED PRIVATE GRAVITY SEWER
-  PROPOSED TEMPORARY PRIVATE FORCE MAIN

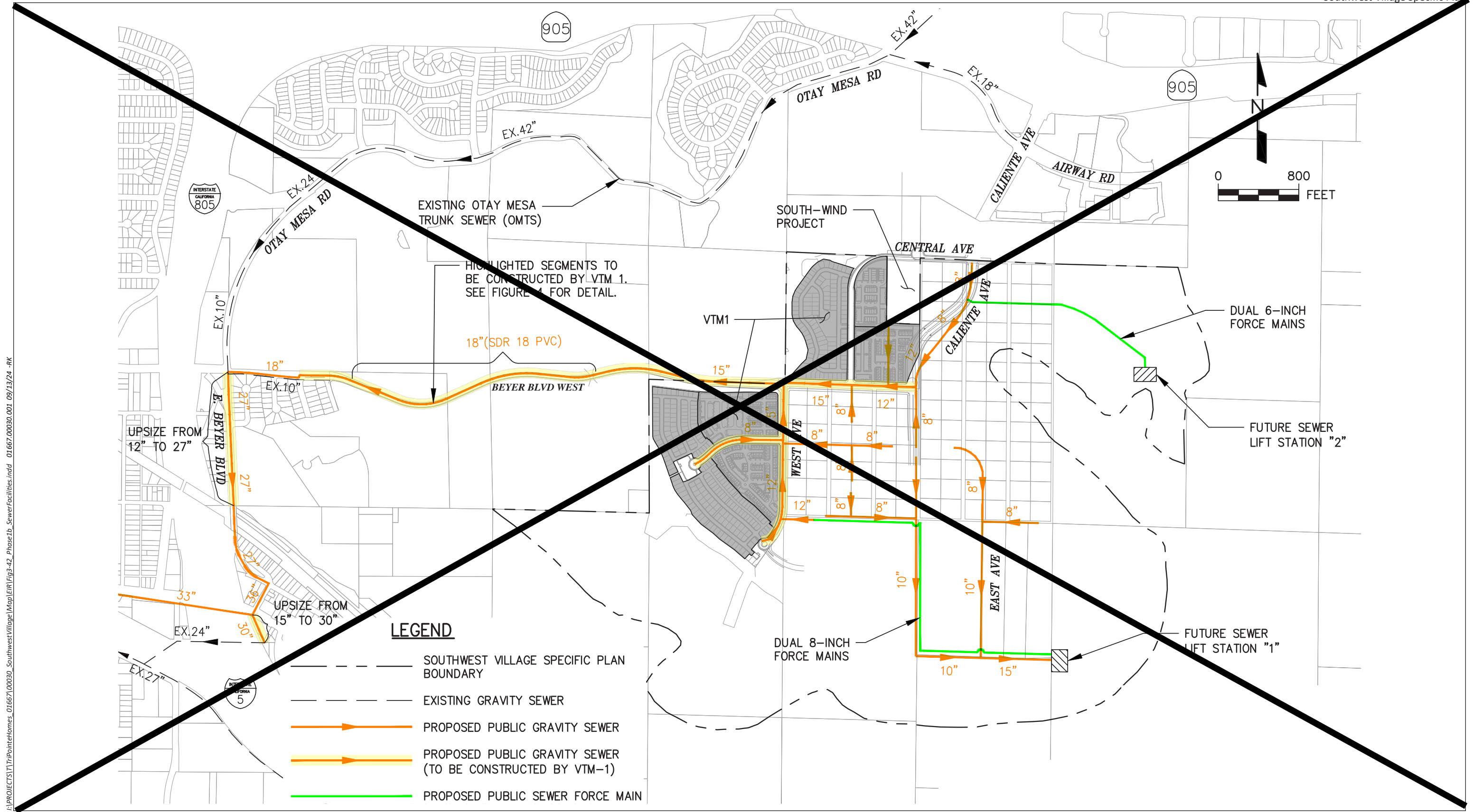


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Source: Dexter Wilson Engineering 2024b

Phase 1a Sewer Facilities

Figure 3-41



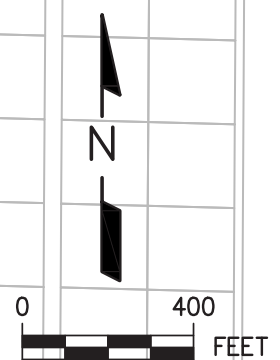
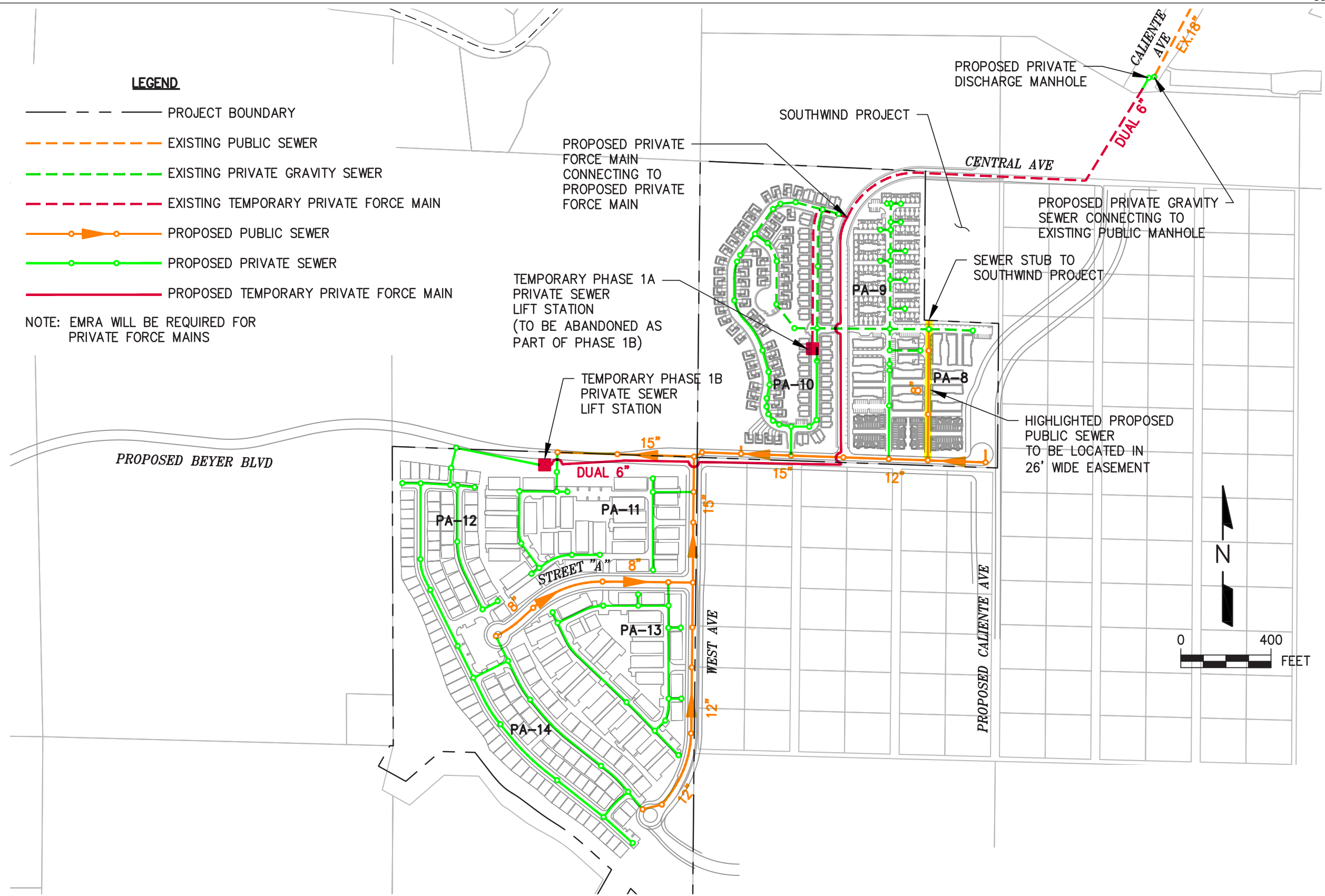
I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\ER\Fig3-42_Phase1b_SewerFacilities.indd 09/13/24 -RK

Source: Dexter Wilson Engineering 2024

Phase 1b Sewer Facilities

Figure 3-42

- LEGEND**
- PROJECT BOUNDARY
 - - - - - EXISTING PUBLIC SEWER
 - - - - - EXISTING PRIVATE GRAVITY SEWER
 - - - - - EXISTING TEMPORARY PRIVATE FORCE MAIN
 - PROPOSED PUBLIC SEWER
 - PROPOSED PRIVATE SEWER
 - PROPOSED TEMPORARY PRIVATE FORCE MAIN
- NOTE: EMRA WILL BE REQUIRED FOR PRIVATE FORCE MAINS

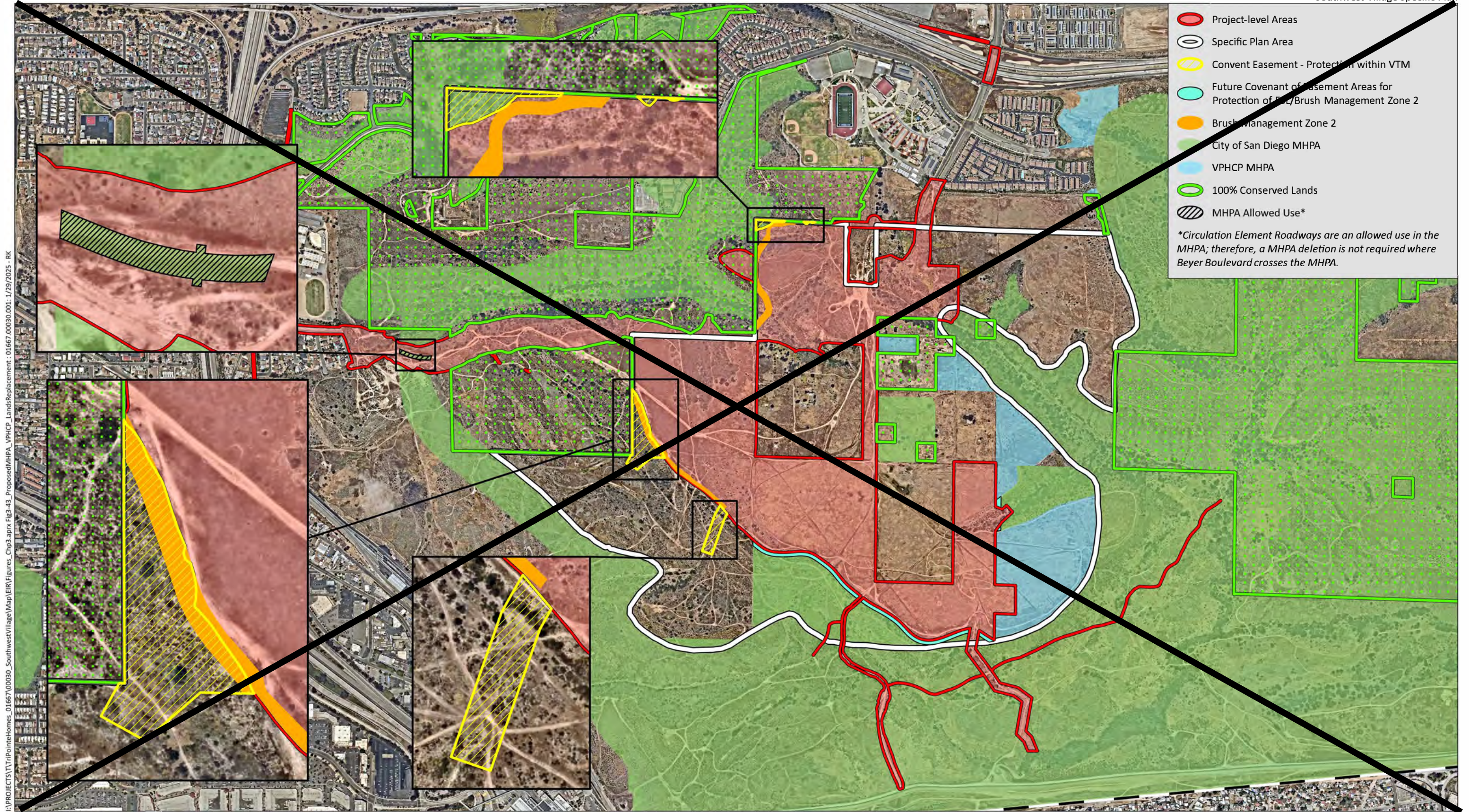


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Source: Dexter Wilson Engineering 2024b

Phase 1b Sewer Facilities

Figure 3-42



- Project-level Areas
 - Specific Plan Area
 - Conservation Easement - Protection within VTM
 - Future Covenant of Easement Areas for Protection of BLM/Brush Management Zone 2
 - Brush Management Zone 2
 - City of San Diego MHPA
 - VPHCP MHPA
 - 100% Conserved Lands
 - MHPA Allowed Use*
- *Circulation Element Roadways are an allowed use in the MHPA; therefore, a MHPA deletion is not required where Beyer Boulevard crosses the MHPA.

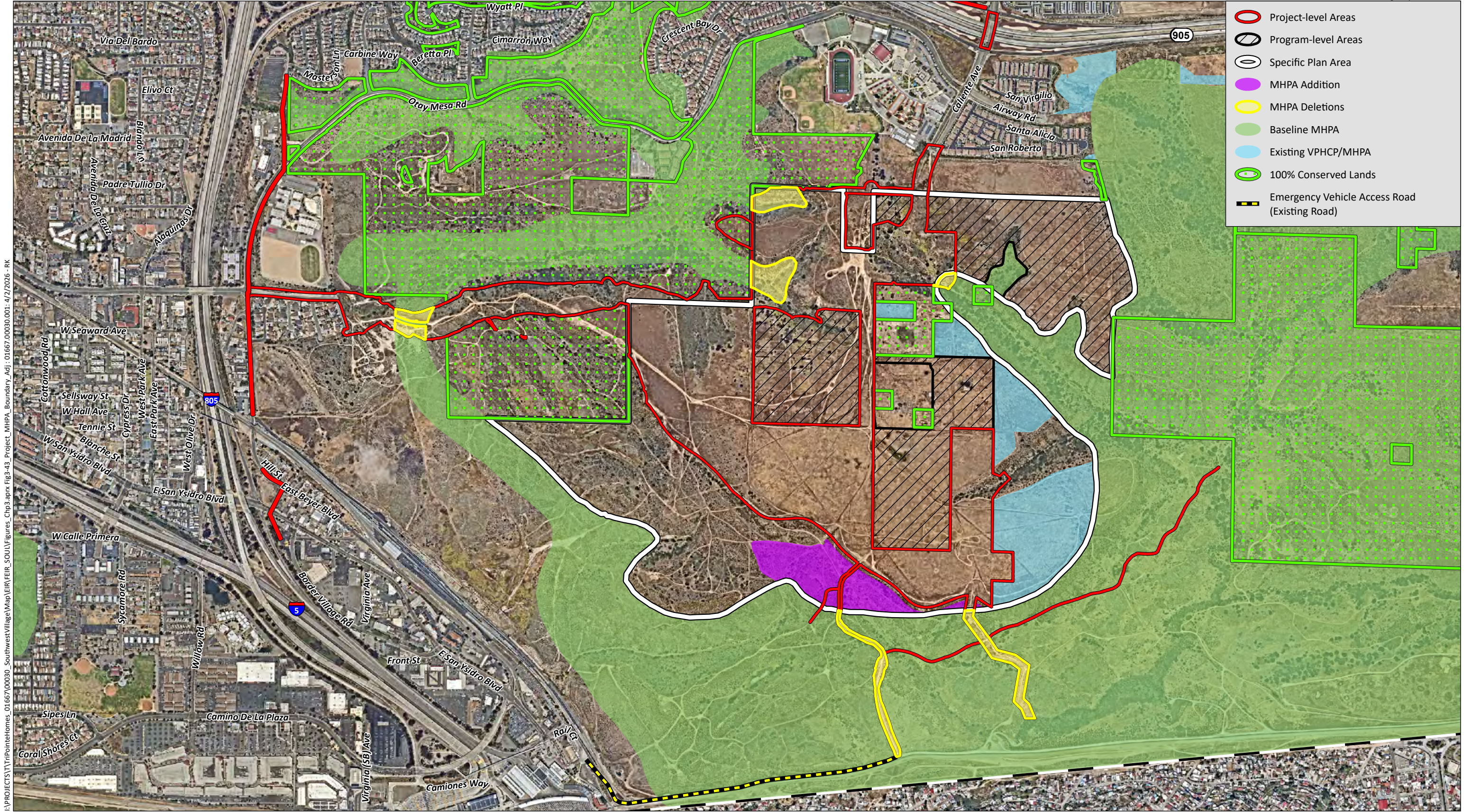
I:\PROJECTS\TIP\PointeHomes_01667\00030_SouthwestVillage\Map\EIR\Figures_Chp3.aprx Fig3-43_ProposedMHPA_VPHCP_LandsReplacement: 01667_00030_001: 1/29/2023 - RK

0 1,000 Feet

Source: Aerial (SanGIS 2023)

Proposed VPHCP 100% Conserved Lands Replacement Lands

Figure 3-43



- Project-level Areas
- Program-level Areas
- Specific Plan Area
- MHPA Addition
- MHPA Deletions
- Baseline MHPA
- Existing VPHCP/MHPA
- 100% Conserved Lands
- Emergency Vehicle Access Road (Existing Road)

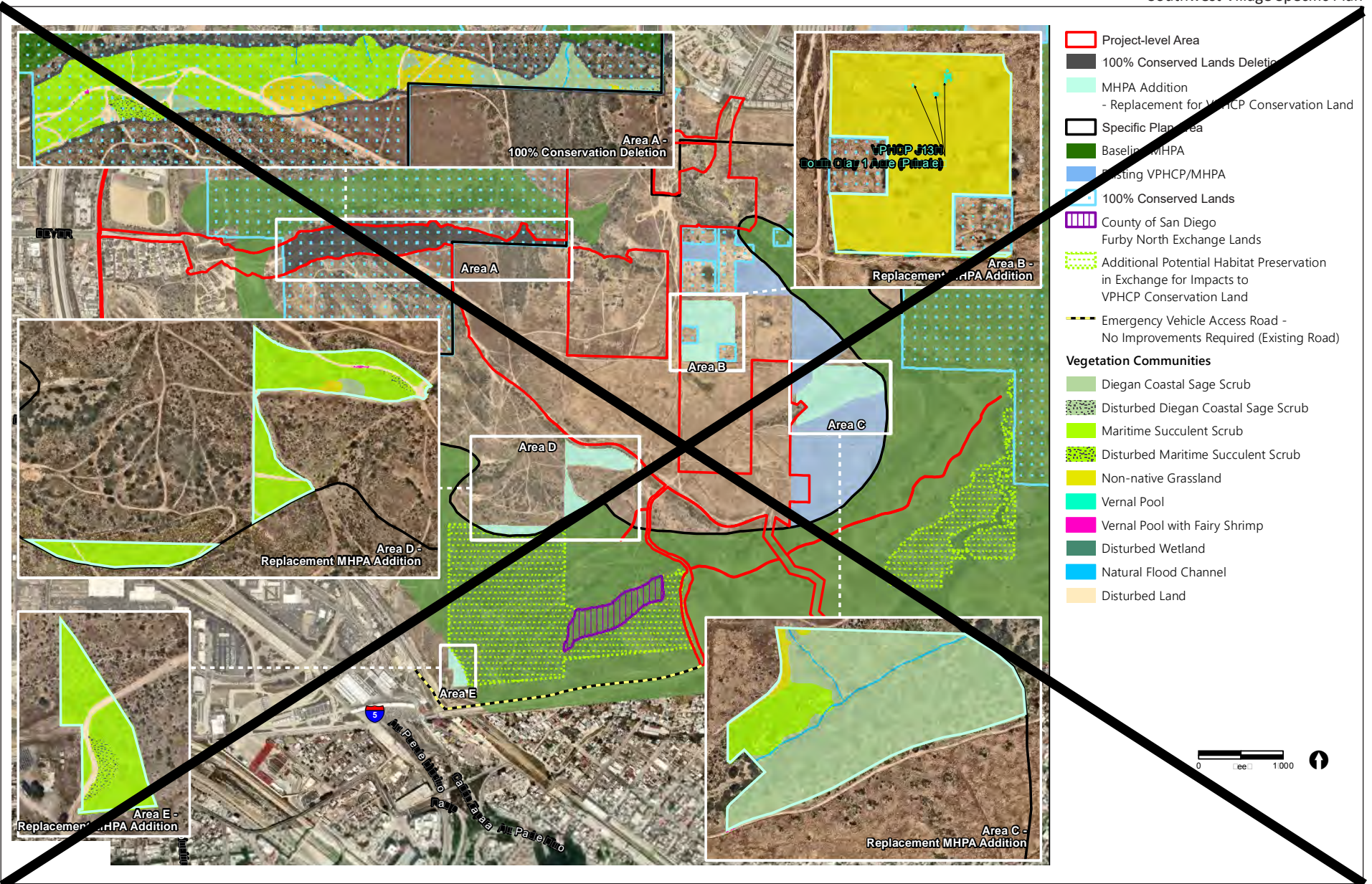
I:\PROJECTS\TYT\PointtoHomes_01667\00030_SouthwestVillage\Map\ER\FEIR_SOU\Figures_Chp3.aprx Fig3-43_Project_MHPA_Boundary_Adj_01667.00030.001_4/2/2026 - RK

Source: (Aerial Nearmap, May 2024)

Proposed MHPA Boundary Line Adjustment

Figure 3-43

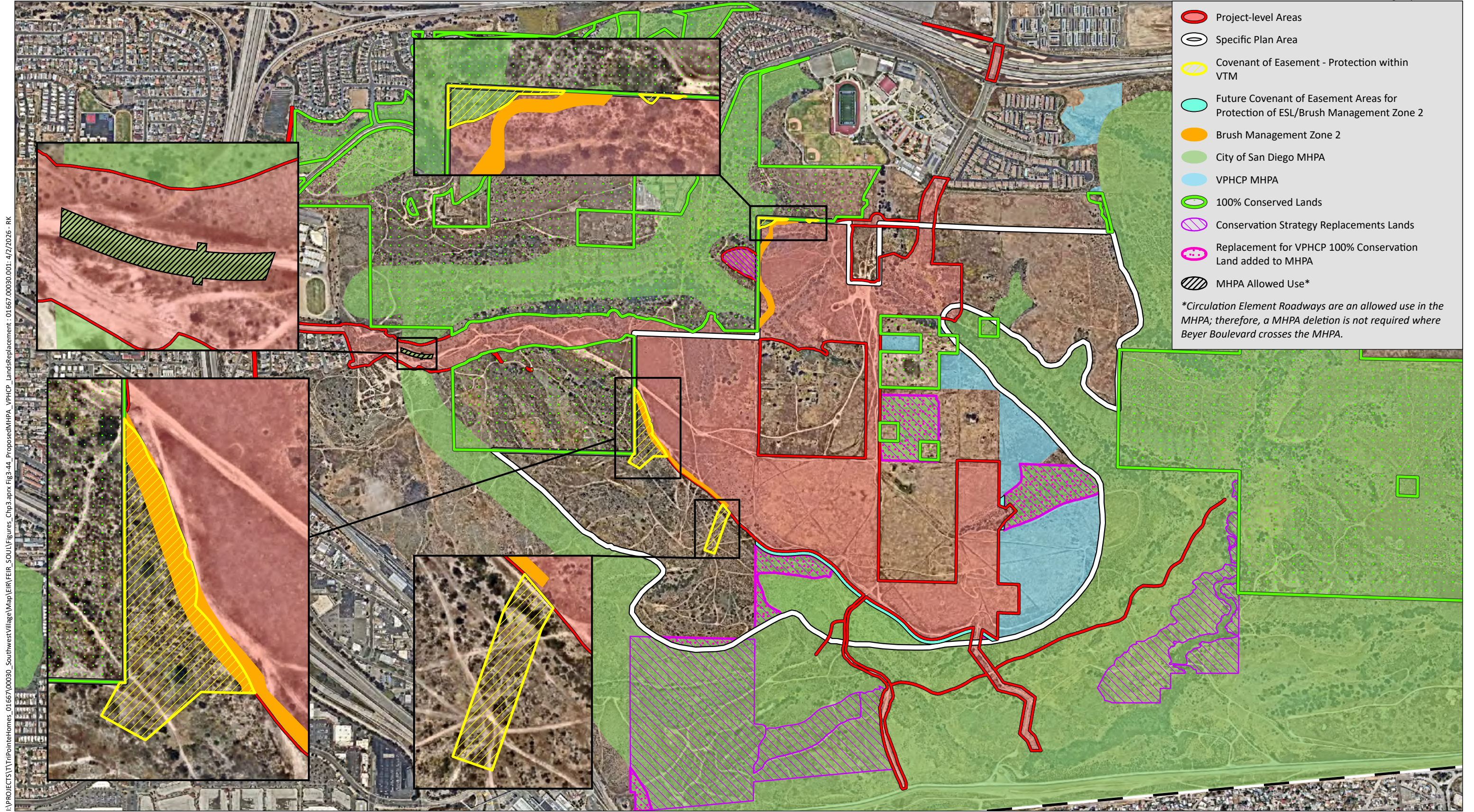
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Source: RECON 2024

Proposed MHPA Boundary Line Adjustment

Figure 3-44



- Project-level Areas
- Specific Plan Area
- Covenant of Easement - Protection within VTM
- Future Covenant of Easement Areas for Protection of ESL/Brush Management Zone 2
- Brush Management Zone 2
- City of San Diego MHPA
- VPHCP MHPA
- 100% Conserved Lands
- Conservation Strategy Replacements Lands
- Replacement for VPHCP 100% Conservation Land added to MHPA
- MHPA Allowed Use*

*Circulation Element Roadways are an allowed use in the MHPA; therefore, a MHPA deletion is not required where Beyer Boulevard crosses the MHPA.

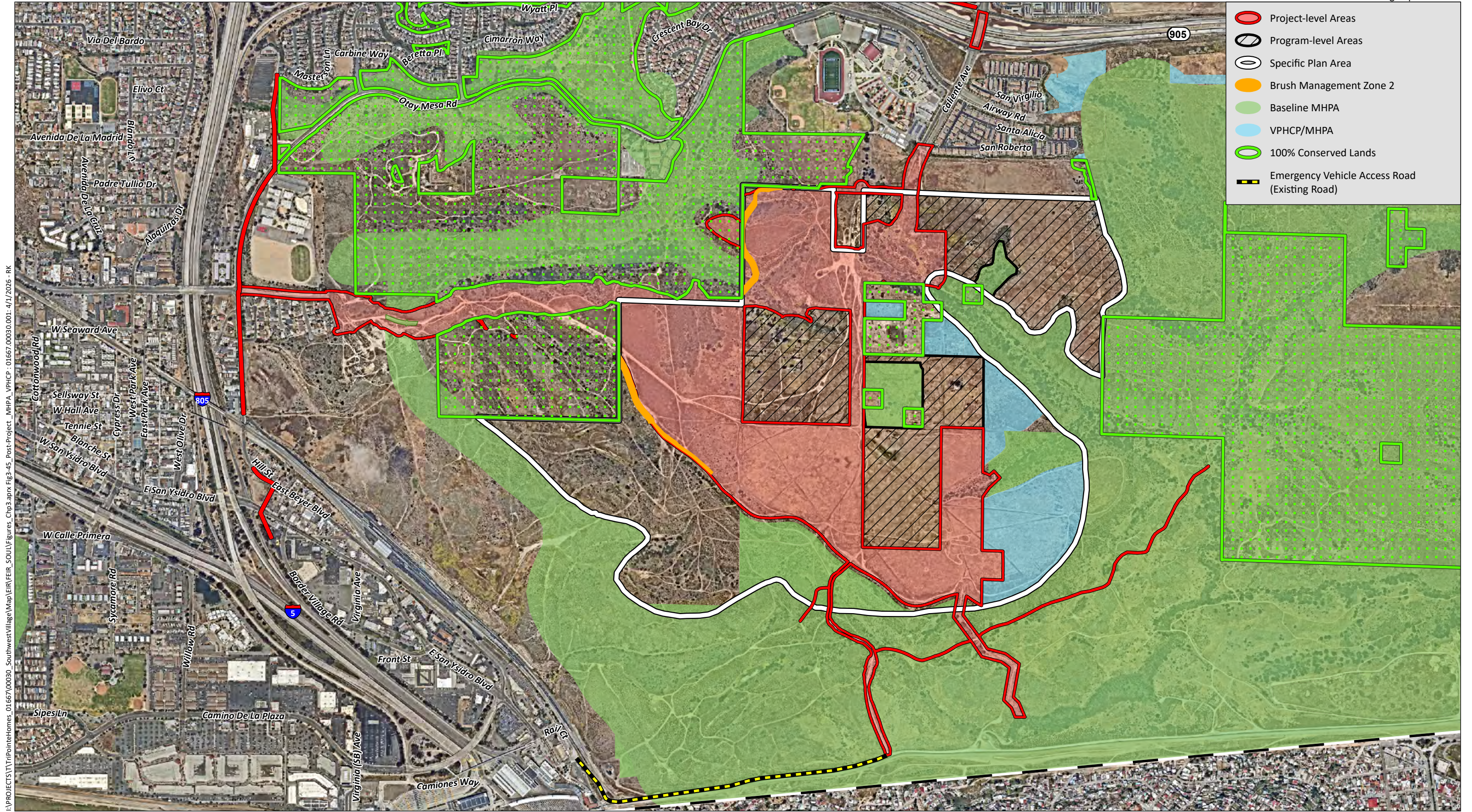
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0 1,000 Feet

Source: Aerial (Nearmap, May 2024)

Proposed VPHCP 100% Conserved Lands Replacement Lands

Figure 3-44



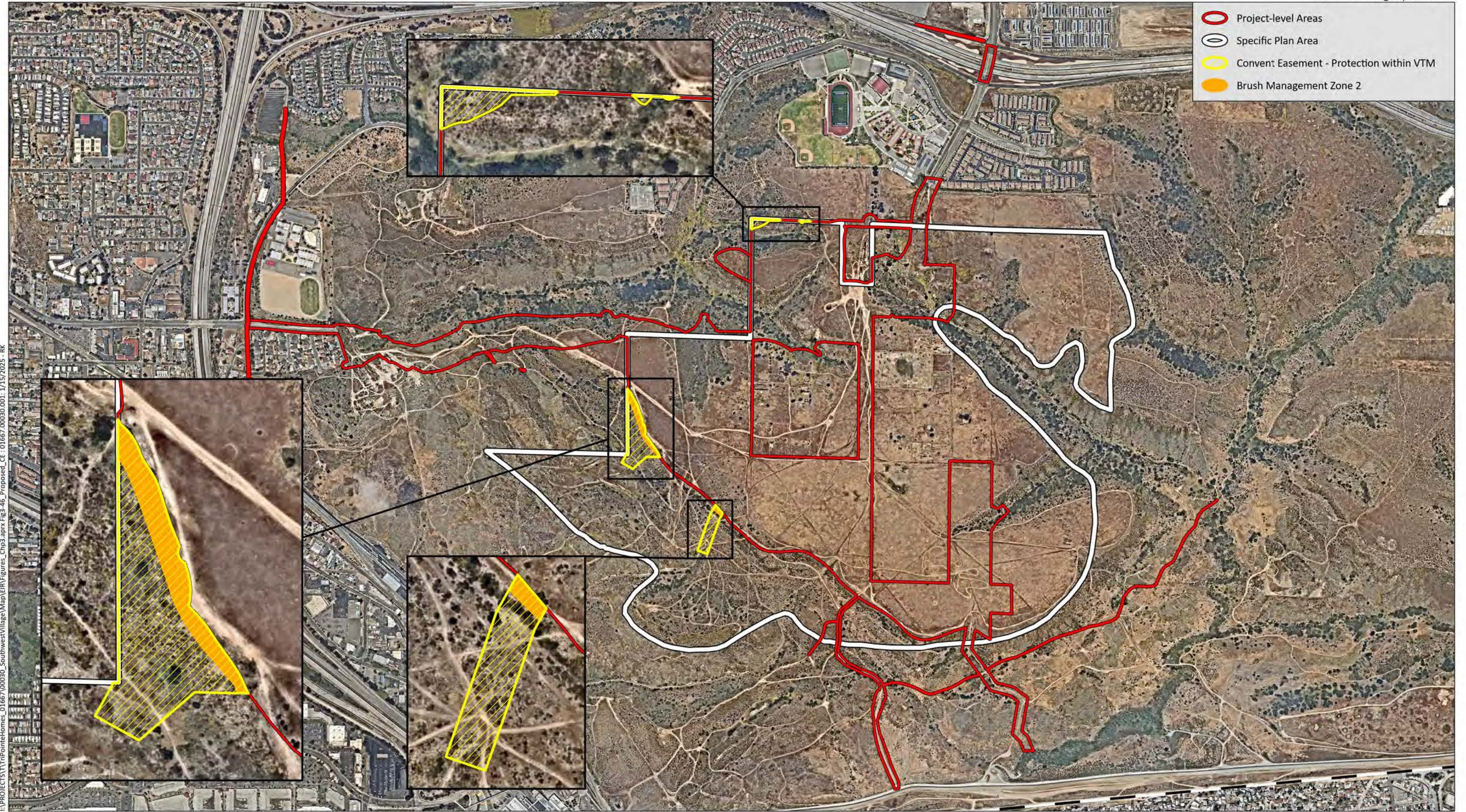
- Project-level Areas
- Program-level Areas
- Specific Plan Area
- Brush Management Zone 2
- Baseline MHPA
- VPHCP/MHPA
- 100% Conserved Lands
- Emergency Vehicle Access Road (Existing Road)

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0 1,000 Feet

Source: Aerial (Nearmap, May 2024 SanGIS-2023)

Post-Project MHPA Boundary and VPHCP 100% Conserved Lands



- Project-level Areas
- Specific Plan Area
- Convent Easement - Protection within VTM
- Brush Management Zone 2

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Source: Aerial (SanGIS 2023)

Proposed Covenant of Easements for the Protection of Environmentally Sensitive Lands

Chapter 4.0

History of Project Changes

The Southwest Village development was first proposed as a part of the Otay Mesa Community Plan (OMCP). This chapter describes the chronological history of the changes to the project since it was proposed as a part of the OMCP.

- **2014 OMCP.** The 2014 OMCP identified the 490-acre Southwest Village Specific Plan (Specific Plan) area would be developed with a neighborhood village with a central town center of mixed uses. The OMCP specified the site would include 5,880 dwelling units (including 1,400 single-family and 4,480 multi-family units) with 59 acres of parkland.
- **2018 Southwest Village Specific Plan Deemed Complete.** When the project was submitted to the City of San Diego (City) in 2018, the development area was reduced due to landside conditions in the southwest area of the Specific Plan. In addition, the adoption of the 2018 VPHCP identified a vernal pool preserve on the eastern side of the Specific Plan area. This resulted in a reduction of development area, and an associated reduction of 750 residential units to 5,130. The proposed parkland acreage was also decreased from 59 acres to 31.5 acres, a difference of 27.5 acres. While the OMCP did not specify the amount of commercial space, the 2018 project specifically proposed 175,000 square feet of commercial.

The 2020 Specific Plan included 32 Planning Areas (PAs). PAs 10, 12, 14, 15, 18, 20, and 21 were identified for Medium-low density residential. PAs 1, 4 to 9, 11, 13, 19 and 20 were identified for Medium-density residential. PAs 23 to 26 were identified as Medium-High residential, and PA 27 was identified for Mixed-Use. PA 16 was identified as a school and a school overlay was on PA 7. PAs 2, 3, 17 and 28 as well as small areas in PAs 10 to 14 were identified as Parks. General Open Space was identified on PA 29 and Conserved Open Space covered PAs 30 to 32, with a Pump Station Overlay on PA 32.

With the submittal, the project also proposed a project-level tentative map for the first phase of development, which included 830 residential units on PAs 10 to 14 as well as the construction of Beyer Boulevard and Caliente Avenue for site access and rough grading of Phase 2.

- **2022 Mixed Use Increase.** The Mixed-Use area was only PA 27. In 2022, PAs 24 to 26 were changed from Medium-High residential to Mixed-Use.
- **2020-2024 Beyer Boulevard.** Because a number of sensitive resources are present along the planned alignment and geologic constraints, numerous alignment alternatives for Beyer Boulevard were considered and presented to the City, County of San Diego (County), and Wildlife Agencies (the U.S. Fish and Wildlife Service and the California Department of Fish and Wildlife) over a four-year period (2020-2024), including the original alignment envisioned by the OMCP Mobility Element (Original Beyer Alignment Alternative), a Southern Alignment Alternative, a Reduced Roadway Width Alternative, and a Proposed Beyer Boulevard

Alternative (Appendix C, Attachment 11). In addition, consideration was given to eliminating the Beyer Boulevard extension altogether and instead providing access via an expansion of the existing Old Otay Mesa Road (Old Otay Mesa Road Alternative).

In 2024, Beyer Boulevard was reduced to a 2-lanes where it crosses 100% conserved lands, retaining walls were incorporated to reduce the grading footprint, and the pedestrian path along the north side was eliminated (see Figures 3-6, *Caliente Avenue between Central Avenue and Beyer Boulevard – Modified*, and 3-7, *Beyer Boulevard between West Avenue and Caliente Avenue*).

- **2024 General/Conserved Open Space to Open Space.** The project submitted in 2018 included both “General Open Space” and “Conserved Open Space” areas. Over the entitlement process between 2020 and 2024, areas were converted to “Conserved Open Space” from “General Open Space”. Ultimately in 2024, all the open space areas were changed to simply “Open Space.”
- **2024 Addition of the EVA.** In order to allow for the construction of up to 200 units prior to the construction of Beyer Boulevard, the project was revised to include an Emergency Vehicle Access (EVA) route that connected from Caliente Avenue, south to the southern end of the Specific Plan where it connected with an existing dirt road that extended south to a roadway along the border, that extended west to San Ysidro.
- **2023 PA 23 Land Use Change.** To offset the loss of mesa top from the construction of Beyer Boulevard, 7.8-acres of PA 23 was revised from residential to Conserved Open Space. In addition, the Street A roadway segment along the north side of PA 23 was converted from a roadway to a secondary EVA.
- **2024 PA 7 Program to Project-Level.** PA 7 was originally included as a programmatic project area, and in 2024 this area was converted to a project-level grading area.
- **2024 Conceptual Trails Map Revision.** The OMCP included a conceptual trail network as part of the City’s adoption of the OMCP in 2014 (City 2014; see the Otay Mesa Trails Map Figure 7-1 on page RE-10 of the OMCP). Per OMCP Recreation Element Policy 7.2-5, the final trail alignments were to be finalized and analyzed with future Specific Plans and project-specific proposals. Numerous trail options were presented to the City, County, and Wildlife Agencies over a four-year period (2020-2024). The project proposes to amend the adopted OMCP trail network by removing the specific trail alignments and instead identifying conceptual connections to be determined later during specific trail planning. See Figure 3-10, *Parks and Trails*, and Appendix O.
- **2026 Specific Plan Revisions.** After the circulation of the Draft Subsequent Environmental Impact Report (SEIR) for public review, the draft Southwest Village Specific Plan was updated to include Supplemental Development Regulations to implement the policies of the Specific Plan. These changes included relocating regulatory language previously detailed within the individual chapters of the draft Specific Plan into Specific Plan Chapter 7, *Implementation & Administration*. Additional minor edits such as parks and PA acreages and phasing details associated with PA boundary refinements were also made.

Chapter 5.0

Environmental Analysis

5.1 Land Use

The information in this section updates the land use information in the Otay Mesa Community Plan (OMCP) Final Environmental Impact Report (FEIR), with an emphasis on changes in circumstances, to existing conditions, regulatory requirements, project details, and new information since the FEIR was prepared and addresses whether those changes would result in new or substantial changes to land use impacts. The impact analysis includes a summary of the conclusions of the FEIR, followed by an analysis of the potential impacts related to implementation of the program-level and project-level components of the project and if there are any substantial changes to the level of environmental impact significance or changes to FEIR mitigation. The land use analysis is based on technical reports prepared for the project noise (Appendix I), biological resources (Appendix C), historical resources (Appendix D), and greenhouse gas emissions (GHG) (Appendix N).

5.1.1 Existing Conditions

5.1.1.1 Existing Land Uses

a. On-Site Land Uses

The Southwest Village Specific Plan (Specific Plan) area and areas outside the Specific Plan area, referred to as the project area in this document, remain a mix of canyons, open space, and undeveloped areas identified for future development and have not changed since the FEIR was prepared. Some spaced rural residential development was identified in the central portions of the project area, which is now abandoned, and transportation, communications, and utilities uses were shown in the northeastern part of the Specific Plan area (see FEIR Figure 5.1-1). The OMCP still identifies a land use strategy with land use designation proposals to create villages, activity centers, and industrial/employment centers along major transportation corridors, including the project area, and to provide linkages to Tijuana, Baja California, Mexico. Per the adopted OMCP land uses for the Southwest District, the adopted land use designations for the project area remain as Parks, Open Space, Institutional, Village Centers, and Residential. The OMCP land use designations have not changed and include Neighborhood Village (15 to 25 dwelling units per acre [du/ac]), Institutional, Parks, Open Space, and Right-of-Way within the project area (see Figure 2-4, *Otay Mesa Community Plan Southwest District Land Uses*).

b. Surrounding Land Uses

The project area remains located on top of a mesa and generally slopes down on all sides into finger canyons and other small drainages, similar to how the area is described in the FEIR. Some areas near the project area that were previously vacant have developed since preparation of the FEIR,

including a multi-family residential development and internal roadways just north of the Specific Plan area, east of Caliente Avenue (i.e., Vista del Sur), and north of State Route 905, east of Caliente Avenue (i.e., Agua Luna). A park and ride surface parking lot has also been constructed near the southwest corner of Caliente Avenue and Otay Mesa Road.

5.1.2 Regulatory Framework

The regulatory framework discussed in FEIR Section 5.1.1.2a includes the 2008 City of San Diego (City) General Plan (Elements for Land Use; Mobility; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Economic Prosperity) the 2013 Housing Element [Fiscal Year 2013-2020], previously adopted 2014 OMCP, Land Development Code (LDC), Environmentally Sensitive Lands (ESL) Regulations, Historical Resources Regulations, Brown Field Airport Land Use Compatibility Plan (ALUCP), Multiple Species Conservation Plan (MSCP), MSCP Subarea Plan, Land Use Adjacency Guidelines, Otay Mesa Multi-Habitat Planning Area (MHPA) Guidelines, San Diego Association of Governments (SANDAG) Regional Comprehensive Plan, and SANDAG's 2050 Regional Transportation Plan and Sustainable Communities Strategy. Changes and updates to the regulations related to land use that have been updated since preparation of the FEIR are summarized below.

5.1.2.1 Local

a. SANDAG 2021 Regional Plan

SANDAG adopted its 2021 Regional Plan (SANDAG 2021 Regional Plan) which integrates land use, transportation systems, infrastructure needs, and public investment strategies within a regional framework intended to preserve and improve quality of life, maximize mobility and transportation choices, and conserve and protect natural resources (SANDAG 2021). The SANDAG 2021 Regional Plan is a 30-year plan that provides a framework for meeting its goals with coordinated land use and transportation planning strategies. The vision of the SANDAG 2021 Regional Plan is a fast, fair, and clean transportation system and a resilient region. The goals of the SANDAG 2021 Regional Plan include:

- The efficient movement of people and goods,
- Access to affordable, reliable, and safe mobility options for everyone, and
- Healthier air and reduced GHG emissions regionwide.

To achieve these goals, the SANDAG 2021 Regional Plan includes a package of projects, policies, land use strategies, and programs. The key land use strategy of this plan is the "Complementary Land Use" concept, which offers people a healthy mix of jobs, housing, shopping, and recreation that supports a variety of Transit Leap and Flexible Fleet services within Mobility Hubs. The SANDAG 2021 Regional Plan includes the San Ysidro Mobility Hub (SYMH) at the U.S.–Mexico international border, which is in proximity to the proposed project area. The proposed SYMH will identify and develop long-term Mobility Hub implementation strategies that integrate land use and multimodal travel options with "safe street" infrastructure and supporting amenities. The mobility strategies are expected to be focused within the area of the SYMH spanning between the existing San Ysidro Transit Center, Virginia Avenue Transit Center, and the Iris Avenue Trolley Station.

As described above, the OMCP FEIR evaluated consistency with SANDAG's 2050 Regional Transportation Plan and Sustainable Communities Strategy, which has been superseded by the SANDAG 2021 Regional Plan.

b. City of San Diego General Plan (2024)

The City comprehensively updated its General Plan on July 23, 2024 to help the City meet housing, climate, and equity goals (City 2024a). The updated General Plan (2024) reorganized and clarified previous goals and policies, generally revised and added goals and policies to include climate action planning goals and identified Village Climate Goal Propensity areas of the City where GHG emissions and traffic could be reduced through land use and transportation planning and policies encouraging new homes in areas with access to transit, jobs, and amenities. When developing specific plans, the plans must demonstrate consistency with the General Plan (2024) policies.

The General Plan (2024) is comprised of 11 elements, including a new Environmental Justice Element, and the Housing Element (provided under separate cover due to more frequent updates). The General Plan (2024) provides a comprehensive slate of citywide policies and furthers the long-range vision and policy framework for how the City could grow and develop, provide public services, and maintain the qualities that define San Diego. Some of the goals and policies apply to citywide planning and coordination efforts while others are more specific to individual projects like specific plans. The General Plan (2024) includes the following elements which are discussed below:

- Land Use and Community Planning Element
- Mobility Element
- Urban Design Element
- Economic Prosperity Element
- Public Facilities, Services, and Safety Element
- Recreation Element
- Conservation Element
- Noise Element
- Historic Preservation
- Environmental Justice
- Housing Element (2021-2029)

Land Use and Community Planning Element

The purpose of the Land Use and Community Planning Element (Land Use Element) is “to guide future growth and development into a sustainable citywide development pattern, while maintaining or enhancing quality of life in our communities” (City 2024a). The Land Use Element was updated to meet City housing climate and equity goals, including updating the “City of Villages” land use strategy to help reduce GHGs and vehicle miles traveled, and identifies the community planning program as the mechanism to designate land uses, identify site-specific recommendations, and refine citywide

policies. The Land Use Element establishes a structure that respects the diversity of each community and includes policies that govern the preparation of community plans. The Land Use Element addresses zoning and policy consistency, the plan amendment process, airport-land use planning, annexation policies, balanced communities, equitable development, and environmental justice. Applicable Land Use Element goals and policies that are now reflected in the General Plan (2024) that are not addressed in the FEIR include:

Goals

- A sustainable land use pattern that helps the City meet the needs of current and future generations, while helping advance climate goals.
- Mixed-use villages that serve a wide variety of daily community needs for homes, jobs, public facilities, recreation, and other services and amenities.
- Mixed-use villages that offer a variety of homes that are affordable for people with different incomes and needs.
- Pedestrian-friendly mixed-use villages that are characterized by inviting, accessible, and attractive public streets and spaces.

Policies

- LU-A.1(c): Designate Urban Village Centers that cluster more intensive employment, residential, and regional and subregional commercial uses in order to maximize walkability, support transit, and promote the vitality of broader Subregional Employment Areas and the city.
- LU-A.2: Determine the appropriate mix of land uses and densities/intensities to achieve the citywide climate goals for land use and mobility established by the Climate Action Plan during the community plan update process.
- LU-A.7: Establish a mix of uses within village areas, or individual projects within village areas, to promote walking/rolling, biking, and transit usage and support progress towards climate goals and greenhouse gas emission reductions.
- LU-A.8: Consider higher densities/intensities in village areas to support the production of new homes that are affordable to people of all incomes.
- LU-A.9(d): Evaluate the quality of existing public facilities and the potential to expand these facilities to support future growth.
- LU-A-9(e): Engage public agencies for facility planning efforts (refer to Public Facilities, Services and Safety Element)
- LU-C.2(1): Include land use designations that support infill residential, and mixed-use development near employment, shopping, schools, recreation, transit, and walking/rolling and bicycling infrastructure.
- LU-C.2(g): Incorporate input from the community regarding needed/desired public facilities to accommodate future growth as part of ongoing community plan implementation.

- LU-D.2: Evaluate the public facilities needs associated with any amendment and identify additional investments needed to serve any new development.
- LU-H.9: Consider and account for the comfort, safety, and needs of all genders in all aspects of community planning.
- LU-H.10: Foster inclusive neighborhoods that support families with children and intergenerational households, encourage community interaction, and provide safe, convenient, enjoyable, and accessible public amenities.
 - a. Inclusive Housing: Plan for homes suitable for all households, including families with children and intergenerational households, to support flexible living arrangements and amenities that promote happy and healthy homes.
 - b. Child Friendly and Women+ Friendly Communities: Create spaces where children can grow, learn, create, imagine, and play across all neighborhoods and communities. Foster environments where children and women+ feel safe to enjoy and use surrounding public spaces so they can most fully experience and participate in their community.
 - c. Community-Serving Infrastructure: Build infrastructure to meet the needs of existing and new homes and businesses.
 - d. Community-Serving Businesses/Stores: Support commercial services, including access to healthy, affordable, and fresh food, that people can safely and conveniently access in their community.
 - e. Accessible Parks: Provide safe and enjoyable parks that can be reached safely by walking/rolling and biking.
 - f. Interconnected Communities: Provide a variety of activities within parks and public spaces that promote community interaction and social cohesion by encouraging people of different ages and backgrounds to engage, connect and grow.
 - g. Noise-Sensitive Homes: Plan for homes that are free from noise to ensure children and adults are able to sleep without unreasonable interruption; promote the use of noise-reducing materials and construction techniques in housing design to create peaceful and restful living environments and ensure compatibility between types of development.
 - h. Vibrant Streetscapes: Maintain streets so that they are clean and free of litter, with public art and recreational amenities that make them enjoyable to spend time using.
 - i. Accessible Libraries: Build libraries equipped with diverse resources and programming for community members of all ages that cater to the interests and needs of the local community.
 - j. Safe School Routes: Provide safe routes to schools so children and parents can walk/roll and bike to school.

Mobility Element

The purpose of the Mobility Element is “to improve mobility through development of a balanced, multi-modal transportation system (City 2024a). The Mobility Element was updated to incorporate

SANDAG's 2021 Regional Plan policy direction to prioritize the mobility of all people and sustainable modes of travel. The Mobility Element identifies the proposed transportation network and strategies needed to support the anticipated General Plan (2024) land uses. The Mobility Element's policies promote a balanced, multimodal transportation network to make walking, bicycling, and transit use more safe, attractive, and efficient forms of transportation, while addressing the needs of drivers. The Mobility Element contains policies that reflect emerging technologies and their potential to improve mobility options address multimodal transportation, parking, the movement of goods and services, and other components of a transportation system while balancing the goals of protecting neighborhood characters and environmental resources. Together, these policies advance a strategy for relieving congestion and increasing transportation choices. Applicable Mobility Element goals and policies that were updated in the 2024 General Plan that apply to specific plans throughout the City and are not addressed in the FEIR include:

Goals

- Walkable Communities:
 - A city where walking/rolling is a viable travel choice, particularly for trips of less than one-half mile.
 - A safe and comfortable environment for people that walk/roll.
 - A complete, functional, and interconnected pedestrian network, which is accessible to pedestrians of all ages and abilities.
 - Greater walkability/rollability achieved through pedestrian-friendly street, site, and building design.
- Complete Streets:
 - A transportation system that balances the needs of multiple users of the public right-of-way regardless of their age, ability, or mobility choice.
 - Streets that are well maintained, safe, equitable, and accessible by all.
 - An interconnected street system that provides seamless multimodal linkages within and between communities.
 - Streets that prioritize access for alternative modes of transportation.
 - Streets that integrate Green Street features to address the effects of climate change, such as extreme heat and precipitation, while improving walkability.

Policies

- ME-A.10: Create walkable destinations equitably across the City by increasing opportunities for placemaking and community gathering spaces, facilitating outdoor dining, and allowing for the creation of more designated space for active transportation.

- ME-B.2(b): Develop and maintain a comprehensive, integrated system of reduced stress bikeways to help encourage community members to cycle for commuting and daily needs.
- ME-B.3: Maintain and improve the quality, operation, and integrity of the bikeway network and roadways regularly used by bicyclists.
 - a. Provide buffered or separated bikeways along major roadways where vehicle speeds and volumes are higher.
 - b. Provide treatments such as wayfinding and markings, colored pavement, bicycle signals, bike boxes, and protected intersections to enhance safety, comfort, and enjoyability for all levels of bicycle riders.
 - c. Implement high-quality bicycle facilities, treatments, and amenities as roadways are resurfaced and/or rights-of-way become available.
- ME-C.2: Strengthen and expand existing micro transit services to complement traditional transit, fill transportation network gaps, facilitate last-mile connections, extend transit reach in underserved areas, and expand mobility options for vulnerable populations, including seniors and people with disabilities.
- ME-C.4: Designate shared mobility device parking zones or corrals in commercial and recreational areas, schools, transit stations, mobility hubs, activity centers, and visitor destinations.
- ME-D.11: Support intermodal stations to facilitate the transfer of passengers between mobility modes and expand the convenience, range, and usefulness of transportation systems implemented in the City.
- ME-D.12: Locate future stations adjacent to villages with high-density employment or residential uses.
- ME-D.17: Make transit planning an integral component of long-range planning documents and the development review process. Plan for transit-supportive villages, transit corridors, and other higher-intensity uses in areas that are served by existing or planned higher-quality transit services, in accordance with the Land Use and Community Planning Element.
- ME-D.20: Support and develop mobility hubs of different scales to provide a diverse set of amenities that encourage multimodal trips, for all trip types, and to serve as connection points between transit, shared micromobility services, and other private transportation services.
- ME-E.1: Plan, design, operate, and maintain streets using the Complete Streets principles for all types of transportation projects within the City including new construction, retrofit/reconstruction, and maintenance projects.

- ME-E.2: Provide integrated transportation planning and land use decisions that enhance the City of Villages strategy and transit-oriented development with Complete Streets, which facilitate multimodal transportation opportunities.
- ME-E.3: Include a Complete Streets approach into infrastructure projects, work programs, and other planning documents that address streets.
- ME-E.5: Identify the general location and extent of streets, sidewalks, trails, and other transportation facilities and services needed to enhance mobility in community plans.
 - a. Protect and seek dedication or reservation of right-of-way for planned transportation facilities, open space, and recreation activities through the planning and development review process.
 - b. Implement street improvements and multimodal transportation improvements as needed with new development and as areas redevelop over time.
 - c. Identify streets or street segments where special design treatments are desired to achieve community goals.
 - d. Identify streets or street segments, if any, where higher levels of vehicle congestion are acceptable to achieve vibrant community centers, increase transit-orientation, preserve or create streetscape character, or support other community-specific objectives.
 - e. Increase public input in transportation decision-making, including seeking input from multiple communities where transportation issues cross community boundaries.
 - f. Identify roadway segments to designate as SMART corridors and/or to include flexible lanes for use by transit, pooled service, or future travel modes. The configuration and specifics of the improvements and technology will be determined at the time of need and based on data and analysis.
- ME-E.8: Design an interconnected street network within and between communities, which includes pedestrian and bicycle access, while minimizing landform and community character impacts.
 - a. Identify locations where the connectivity of the street network could be improved through the community plan update and amendment process, the [SANDAG] Regional Plan update process, and through discretionary project review (see also Urban Design Element, Policy UD-B.5).
 - b. Use local and collector streets to form a network of connections to disperse traffic and give people a choice of routes to neighborhood destinations such as schools, parks, and village areas.
 - c. Design a street network to control traffic volumes and speeds through residential neighborhoods and village areas.

1. In newly developing areas or in large-scale redevelopment/infill projects, strive for blocks along local and collector streets to have a maximum perimeter of 1,800 feet.
 2. When designing modifications/improvements to an existing street system, enhance street or pedestrian connections where possible.
- d. Provide direct and multiple street and sidewalk connections within development projects, to neighboring projects, and to the community at large.
 - e. Where possible, design or redesign the street network, so that wide arterial streets do not form barriers to pedestrian traffic and community cohesiveness.
- ME-E.10: Install traffic calming measures as appropriate in accordance with site-specific recommendations which may include, but are not limited to, those identified in Table ME-2, to increase safety and enhance the livability of communities.
 - a. Use traffic calming techniques in appropriate locations to reduce vehicle speeds or discourage shortcutting traffic.
 - b. Choose traffic calming devices to best fit the situations for which they are intended.
 - c. Place traffic-calming devices so that the full benefit of calming will be realized with little or no negative effect upon the overall safety or quality of the street.
 - d. Design traffic calming devices appropriately, including consideration for: accessibility; drainage; underground utilities; adequate visibility; the needs of emergency, sanitation, goods movement and deliveries, and transit vehicles; and landscape.
 - e. Weigh any potential undesired effects of traffic calming devices (such as increased travel times, emergency response times, noise, and traffic diversion) against their prescribed benefits.
 - ME-E.11: Locate and design new streets and freeways and, to the extent practicable, improve existing facilities to: respect the natural environment, scenic character, and community character of the area traversed; and to meet safety standards.
 - a. Establish general road alignments and grades that respect the natural environment and scenic character of the area traversed. This could be accomplished through the use of a modified or truncated grid system.
 - b. Design streets and street improvements to maintain and enhance neighborhood character.
 - c. Design streets and highways that incorporate physical elements to improve the visual aspects of roadways.
 - d. Provide adequate rights-of-way for scenic lookouts and obtain scenic easements to ensure the preservation of scenic views.

- e. Preserve trees and other aesthetic and traffic calming features in the median and along the roadside.
 - f. Avoid or minimize disturbances to natural landforms.
 - g. Contour manufactured slopes to blend with the natural topography.
 - h. Promptly replant exposed slopes and graded areas to avoid erosion.
 - i. Employ landscaping to enhance or screen views as appropriate.
 - j. Select landscape designs and materials on the basis of their aesthetic qualities, compatibility with the surrounding area, and low water demand and maintenance requirements.
 - k. Utilize signs, lights, furniture, and other accessories suitable for the location.
 - l. Place utility lines underground.
 - m. Emphasize aesthetics and noise reduction in the design, improvement, and operation of streets and highways.
 - n. Avoid frequent driveway curb cuts that create conflict points between autos and pedestrians.
- ME-E.17: Provide transportation facilities to serve new growth in accordance with Policies ME-K.4-K.6, and Public Facilities Element, Sections A-C.
 - ME-G.6: Encourage large residential, mixed-use, and employment development to have site designs and on-site amenities that support alternative modes of transportation.
 - a. Emphasize pedestrian and bicycle-friendly design and amenities and accessibility to transit.
 - b. Include TDM amenities such as car sharing vehicles and parking spaces, bike lockers, preferred rideshare parking, showers and lockers, on-site food service, and childcare, where appropriate.
 - ME-H.6: Manage curb space in activity areas, coastal areas, transit-oriented developments, business districts, and corridors to balance the demands of all users or activities that occur within this public space, such as vehicle parking, bicycle and shared mobility device parking, delivery loading/ unloading, rideshare pick-up/drop-off, transit service, streetaries/sidewalk cafes, parklets, emergency vehicles, etc.
 - ME-L.3: Develop infrastructure to support zero-emission transportation technologies and services.

Urban Design Element

The Urban Design Element policies call for development that respects the City's natural setting; enhances the distinctiveness of neighborhoods; strengthens the natural and built linkages; and creates mixed-use, walkable villages throughout the City. The Urban Design Element addresses urban form and design through policies relative to San Diego's natural environment that work to preserve open space systems and target new growth into compact villages.

Policies

- UD-A.7: Design buildings that contribute to San Diego's needs for homes, jobs, services, amenities, and public spaces while establishing a positive sense of community identity.
 - a. Design buildings frontages to add interest to the streetscape and enhance the pedestrian experience. For example, walls could protrude, recess, or change in color, height, or texture to provide visual interest.
- UD-B.1(d): Encourage the provision of safe and enjoyable public spaces.
 1. Consider between five to ten percent of a development's net site area as public space, with adjustments for smaller (less than ten acres) or constrained sites. Alternative or more refined criteria may be established as a part of a community plan.
 2. Provide public space in the form of plazas, greens, gardens, pocket parks, promenades, paseos, amphitheaters, and community meeting rooms wherever feasible (see also UD-C.5 and UD-E.1).
 3. Provide public restrooms as part of the public space, wherever feasible.
 4. Consider deviations or incentives to allowable building height to provide additional site area for public spaces.
 5. Consider incentives or other mechanisms to implement public spaces.
- UD-B.1(g): Integrate transit stations or stops into a village site design.
- UD-B.1(h): Consider the incorporation of shared use mobility services, first-mile/ last-mile connections to transit, and/or the establishment of a mobility hub as a part of village design (see Mobility Element).
- UD-B.4: Retrofit existing large-scale development patterns, such as "superblocks" or "campus-style" developments, to provide more and improved linkages among uses in the superblock, neighboring developments, and the public street system.
 - a. Implement site design measures, such as paseos and internal streets, to divide large sites into walkable/rollable blocks.

- b. Provide active ground floor uses along corridors to promote inviting street frontages and a continuous street wall.
- c. Where high-rise development is proposed on a large site, consider the placement, size, spacing, and proportion of towers relative to the ground floor and base of a building.
- d. Encourage the provision of more efficient structured parking on large sites and minimize the presence of surface parking.
- e. Ensure that parking is screened along street frontages.
- UD-B.5: Provide active uses that front transit corridors and support the success of the public realm. Consider incorporating retail, community-serving uses, lobbies, entrance courts, sidewalk cafes, recreational amenities, and other active spaces at the ground level.
 - a. Orient buildings to the corridor.
 - b. Consider building placement close to or directly along the street edge to contribute to a continuous and engaging street wall.
 - c. Activate street edges through public realm enhancements, such as public seating, lighting, and other amenities, including recreational features, at the ground level.
 - d. Prioritize the placement of primary building frontages and operable entrances directly facing the corridor.
 - e. Implement exterior improvements, especially as a part of the first two stories of a building at street level, such as public art, pedestrian-scale windows and entrances, signs, and street furniture to shape a positive pedestrian experience.
 - f. Limit the amount of parking visible and accessible from street frontages. Encourage parking access from alleys (where present) and/or side streets.

Economic Prosperity Element

The Economic Prosperity Element was updated to include an updated discussion on SANDAG's 2021 Regional Plan, updated data and discussions with more recent economic data, updates to policies to reflect the new Promise and Opportunity Zone programs and Enhanced Infrastructure Financing Districts and Property and Business Improvement districts, and figures were revised to show the latest City boundary. New policies are included below.

Policies

- EP-A.6: Consider potential opportunities to create innovative mixed-use development in industrial areas, allowing residential uses to support industrial employee housing needs, based upon co-location studies to ensure land use compatibility.

- EP-B.6: Explore opportunities to expand innovative mixed-use opportunities through future community plan updates.

Public Facilities, Services, and Safety Element

Updates to the General Plan Public Facilities, Services and Safety Element included amendments to bring the City's outdated infrastructure policies in line with the City's present-day housing, equity, and climate goals, as well as to acknowledge the new development patterns of urban infill as the primary development in need of infrastructure. Resolution No. R-313851 amended the element to include applicable climate adaptation and resiliency strategies. Resolution No. R-311806 also amended the element for compliance with California Senate Bill 1241 that requires jurisdictions with Very High Hazard Severity Zones to address the risk of fire in the General Plan (2024).

Policies

- PF-A.2: Plan for public spaces such as libraries, public markets and parks that will be attractive to families with children.
- PF-D.1: Locate, staff, and equip fire stations to meet established response times as follows:
 - a. To treat medical patients and control small fires, the first-due unit should arrive within 7.5 minutes, 90 percent of the time from the receipt of the 911 call in fire dispatch. This equates to 1-minute dispatch time, 1.5 minutes company turnout time and 5 minutes' drive time in the most populated areas.
 - b. To provide an effective response force for serious emergencies, a multiple-unit response of at least 17 personnel should arrive within 10.5 minutes from the time of 911-call receipt in fire dispatch, 90 percent of the time.
 - c. This response is designed to confine fires near the room of origin, to stop wildland fires to under 3 acres when noticed promptly, and to treat up to 5 medical patients at once.
 - d. This equates to 1-minute dispatch time, 1.5 minutes company turnout time and 8 minutes drive time spacing for multiple units in the most populated areas.
- PF-D.2: Determine fire station needs, location, crew size and timing of implementation as the community grows.
 - a. Use the fire unit development performance measures (based on population density per square mile) shown in Table PF-D.1 to plan for needed facilities. Where more than one square mile is not populated at similar densities, and/or a contiguous area with different density types aggregates into a population cluster area, use the measures provided in Table PF-D.2.
 - b. Reflect needed fire-rescue facilities in community plans and associated facilities financing plans as a part of community plan updates and amendments.

- PF-D.5: Maintain service levels to meet the demands of continued growth and development, tourism, and other events requiring fire-rescue services.
 - 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.
- 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-E.2: Maintain average response time goals as development and population growth occurs. Average response time guidelines are as follows:
 - Priority E Calls (imminent threat to life) within seven minutes.
 - Priority 1 Calls (serious crimes in progress) within 12 minutes.
 - Priority 2 Calls (less serious crimes with no threat to life) within 30 minutes.
 - Priority 3 Calls (minor crimes/requests that are not urgent) within 90 minutes.
 - Priority 4 Calls (minor requests for police service) within 90 minutes.
- PF-E.7: Maintain service levels to meet demands of continued growth and development, tourism, and other events requiring police services.
 - 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.
- 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.8: Work with school districts and other education authorities to avoid environmentally protected and sensitive lands in the siting of schools and educational facilities.

Recreation Element

The General Plan (2024) Recreation Element Update by City Council by Resolution No. R-313686 identifies ways the City can expand its recreational opportunities through implementation of its Parks Master Plan (City 2024a). The Parks Master Plan consists of goals and policies in 13 categories that outlines a sustainable strategy to expand and upgrade the City's parks network.

Policies

- RE-A.2: Refine citywide park and recreation land use policies through community plan updates or other comprehensive planning efforts consistent with the Parks Master Plan to identify potential funding for park and recreation facilities, and to identify potential locations for parks and recreational opportunities that can be easily accessed by walking/rolling, biking, or transit and are centrally located, or provide unique recreational opportunities to community members residents and visitors.
- RE-A.3: Take advantage of recreational opportunities presented by the natural environment, in particular, open spaces and the beaches and shorelines.
- 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, and strive to increase bicycle, pedestrian, and transit access to these facilities.
- RE-A.8: Fully implement and achieve the park standards identified in the Parks Master Plan, including land acquisition.
- RE-A.9: Identify opportunities to increase recreational value and population-based parks within the community consistent with the Parks Master Plan by planning for upgrades and new investments within existing parks. Allow for flexibility and innovation to provide parks and recreational opportunities.
 - a. Continue the ongoing practice of developing joint use facilities utilizing a public input process.
 - b. Increase community and Citywide access to population-based parks, resource-based parks and open spaces, consistent with the Parks Master Plan.
 - c. Identify underutilized existing parks to be upgraded to increase recreational value to the City's parks system.
- RE-A.10: Encourage private development to include recreation facilities, such as children's play areas, rooftop parks and courts, useable public plazas, and mini-parks. (see also Urban Design Policies, UD-B.8 and UD-C.5)
 - a. Consider private recreation facilities when evaluating development park needs when it is clearly identified that the facilities and programs provide a public benefit and are bound by easements and agreements that remain in effect in perpetuity according to adopted policies.
- RE-A.12: Ensure that appropriate quality and quantity of parks, recreation facilities and infrastructure is provided citywide.
- RE-A.17: Ensure that all development impact fees collected for the acquisition and development of population-based parks and recreation facilities are used for appropriate purposes in a timely and equitable manner.

- RE-A.18: Pursue joint use agreements for recreational facilities on other public agency owned land to help implement the standards identified in the Parks Master Plan.
- RE-C.1: Protect existing parklands and open space from unauthorized encroachment by adjacent development through appropriate enforcement measures.
- RE-C.2: Protect, manage and enhance parks and open space lands through appropriate means which include sensitive planning, park and open space dedications, and physical protective devices.
- RE-C.5: Design parks to preserve, enhance, and incorporate items of natural, cultural, Native American, or historic importance.
- RE-C.9: Determine strategies that accommodate both land for residential, commercial, and industrial use with the needs for parkland and open space uses.
- RE-D.1: Provide new and upgraded park and recreation facilities that employ universal design principles that make them accessible to San Diegans regardless of age or physical ability, giving priority to economically disadvantaged communities.
- RE-D.2: Provide barrier-free trails and outdoor experiences and opportunities for persons with disabilities where feasible.
- RE-D.6: Provide safe and convenient bicycle, pedestrian, and micromobility linkages to, and within, park and recreation facilities and open space areas.
 - a. Provide pedestrian and bicycle paths between recreation facilities and residential development.
 - b. Designate pedestrian and bicycle corridors, and equestrian corridors where appropriate, that link residential neighborhoods with park and recreation facilities, trails, and open spaces and active commercial areas.
 - c. Improve public access through development of, and improvements to, multi-use trails within urban canyons and other open space areas.
 - d. Coordinate efforts with the City's Pedestrian Master Plan, the Parks Master Plan, Trails Master Plan, and the County's trail system to provide safe and convenient linkages between areas (see also Mobility Element, Section A).
 - e. Coordinate with the County, state, and federal governments to ensure planning for and connectivity to trail systems outside of the City such as the Trans-County Trail Plan, San Diego River trails, Sweetwater River trails, Otay Valley trails, the California Coastal Trail, the Pacific Crest Trail and the California Riding and Hiking Trail.
 - f. Identify key trails and access points as a part of community plan updates, discretionary permit reviews, and other applicable land use and park planning documents.

- RE-D.7: Provide public access to open space for recreational purposes.
 - a. Provide public access into Multiple Species Conservation Program (MSCP) open space for only those recreational purposes deemed compatible with the preservation goals of the MSCP Subarea Plan.
 - b. Provide public access at locations consistent with the goals and policies of the Conservation Element.
 - c. Provide new, and preserve and enhance existing public beach access, where appropriate.
- RE-E.3: Support local school districts' efforts to expand elementary and secondary school sites that result in additional joint use opportunities while balancing the competing needs of recreation and housing.
- RE-F.2: Protect and enhance park lands from adjacent incompatible uses and encroachments.
- RE-F.3: Provide for sensitive development of recreation uses within and adjacent to City owned open space lands.
 - a. Include only those development features and amenities that do not encroach upon or harm the feature or resource that inspires the open space or resource-based park.
 - b. Design and maintain open space lands to preserve or enhance topographic and other natural site characteristics.
 - c. Preserve designated public open space view corridors, such as views to the Pacific Ocean, other bodies of water, and significant topographic features.
 - d. Preserve open space along lakes, rivers, and creek beds for passive public recreation uses that are consistent with MSCP preservation goals.
 - e. Plant only native plant and non-invasive naturalized plant materials adjacent to open space lands.
 - f. Plant only native plant materials in open space lands intended for natural resource protection.
- RE.F.8: Create or enhance open space multi-use trails to accommodate, where appropriate, pedestrians/hikers, bicyclists, and equestrians.
 - a. Enhance public access to public open space by clearly identifying trailheads and trail alignments which are consistent with MSCP preservation goals.
 - b. Locate canyon and other open space trails to take advantage of existing pathways and maintenance easements where possible and appropriate.

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- c. Design, construct and manage trails to:
 - o Consider the context and sensitivity of the area they traverse.
 - o Protect and preserve sensitive natural and cultural resources.
 - o Provide for safe and enjoyable use using best practices (e.g., user management).
 - o Be sustainable and minimize maintenance using best practices (e.g., erosion control).
 - d. Ensure that trails that are considered to be a part of the City's trail system meet one or more of the City's definitions of what constitutes a trail (see Glossary).
 - e. Allow for the closure of existing public trails where such trails are unsafe, unsustainable, redundant, serve only a single private property, lack legal public access, and/or unnecessarily impact environmentally sensitive areas.

Conservation Element

The purpose of the Conservation Element is for the City “to become an international model of sustainable development and conservation and to provide for the long-term conservation and sustainable management of the rich and natural resources that help define the City's identity, contribute to its economy, and improve its quality of life” (City 2024a). This element contains policies to guide the conservation of the resources that are fundamental components of San Diego's environment. Resources considered in the Conservation Element that are applicable to the project include water, land, air, biodiversity, recyclables, topography, views, and energy. Sustainable conservation practices are outlined in the policies and include those related to climate change. Specific citywide policies with a conservation focus are also contained in the Land Use, Mobility, and Urban Design elements of the General Plan (2024), as well as the Conservation Element itself. The Conservation Element includes a reference to the City's Climate Action Plan (see separate discussion). Applicable policies from the Conservation Element are listed below.

Policies

- CE-A.13: Plant trees (consistent with habitat and water conservation policies) for their many environmental benefits, including natural carbon sequestration.
 - a Encourage the use of native plant species.
 - b. Avoid trees and plant species that are on the California Invasive Plant Council watch list.
- CE-B.9: Provide opportunities to preserve, enhance, and expand the open space network to support uses such as habitat, recreation, natural resources, historic and tribal resources, water management, and aesthetics, consistent with Biodiverse SD and Climate Resilient SD.
- CE-G.7: Preserve the network of habitat and open space through delineation of core biological resource areas identified in the Multi-Habitat Planning Area (MHPA) consistent with the City's Biodiverse SD program, inclusive of the Vernal Pool Habitat Conservation Plan

(VPHCP), and Multiple Species Conservation Plan (MSCP), which acts as the natural communities conservation program.

Noise Element

The Noise Element provides goals and policies to guide compatible land uses, and incorporates noise attenuation measures for new uses to protect people living and working in the City from exposure to excessive noise. To evaluate noise compatibility, the Noise Element establishes noise compatibility guidelines for uses affected by traffic noise, as detailed in Table 5.1-1, *City of San Diego Land Use – Noise Compatibility Guidelines*. Applicable Noise Element policies that were not covered in the FEIR consistency analysis (see FEIR Table 5.1-9) with respect to the project are addressed below.

Policies

- NE-B.3. Require noise reducing site design, and/or traffic control measures for new development in areas of high noise to ensure that the mitigated levels meet acceptable decibel limits.
- NE-B.4. Require new development to provide facilities which support the use of alternative transportation modes such as walking/rolling, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic.
- NE-B.7. Promote the use of berms, landscaping, setbacks, and architectural design where appropriate and effective, rather than conventional wall barriers to enhance aesthetics.
- NE-A.4: Require an acoustical study consistent with Acoustical Study Guidelines (Table NE-4) for proposed developments in areas where the existing or future noise level exceeds or would exceed the “compatible” noise level thresholds as indicated on the Land Use - Noise Compatibility Guidelines [see Table 5.1-1], so that noise mitigation measures can be included in the project design to meet the noise guidelines.
- NE-B.9: When parks are located in noisier areas, seek to reduce exposure through site planning, including locating the most noise sensitive uses, such as children’s play areas and picnic tables, in the quieter areas of the site; and in accordance with the other policies of this section.
- NE-I.1: Require noise attenuation measures to reduce the noise to an acceptable noise level for proposed developments to ensure an acceptable interior noise level, as appropriate, in accordance with California’s noise insulation standards (California Code of Regulations [CCR] Title 24) and Airport Land Use Compatibility Plans.
- NE-I.2: Apply CCR Title 24 noise attenuation measures requirements to reduce the noise to an acceptable noise level for proposed single-family, mobile homes, senior housing, and all other types of residential uses not addressed by CCR Title 24 to ensure an acceptable interior noise level, as appropriate.

The project site currently experiences noise levels ranging from 49.9 A-weighted decibels [dB(A)] to 50.5 dB(A), with noise in the vicinity primarily generated from distant vehicle traffic, bird vocalizations and aircraft (see Appendix I).

**Table 5.1-1
City of San Diego Land Use - Noise Compatibility Guidelines**

Land Use Category	Exterior Noise Exposure (CNEL)			
	60	65	70	75
<i>Parks and Recreational</i>				
Parks, Active and Passive Recreation				
Outdoor Spectator Sports, Golf Courses; Water Recreational Facilities; Indoor Recreation Facilities				
<i>Agricultural</i>				
Crop Raising and Farming; Community Gardens, Aquaculture, Dairies; Horticulture Nurseries and Greenhouses; Animal Raising, Maintaining and Keeping; Commercial Stables				
<i>Residential</i>				
Single Dwelling Units; Mobile Homes		45		
Multiple Dwelling Units <i>*For uses affected by aircraft noise, refer to Policies NE-D.2. & NE-D.3. For uses affected by motor vehicle traffic noise, refer to Policy NE-B.10.</i>		45	45	
<i>Institutional</i>				
Hospitals; Nursing Facilities; Intermediate Care Facilities; Kindergarten through Grade 12 Educational Facilities; Libraries; Museums; Child Care Facilities		45		
Other Educational Facilities including Vocational/Trade Schools and Colleges and Universities		45	45	
Cemeteries				
<i>Retail 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; Maintenance & Repair; Personal Services; Assembly and Entertainment (includes public and religious assembly); 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				

Land Use Category		Exterior Noise Exposure (CNEL)				
		60	65	70	75	
<i>Industrial</i>						
Heavy Manufacturing; Light Manufacturing; Marine Industry; Trucking and Transportation Terminals; Mining and Extractive Industries						
<i>Research and Development</i>					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.			
45, 50	Conditionally Compatible	Indoor Uses	Building structure must attenuate exterior noise to the indoor noise level indicated by the number (45 or 50) 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.			

CNEL = Community Noise Equivalent Level

SOURCE: City of San Diego, General Plan Noise Element, Table NE-3 Land Use – Noise Compatibility Guidelines, 2024.

Environmental Justice Element

An Environmental Justice Element was added to the General Plan in July of 2024 and identifies opportunities for the City to advance inclusive public engagement as part of the decision-making process by ensuring access to information and providing opportunities for community feedback, especially in lower income communities. Environmental justice, when action is taken, ensures that people of all races, cultures, and incomes are equally and equitably valued, protected, and served. This includes policies and regulations that affect the quality of the environment, such as mobility, parks, open space, public space, public services, and use of land. The project is not located within an identified environmental justice community, as shown on General Plan (2024) Figure EJ-1.

Housing Element

On June 16, 2020, the San Diego City Council adopted the 2021-2029 Housing Element. The City subsequently adopted revisions to the Housing Element in June 2021 to meet the certification conditions identified by the State of California Department of Housing and Community Development (HCD) in their October 2020 compliance letter. The Housing Element received full certification from HCD on September 10, 2021. The 2021-2029 Housing Element is the sixth update to the Housing Element and is also referred to as the 6th Cycle Housing Element. In the Housing Element, the City must identify enough potentially developable land zoned for residential use to meet the City's new Regional Housing Needs Allocation (RHNA) housing capacity/production target and must provide goals, objectives, policies, and programs to meet the housing needs of San Diego's citizens.

The City's Housing Element also identifies sites within the Specific Plan area as potential housing sites to achieve the RHNA. In accordance with Government Code Sections 65863 and 66300,

development of any parcel with fewer units by income category than identified in the Housing Element for that parcel would not be allowed unless specific criteria listed in these code sections are achieved. The vacant sites within the Specific Plan area are identified in the Housing Element inventory included as Housing Element Appendix D as having capacity to generate at least 4,170 new housing units for the City (City 2021). Net potential units quantified in the Housing Element are based on 90 percent of the maximum units under base zone/land use designations for a site minus any existing units.

The 2021-2029 Housing Element includes six goals:

- Goal 1: Facilitate the Construction of Quality Housing
- Goal 2: Improve the Existing Housing Stock
- Goal 3: Provide New Affordable Housing
- Goal 4: Enhance Quality of Life
- Goal 5: Exemplify Sustainable Development & Growth
- Goal 6: Publicize Housing Needs and Resources

c. Otay Mesa Community Plan

The OMCP is mostly unchanged since preparation of the FEIR; however, it has been amended to resolve inconsistencies in zoning and land use maps and the removal of paper streets and the adoption of the Central Village Specific Plan in 2017. The goals and policies of the OMCP have not been updated since preparation of the FEIR.

d. Zoning Ordinance (City of San Diego Land Development Code)

The LDC (City 2024b) contains regulations for the development and use of property, including zoning, subdivisions, and other related land use activities. Chapters 11-14 of the San Diego Municipal Code (SDMC) are referred to as the LDC. These chapters contain the City's planning, zoning, subdivision, and building regulations, with the exception of the planned district ordinance regulations. The LDC is one of the tools used to implement the General Plan (2024) and the community plans, which establish the pattern and intensity of land use throughout the City.

e. Biology Guidelines (City of San Diego)

The City's Biology Guidelines (City 2018) include baseline biological standards for processing development permits pursuant to the ESL Regulations and were updated in 2018 since the FEIR was prepared to incorporate information related to the adoption of the VPHCP. This included an update to the definition of sensitive biological resources, as follows:

1. Portions of the site occur within the MHPA as shown in the City's MSCP Subarea Plan or the VPHCP.

2. The site supports or could support (e.g., in different seasons/rainfall conditions, etc.) Tier I, II, or IIIA and IIIB vegetation communities (such as grassland, chaparral, coastal sage scrub, etc.). The California Environmental Quality Act (CEQA) determination of significant impacts may be based on what was on the site (e.g., if illegal grading or vegetation removal occurred, etc.), as appropriate.
3. The site contains or comes within 100 feet of a natural or manufactured drainage (determine whether it is vegetated with wetland vegetation). The site occurs within the 100-year flood plain established by the Federal Emergency Management Agency or the floodplain/floodway zones.
4. The site does not support a vegetation community identified in Tables 2a, 2b or 3 (Tier I, II, IIIA or IIIB) of the Biology Guidelines; however, wildlife species listed as threatened or endangered or other protected species may use the site (e.g., California least terns [*Sterna antillarum browni*] on dredge spoil, wildlife using agricultural land as a wildlife corridor, etc.).

f. Brown Field Airport Land Use Compatibility Plan

Details regarding the Brown Field ALUCP (County of San Diego [County] 2010) are included in FEIR Section 5.1.1.2.d. No changes to this plan have occurred since the adoption of the FEIR. Relevant to the Specific Plan area, Figure 5.1-1, *Airport Compatibility Zones*, shows the Brown Field Airport Influence Area (AIA) in relation to the OMCP. As shown, the project is located within AIA 2 and is not located within any Brown Field ALUCP safety zones or noise contours. The AIA is the area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses. The City, through its community planning process and zoning ordinance, retains land use control in the AIA.

g. Airport Land Use Compatibility Plan for Naval Outlying Landing Field Imperial Beach (NOLF IB ALUCP).

Details regarding the NOLF IB ALUCP are not included in the FEIR, as it was adopted after the preparation of the FEIR. Relevant to the Specific Plan area, the project is located within AIA Review Area 2 and is not located within any NOLF IB ALUCP safety zones or noise contours. The AIA is the area in which current or future airport-related noise, overflight, safety, and/or airspace protection factors may significantly affect land uses or necessitate restrictions on those uses or warrant the disclosure of potential airport impacts to buyers of residential property. The City, through its community planning process and zoning ordinance, retains land use control in the AIA.

h. Historical Resources Regulations

The City's Historical Resources Regulations were adopted in 1997 and have been amended since certification of the FEIR, most recently in 2020 and 2022. The purpose of the City's Historical Resources Regulations (LDC Sections 143.0201 through 143.0280) is to protect, preserve, and, where damaged, restore the historical resources of San Diego. Historical resources include historical buildings, historical structures or historical objects, important archaeological sites, historical districts, historical landscapes, and traditional cultural properties. These regulations are intended to

protect historical resources quality, and to protect the educational, cultural, economic, and general welfare of the public, while maintaining sound historical preservation principles and the rights of property owners.

i. Environmentally Sensitive Lands Regulations

The FEIR included discussion of the ESL Regulations and no amendments were made since the certification of the FEIR; however, the discussion of the regulations has been carried forth into this Subsequent Environmental Impact Report (SEIR) to expand upon the requirements that are relevant to this SEIR's analysis.

On January 1, 2000, ESL Regulations were adopted by the San Diego City Council as a part of the LDC. The purpose of the ESL Regulations is to protect and preserve ESL and the viability of the species supported by those lands. The regulations are intended to ensure that development occurs in a manner that protects the overall quality of the resources and the natural and topographic character of the area. It is further intended that the development regulations for ESL, which include guidelines for sensitive biological resources, steep hillsides, floodplains, or coastal bluffs, serve as standards for the determination of impacts and mitigation. Within the proposed project site, ESL development regulations apply to sensitive biological resources, e.g., vernal pools, federally listed plant species, which are discussed in detail in SEIR Section 5.4, *Biological Resources*. ESL development regulations also apply to steep hillsides which are discussed in detail in SEIR Section 5.1.6. No coastal beaches, sensitive coastal bluffs or Special Flood Hazard Areas exist within the Specific Plan area; therefore, these resources are not discussed further.

According to the ESL regulations, development that proposes encroachment into steep hillsides is subject to SDMC Section 143.0142 Development Regulations for Steep Hillsides, and the Steep Hillside Guidelines in the Land Development Manual. Outside of the MHPA, the allowable development area includes all portions of the premises without steep hillsides. The regulations state that steep hillsides shall be preserved in their natural state, except that development is permitted in steep hillsides if necessary to achieve a maximum development area of 25 percent of the premises. Development encroachment into steep hillsides and sensitive biological resources within the MHPA is restricted. Development within the MHPA beyond the allowed 25 percent would require a MHPA boundary line adjustment (BLA). A Site Development Permit (SDP) is required for projects proposing to impact any ESL.

j. Brush Management Regulations

The FEIR included discussion of the Brush Management Regulations and no amendments were made since the certification of the FEIR, however, the discussion of the regulations have been carried forth into this SEIR to expand upon the requirements that are relevant to this SEIR's analysis.

The City's Brush Management regulations (SDMC Section 142.0412) are required in all base zones on publicly or privately owned premises that are within 100 feet of a structure and contain native or naturalized vegetation. Any property containing a habitable structure and native or naturalized vegetation is required to provide 100 feet of brush management in two distinct zones: Zone 1 and Zone 2.

Brush Management Zone (BMZ) 1 typically extends 35 feet out from the habitable structure towards flammable vegetation and occurs within the allowable development footprint.

- Zone 1 must be maintained on a regular basis by thinning and pruning trees and plants, controlling weeds, and maintaining irrigation systems.
- No habitable structures are permitted. Structures that are located within Zone 1 (i.e., fences, walls, palapas, play structures, gazebos, and decks) must be non-combustible and/or have a minimum 1-hour fire resistance rating. Previously conforming structures (legally constructed prior to the ordinance) may remain unless they constitute a distinct danger to life or property or they must meet fire-rating criteria upon repair and/or replacement as determined by the Fire-Rescue Department
- Plants shall be primarily low-growing (less than 4 feet in height), low-fuel, and fire-resistive.
- All portions of trees, other than the trunk, which extend within ten feet of a structure or the outlet of any chimney, must be cut back.
- Trees adjacent to or overhanging any building must be free of dead wood.
- Roof and rain gutters must be free of leaves, needles, or other dead vegetative growth.

BMZ 2 is the remaining 65 feet that extends beyond Zone 1, typically comprised of undisturbed vegetation.

- Zone 2 must be maintained on a regular basis by controlling weeds and removing invasive species.
- Selective thinning and pruning of native and non-native plants are required to reduce the fuel-load. No grading or grubbing of native plants, soils or habitats is allowed.
- Non-native plants must be pruned before native plants. Violators will be responsible for restoration and mitigation costs as applicable. Brush management activity is not allowed from March 1 through August 15 in coastal sage scrub, maritime succulent scrub, or coastal sage-chaparral habitats, unless an exception is specifically granted.
- No structures or permanent irrigation are allowed in Zone 2.
- A permit is required to re-vegetate or reconfigure BMZ 2. Failure to obtain the required permits could result in costly corrective action.

Fire Prevention Bureau (FPB) Policy B-18-01 Mitigation for Reduced Brush Management Zones (California Fire Code [CFC] Chapter 49, California Building Code Chapter 7A, California Residential Code Section R337, SDMC Section 142.0412) clarifies construction mitigation requirements when 100 feet of defensible space (35 feet of Zone 1 and 65 feet of Zone 2) can't be provided for construction in the High Fire Hazard Severity Zone. This policy applies to new buildings or additions/remodels located in any Fire Hazard Severity Zone for which an application for a building

permit is submitted on or after July 1, 2008 that can't meet the defensible space requirements per CFC Section 4907 (City 2010).

k. Multiple Species Conservation Program Subarea Plan

The FEIR included discussion of the MSCP and no amendments have been made since the certification of the FEIR; however, the discussion of the regulations have been carried forth into this SEIR to expand upon the requirements that are relevant to this SEIR's analysis.

The MSCP is a comprehensive, long-term habitat conservation planning program that covers approximately 900 square miles in southwestern San Diego County under the federal and California Endangered Species Acts (FESA and CESA) and state Natural Community Conservation Planning Act of 1991. Local jurisdictions, including the City, implement their portions of the regional umbrella MSCP through subarea plans, which describe specific implementing mechanisms. The City's MSCP Subarea Plan was approved in March 1997 and covers approximately 206,000 acres within the City's jurisdictional boundary (City 1997). The City, U.S. Fish and Wildlife Service (USFWS), and the California Department of Fish and Wildlife (CDFW) have signed an MSCP Implementing Agreement that allows the City to issue incidental take authorizations for "MSCP covered" species. The MSCP identifies approximately 57,000 acres as MHPA. The MHPA areas are considered to be 90% conserved in order to adequately preserve habitat for the MSCP covered species.

The City's Biology Guidelines and ESL regulations are the implementing ordinances for the MSCP and VPHCP.

Southern Area

Section 1.2.1 of the MSCP provides specific guidelines for Otay Mesa and the Otay River Valley as they relate to the MHPA. The relevant guidelines are summarized and addressed as follows.

A7. Prior to any development impacts in this area, mitigation must include collecting and reseeding vernal pool species into other preserved Otay Mesa vernal pools.

Compatible Land Uses

Land uses that are considered compatible with the objectives of the MSCP and which are permitted uses in MHPA open space include:

- Passive recreation;
- Utility lines and roads (must adhere to MHPA construction and maintenance policies);
- Limited water facilities and essential public facilities;
- Limited low-density residential use;
- BMZ 2; and
- Limited agriculture.

General Planning Policies and Design Guidelines

Section 1.4.2 of the MSCP provides general planning and design guidelines for road and utility projects, as they relate to the MHPA and provides recommendations for fencing, lighting, and signage within the MHPA.

Roads and Utilities

1. All proposed utility lines should be designed to avoid or minimize intrusion into the MHPA.
2. All new development for utilities and facilities within or crossing the MHPA shall be planned, designed, located, and constructed to minimize environmental impacts.
3. Temporary construction areas and roads, staging areas, or permanent access roads must not disturb existing habitat unless determined to be unavoidable.
4. Construction and maintenance activities in wildlife corridors must avoid significant disruption of corridor usage.
5. Development of roads in canyon bottoms should be avoided whenever feasible.
6. Where possible, roads within the MHPA should be narrowed from existing design standards to minimize habitat fragmentation and disruption of wildlife movement and breeding areas.
7. For the most part, existing roads and utility lines are considered a compatible use within the MHPA and therefore will be maintained.

Fencing, Lighting, and Signage

1. Fencing or other barriers will be used where it is determined to be the best method to achieve conservation goals and adjacent to land uses incompatible with the MHPA.
2. Lighting shall be designed to avoid intrusion into the MHPA and effects on wildlife. Lighting in areas of wildlife crossings should be of low-sodium or similar lighting. Signage shall be limited to access and litter control and educational purposes.

Land Use Adjacency Guidelines

The City's MSCP Subarea Plan provides Land Use Adjacency Guidelines to avoid or reduce significant indirect impacts to MHPAs from adjacent land uses. The MSCP establishes adjacency guidelines to be addressed on a project-by-project basis to minimize direct and indirect impacts and maintain the function of the MHPA. The Land Use Adjacency Guidelines would be incorporated as project conditions of approval, which would preclude indirect impacts to the MHPA. Note that MHPA adjacency guidelines would apply to both land within the MHPA and land part of the VPHCP/MHPA.

Section 1.5.2 of the MSCP provides general management recommendations to implement these guidelines, as summarized below in Table 5.1-2, *Land Use Adjacency Guidelines Summary*.

**Table 5.1-2
Land Use Adjacency Guidelines Summary**

Topic	Regulation
Drainage	All new and proposed parking lots and developed areas in and adjacent to the MHPA must not drain directly into the MHPA. All developed and paved areas must prevent the release of toxins, chemicals, petroleum products, exotic plant materials, and other elements that might degrade or harm the natural environment or ecosystem processes within the MHPA.
Toxics	Land uses such as recreation and agriculture that use chemicals or generate by-products 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.
Lighting	Lighting of all developed areas adjacent to the MHPA should be directed away from the MHPA. Where necessary, development should provide adequate shielding with non-invasive plant materials (preferably native), berming, and/or other methods to protect the MHPA and sensitive species from night lighting.
Noise	Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species.
Barriers	New development adjacent to the MHPA may be required to provide barriers (e.g., non-invasive vegetation, rocks/boulders, fences, walls, and/or signage) along the MHPA boundary to direct public access to appropriate locations and reduce domestic animal predation.
Invasives	No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.
Brush management	New residential development located adjacent to and topographically above the MHPA (e.g., along canyon edges) must be set back from slope edges to incorporate Zone 1 brush management areas on the development pad and outside of the MHPA. Zone 2 should be placed in an open space easement that identifies a <u>Master Maintenance Association</u> homeowners association (HOA) or other private party that would be responsible for the ongoing Zone 2 brush management activities. The amount of woody vegetation thinning shall not exceed 50 percent of the vegetation existing when the initial thinning is done. Vegetation thinning shall be done consistent with San Diego 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 would be the responsibility of a <u>Master Maintenance Association</u> HOA or other private party.

Topic	Regulation
Grading/land development	Manufactured slopes associated with site development shall be included within the development footprint for proposed projects within or adjacent to the MHPA.

MHPA = Multi-Habitat Planning Area

Source: City 1997.

General Management Directives

General Management Directives in Section 1.5.2 of the MSCP are outlined below, including a discussion of project compliance.

Mitigation

Mitigation, when required as part of project approvals, shall be performed in accordance with the City's ESL Ordinance and Biology Guidelines.

Restoration

Restoration or revegetation undertaken in the MHPA shall be performed in a manner acceptable to the City. Where covered species status identifies the need for reintroduction and/or increasing the population, the covered species will be included in restoration/revegetation plans, as appropriate. Restoration or revegetation proposals will be required to prepare a plan that includes elements addressing financial responsibility, site preparation, planting specifications, maintenance, monitoring and success criteria, and remediation and contingency measures. Wetland restoration/revegetation proposals are subject to permit authorization by federal and state agencies.

Public Access, Trails, and Recreation

1. Provide sufficient signage to clearly identify public access to the MHPA. Barriers, such as vegetation, rocks/boulders for fencing may be necessary to protect highly sensitive areas.
2. Locate trails, view overlooks, and staging areas in the least sensitive areas of the MHPA. Locate trails along the edges of urban land uses adjacent to the MHPA, following existing dirt roads as much as possible rather than entering habitat or wildlife movement areas. Avoid locating trails between two different habitat types.
3. In general, avoid paving trails unless management and monitoring evidence shows otherwise. Clearly demarcate and monitor trails for degradation and off-trail access and use. Provide trail repair/maintenance as needed. Undertake measures to counter the effects of trail erosion including the use of stone or wood cross-joints, edge plantings of native grasses, and mulching of the trail.
4. Minimize trail widths to reduce impacts to critical resources. For the most part, do not locate trails wider than 4 feet in core areas or wildlife corridors. Provide trail fences or other barriers at strategic locations when protection of sensitive resources is required.

5. Limit the extent and location of equestrian trails to the less sensitive areas of the MHPA.
6. Off-road or cross-country vehicle activity is an incompatible use in the MHPA, except for law enforcement, preserve management or emergency purposes. Restore disturbed areas to native habitat, where possible, or allow to regenerate.
7. Limit recreational uses to passive uses such as birdwatching, photography and trail use. Locate developed picnic areas near MHPA edges or specific areas within the MHPA, in order to minimize littering, feeding of wildlife, and attracting or increasing populations of exotic or nuisance wildlife (opossums, raccoons, skunks). Where permitted, restrain pets on leashes.
8. Remove homeless and itinerant worker camps in habitat areas as soon as found pursuant to existing enforcement procedures.
9. Maintain equestrian trails on a regular basis to remove manure (and other pet feces) from the trails and preserve system in order to control cowbird invasion and predation. Design and maintain trails where possible to drain into a gravel bottom or vegetated (e.g., grass-lined) swale or basin to detain runoff and remove pollutants.

Litter/Trash and Materials Storage

1. Remove litter and trash on a regular basis. Post signage to prevent and report littering in trail and road access areas. Provide and maintain trash cans and bins at trail access points.
2. Impose penalties for littering and dumping. Fines should be sufficient to prevent recurrence and also cover reimbursement of costs to remove and dispose of debris, restore the area if needed, and to pay for enforcement staff time.
3. Prohibit permanent storage of materials (e.g., hazardous and toxic chemicals, equipment, etc.) within the MHPA and ensure appropriate storage per applicable regulations in any areas that may impact the MHPA, due to potential leakage.
4. Keep wildlife corridor undercrossings free of debris, trash, homeless encampments, and all other obstructions to wildlife movement.

Adjacency Management Issues

1. Enforce, prevent, and remove illegal intrusions into the MHPA (e.g., orchards, decks, etc.) on an annual basis, in addition to complaint basis.
2. Disseminate educational information to residents adjacent to and inside the MHPA to heighten environmental awareness, and inform residents of access, appropriate plantings, construction, or disturbance within MHPA boundaries, pet intrusion, fire management, and other adjacency issues.
3. Install barriers (fencing, rocks/boulders, vegetation) and/or signage where necessary to direct public access to appropriate locations.

Invasive Exotics Control and Removal

1. Do not introduce invasive non-native species into the MHPA. Provide information on invasive plants and animals harmful to the MHPA, and prevention methods, to visitors and adjacent residents. Encourage residents to voluntarily remove invasive exotics from their landscaping.
2. Remove giant reed, tamarisk, pampas grass, castor bean, artichoke thistle, and other exotic invasive species from creek and river systems, canyons and slopes, and elsewhere within the MHPA as funding or other assistance becomes available.
3. If funding permits, initiate a baseline survey with regular follow-up monitoring to assess invasion or re-invasion by exotics, and to schedule removal.
4. Conduct an assessment of the need for brown-headed cowbird trapping in each area of the MHPA where cattle, horse, and other animals are kept.
5. If eucalyptus trees die or are removed from the MHPA area, replace with appropriate native species. Ensure that eucalyptus trees do not spread into new areas, nor increase substantially in numbers over the years. Eventual replacement by native species is preferred.
6. On a case-by-case basis some limited trapping of non-native predators may be necessary.

Flood Control

1. Perform standard maintenance, such as clearing and dredging of existing flood channels, during the non-breeding or nesting season of sensitive bird or wildlife species utilizing the riparian habitat. For the least Bell's vireo, the non-breeding season generally includes mid-September through mid-March.
2. Review existing flood control channels within the MHPA periodically (every five to ten years) to determine the need for their retention and maintenance, and to assess alternatives, such as restoration of natural rivers and floodplains.

Specific Management Directives for the Southern Otay Mesa Area

As detailed in Section 1.5.3 of the City's MSCP Subarea Plan, the City envisions the Otay Mesa area to consist of open areas and undisturbed canyons, which provide habitat and movement capability for wildlife. Integrated into the canyon network would be recreational trails and United States Border Patrol (USBP) access roads.

The specific management directives for the southern Otay Mesa area are detailed below:

1. Continuous coordination with the USBP will be necessary to ensure continued awareness of the MHPA and cooperation in maintenance. The presence of the USBP in this area should help to make the MHPA safer for visitors. If possible, improve coordination with the USBP to aid in the identification and prevention of vandalism, off-road-vehicle use, dumping, and other disturbances to habitat.

2. Install barriers and signage along Spring Canyon where agriculture or development abuts the MHPA.
3. Provide educational materials and training on the MSCP and on native wildlife to USBP agents and other public agency personnel working in the Otay Mesa border area to encourage sensitive behavior towards wildlife and its habitat, and to discourage unnecessary off-road vehicle use in sensitive areas.
4. Ensure that the night lighting along the border intrudes as little as possible on lands in the interior of the MHPA.
5. Assess and prioritize the Spring Canyon area for restoration of disturbed areas. Include existing roads and those determined not to be needed for USBP activities in the restoration assessment. Burned areas should not need restoration, but off-road use and other disturbed areas should either be restored or other steps taken to encourage regeneration. This could offer potential research opportunities.

Area Specific Management Directives

Measures to protect the MHPA lands and sensitive species within the MHPA, called area specific management directives (ASMD), include guidelines for managing and monitoring covered species and their habitats, including following best management practices (BMP). Implementation of ASMDs would also be included as conditions of project approval (e.g., SDP conditions).

Edge effects may include (but are not limited to) trampling, dumping, vehicular traffic, competition with invasive species, parasitism by brown-headed cowbirds, predation by domestic animals, noise, collecting, recreational activities, and other human intrusion (City 1997).

MSCP-covered species observed or that have a high to moderate potential to occur within the limits of disturbance include coast horned lizard, least Bell's vireo, orange-throated whiptail, Cooper's hawk, southern California rufous-crowned sparrow, northern harrier, coastal California gnatcatcher, burrowing owl, coastal cactus wren, and southern mule deer. The species that were observed in project-level analysis areas and have designated ASMDs are discussed in detail below.

The conditions of coverage for coast horned lizard require ASMDs to maintain native ant species, discourage the invasive Argentine ant, and protect against detrimental edge effects to this species.

The conditions of coverage for least Bell's vireo require ASMDs to provide appropriate successional habitat, upland buffers for all known populations, cowbird control, and protection against detrimental edge effects to this species. Any clearing of occupied habitat must occur between September 15 and March 15 (i.e., outside of the breeding period) (City 1997).

The conditions of coverage for orange-throated whiptail require ASMDs to address edge effects.

The conditions of coverage for Cooper's hawk require ASMD to include a 300-foot impact avoidance area around active nests, and minimization of disturbance in oak woodlands and oak riparian forests.

The conditions of coverage for southern California rufous-crowned sparrow require ASMDs that maintain open phases of coastal sage scrub with herbaceous plant components, through maintenance of dynamic processes, such as fire.

The conditions of coverage for northern harrier require ASMD to include management of disturbed lands (which become part of the preserve) within four miles of nesting habitat to provide foraging habitat and include an impact avoidance area (900 feet or maximum possible within the MHPA) around active nests. The preserve management coordination group shall coordinate efforts to manage for wintering northern harriers' foraging habitat within the MSCP preserves.

The conditions of coverage for coastal California gnatcatchers require ASMDs to include measures to reduce edge effects and minimize disturbance during the nesting period, fire protection measures to reduce the potential for habitat degradation due to unplanned fire, and management measures to maintain or improve habitat quality including vegetation structure. No clearing of occupied habitat within the City's MHPAs may occur during this species' breeding season between March 1 and August 15.

The conditions of coverage for burrowing owl require ASMD to include the enhancement of known, historical and potential burrowing owl habitat; and management for ground squirrel, the primary excavator of burrowing owl burrows. Enhancement measures may include the creation of artificial burrows and vegetation management to enhance foraging habitat. Management plans must also include monitoring of burrowing owl nest sites to determine use and nesting success; predator control; and establishing a 300-foot-wide impact avoidance area around occupied burrows within the preserve.

The conditions of coverage for coastal cactus wren require ASMDs to restore maritime succulent scrub habitat, including propagation of cactus patches, active/adaptive management of cactus wren habitat, monitoring of populations within preserves, and reduction or elimination of detrimental edge effects. No clearing of occupied habitat may occur during the species' breeding season of February 15 through August 15.

The MSCP does not list any specific conditions of coverage for southern mule deer as this species is not considered sensitive, although it is still an MSCP-covered species.

MHPA Boundary Line Adjustment

An MHPA BLA may be requested by proposed projects to move the MHPA boundary, as long as the adjustment provides an equivalent MHPA. An MHPA BLA requires approval from the City and concurrence from the Wildlife Agencies (USFWS and CDFW). For an MHPA BLA to be considered, it must meet six functional equivalency criteria to demonstrate the habitat conveyed is of equal or higher value. The comparison of biological value must analyze the following:

1. Effects on significantly and sufficiently conserved habitats (i.e., the exchange maintains or improves the conservation, configuration, or status of significantly or sufficiently conserved habitats);

2. Effects to covered species (i.e., the exchange maintains or increases the conservation of covered species)
3. Effects on habitat linkages and function of preserve areas (i.e., the exchange results in similar or improved management efficiency and/or protection for biological resources);
4. Effects on preserve configuration and management (i.e., the exchange results in similar or improved management efficiency and/or protection for biological resources);
5. Effects on ecotones or other conditions affecting species diversity (i.e., the exchange maintains topographic or structural diversity and habitat interfaces of the preserve); and/or
6. Effects to species of concern not on the covered species list (i.e., the exchange does not significantly increase the likelihood that an uncovered species will meet the criteria for listing under either the federal or state Endangered Species Acts (City 1997).

I. Vernal Pool Habitat Conservation Plan

The FEIR included discussion of vernal pools; however, at the time of certification of the FEIR, the VPHCP had not yet been adopted. In 2019, the VPHCP was adopted along with an amendment to the OMCP to reflect its adoption. A discussion of the VPHCP has been carried forth into this SEIR to expand upon the requirements that are relevant to this SEIR's analysis.

The City's VPHCP is intended to provide a framework to protect, enhance, and restore vernal pool resources within the City, while improving and streamlining the environmental permitting process for impacts to threatened and endangered species associated with vernal pools. The VPHCP provides coverage for threatened and endangered vernal pool species that do not currently have federal coverage under the MSCP Subarea Plan including Otay Mesa mint, San Diego Mesa mint, Spreading navarretia, San Diego button-celery, California Orcutt grass, Riverside fairy shrimp, and San Diego fairy shrimp. The VPHCP is compatible with and expands existing MHPA lands to conserve additional lands with vernal pool resources. The VPHCP preserve area expands on the City's existing MHPA by including areas for 75% and 100% conservation. Chapter 7 of the VPHCP addresses the management and monitoring strategy including site specific management and monitoring actions for vernal pool complexes to achieve VPHCP objectives. Impacts to land identified as 100% conserved lands in the VPHCP require both mitigation and non-MHPA replacement lands to provide vernal pool resources for functional equivalency. Due to the presence of 100% conserved lands within the impact area associated with the proposed Beyer Boulevard West extension, replacement lands and a Major Amendment (MA) to the VPHCP are required, as detailed in SEIR Section 5.4, *Biological Resources*.

As detailed in VPHCP Table 4-1:

New roads may not impact vernal pools within the MHPA unless no other feasible alternative exists. If avoidance is not feasible, the project must demonstrate that impacts have been minimized to the maximum extent practicable. The project must evaluate the need for the road expansion pursuant to the Community Plan and evaluate alternate development proposals (e.g., reduced medians, reduction in road

width/classification). The City would document all of these steps as part of its determination of consistency with the VPHCP. Mitigation consistent with the VPHCP and project approval through the City's discretionary process would be required for all unavoidable impacts.

As detailed in the quoted text above, new roads through the MHPA require an alternatives analysis and impact minimization to the extent feasible. Section 8.4.2 of the VPHCP describes that a proposed BLA is required to evaluate the change in conservation levels and the change in impacts to vernal pools and covered species that would occur with the adjustment. The determination of the biological value of a proposed BLA shall be made by the City in accordance with the VPHCP. As stated in the VPHCP, Section 8.4.2, BLAs within the VPHCP Plan Area may be made without the need for an MA to the VPHCP in cases where the new boundary results in an area of equivalent or higher biological value in the MHPA. VPHCP Avoidance and Minimization Measures

Section 5.2 of the VPHCP requires indirect impacts to conserved vernal pools to be minimized by requiring development projects adjacent to the hard line preserve to comply with MHPA Land Use Adjacency Guidelines in addition to the VPHCP Section 5.2.1 avoidance and minimization measures, detailed below.

1. Any development adjacent to the MHPA shall be constructed to slope away from the extant pools to be avoided, to ensure that runoff from the project does not flow into the pools.
2. Covered projects shall require temporary fencing (with silt barriers) of the limits of project impacts (including construction staging areas and access routes) to prevent additional vernal pool impacts and prevent the spread of silt from the construction zone into adjacent vernal pools. Fencing shall be installed in a manner that does not impact habitats to be avoided. Final construction plans shall include photographs that show the fenced limits of impact and all areas of vernal pools to be impacted or avoided. If work inadvertently occurs beyond the fenced or demarcated limits of impact, all work shall cease until the problem has been remedied to the satisfaction of the City. Temporary construction fencing shall be removed upon project completion.
3. Impacts from fugitive dust that may occur during construction grading shall be avoided and minimized through watering and other appropriate measures.
4. A qualified monitoring biologist that has been approved by the City shall be present during project construction activities to ensure compliance with all mitigation measures identified in the CEQA environmental document. The biologist shall be knowledgeable of vernal pool species biology and ecology. The biologist shall perform the following duties:
 - a. Oversee installation of and inspect the fencing and erosion control measures within or upslope of vernal pool restoration and/or preservation areas a minimum of once per week and daily during all rain events to ensure that any breaks in the fence or erosion control measures are repaired immediately.

- b. Periodically monitor the work area to ensure that work activities do not generate excessive amounts of dust.
 - c. Train all contractors and construction personnel on the biological resources associated with this project and ensure that training is implemented by construction personnel. At a minimum, training shall include (1) the purpose for resource protection; (2) a description of the vernal pool species and their habitat(s); (3) the conservation measures that must be implemented during project construction to conserve the vernal pool species, including strictly limiting activities, vehicles, equipment, and construction materials to the fenced project footprint to avoid sensitive resource areas in the field (i.e., avoided areas delineated on maps or on the project-level analysis area by fencing); (4) environmentally responsible construction practices as outlined in Measures 5, 6, and 7 below; (5) the protocol to resolve conflicts that may arise at any time during the construction process; and (6) the general provisions of the project's mitigation monitoring and reporting program, the need to adhere to the provisions of FESA, and the penalties associated with violating FESA.
 - d. Halt work, if necessary, and confer with the City to ensure the proper implementation of species and habitat protection measures. The biologist shall report any violation to the City within 24 hours of its occurrence.
 - e. Submit regular (e.g., weekly) letter reports to the City during project construction and a final report following completion of construction. The final report shall include as-built construction drawings with an overlay of habitat that was impacted and avoided, photographs of habitat areas that were avoided, and other relevant summary information documenting that authorized impacts were not exceeded and that general compliance with all conservation measures was achieved.
5. The following conditions shall be implemented during project construction:
- a. Employees shall strictly limit their activities, vehicles, equipment, and construction materials to the fenced project footprint.
 - b. The project site shall be kept as clean of debris as possible. All food-related trash items shall be enclosed in sealed containers and regularly removed from the site.
 - c. Disposal or temporary placement of excess fill, brush, or other debris shall be limited to areas within the fenced project footprint.
6. All equipment maintenance, staging, parking, and dispensing of fuel, oil, coolant, or any other such activities shall occur in designated areas within the fenced project impact limits. These designated areas shall be located in previously compacted and disturbed areas to the maximum extent practicable in such a manner as to prevent any runoff from entering the vernal pools or their watersheds and shall be shown on the construction plans. Fueling of equipment shall take place within existing paved

areas greater than 100 feet from the vernal pools or their watersheds. Contractor equipment shall be checked for leaks prior to operation and repaired, as necessary. A spill kit for each piece of construction equipment shall be available and must be used in the event of a spill. "No fueling zones" shall be designated on construction plans.

7. Grading activities immediately adjacent to vernal pools shall be timed to avoid wet weather to minimize potential impacts (e.g., siltation) to the vernal pools unless the area to be graded is at an elevation below the pools. To achieve this goal, grading adjacent to avoided pools shall comply with the following:
 - a. Grading shall occur only when the soil is dry to the touch both at the surface and 1 inch below. A visual check for color differences (i.e., darker soil indicating moisture) in the soil between the surface and 1 inch below indicates the soil is dry.
 - b. After a rain of greater than 0.2-inch, grading shall occur only after the soil surface has dried sufficiently as described above, and no sooner than 2 days (48 hours) after the rain event ends.
 - c. To prevent erosion and siltation from storm water runoff due to unexpected rains, BMPs (e.g., silt fences) shall be implemented as needed during grading.
 - d. If rain occurs during grading, work shall stop and resume only after soils are dry, as described above.
 - e. Grading shall be done in a manner to prevent runoff from entering preserved vernal pools.
 - f. If necessary, water spraying will be conducted at a level sufficient to control fugitive dust but not to cause runoff into vernal pools.
 - g. If mechanized grading is necessary, grading will be performed in a manner to minimize soil compaction (i.e., use the smallest type of equipment needed to feasibly accomplish the work).
8. Prior to project construction, topsoil shall be salvaged from the impacted vernal pools or road ruts with fairy shrimp consistent with the requirements of the approved mitigation plan (e.g., free of versatile fairy shrimp). Vernal pool soil (inoculum) shall be collected when dry to avoid damaging or destroying fairy shrimp cysts and plant seeds. Hand tools (e.g., shovels and trowels) shall be used to remove the first 2 inches of soil from the pools. Whenever possible, the trowel shall be used to pry up intact chunks of soil, rather than loosening the soil by raking and shoveling, which can damage the cysts. The soil from each pool shall be stored individually in labeled boxes that are adequately ventilated and kept out of direct sunlight in order to prevent the occurrence of fungus or excessive heating of the soil and stored off-site at an appropriate facility for vernal pool inoculum. Inoculum from different

source pools shall not be mixed for seeding any restored pools, unless otherwise approved by the City and Wildlife Agencies. The collected soils shall be spread out and raked into the bottoms of the restored pools. Topsoil and plant materials salvaged from the upland habitat areas to be impacted shall be transplanted to, and/or used as a seed/cutting source for, the upland habitat restoration/creation areas to the maximum extent practicable as approved by the City.

9. Permanent protective fencing shall be used along any interface with developed areas and/or other measures approved by the City to deter human and pet entrance into on- or off-site habitat shall be installed. Fencing shall be shown on the development plans and should have no gates (accept to allow access for maintenance and monitoring of the biological conservation easement areas) and be designed to prevent intrusion by pets. Signage for the biological conservation easement area shall be posted and maintained at conspicuous locations. The requirement for fencing and/or other preventative measures shall be included in the project's mitigation program.

General Conditions for Compensatory Mitigation

Section 5.3.2 of the VPHCP addresses general conditions for compensatory mitigation and requires project specific vernal pool restoration, enhancement, and preservation plans consistent with these guidelines. These are applicable to the project as the project requires compensatory mitigation for vernal pools impacted by the project. The three general conditions are listed below.

1. The project proponent shall submit a vernal pool restoration/enhancement/preservation plan to the City (Development Services Environmental Analysis Section and Planning Department MSCP Staff) and Wildlife Agencies for approval as part of the development review process and the plan shall be included as an attachment to the project's CEQA document. The restoration plan shall be consistent (as applicable) with the restoration plan outline included in Attachment B of the City's Land Development Manual Biology Guidelines. The plan must be approved and implemented prior to or concurrent with project impacts.
2. The project proponent shall ensure the long-term management of the on-site areas shall occur in perpetuity. Each project proponent shall implement a perpetual management, maintenance, and monitoring plan (e.g., Habitat Management Plan) for their respective biological conservation easement areas. The plan, which shall be approved by the City and Wildlife Agencies and funding source must be established prior to, or concurrent with, impacts. The plan should include, but not be limited to, the following: method of protecting the resources in perpetuity (i.e., covenant of easement dedication to the City, or a deed restriction or other conservation mechanism consistent with California Civil Code Section 815, et seq. and/or Government Code Section 65870 and acceptable to the Wildlife Agencies; monitoring schedule; measures to prevent human and exotic species encroachment; funding mechanism; and contingency measures should problems occur. In addition, the plan shall include the proposed land manager's name, qualifications, business address, and contact information. The project proponent shall also establish a nonwasting endowment or similar secure funding method in an amount approved by the City and the Wildlife Agencies based on a Property Analysis Record (PAR; Center for Natural Lands Management (c) 1998),

or similar cost estimation method, to secure the ongoing funding for the perpetual long-term management, maintenance, and monitoring of the biological conservation easement area by an agency, nonprofit organization, or other entity approved by the City and the Wildlife Agencies.

3. In the event that a new occurrence of a covered species is identified (i.e., previously undocumented) within an area to be impacted by a covered project or covered activity, mitigation shall be required in the form of salvage and restoration for the impact to the new occurrence. Mitigation shall occur consistent with Conditions 1 and 2 above, as well as the City's Land Development Manual Biology Guidelines.

I. Sustainable Development Area

According to SDMC Chapter 11, Article 3, Division 1. Chapter 27, a Sustainable Development Area (SDA) means the area within a defined walking distance along a pedestrian path of travel from a major transit stop that is existing or planned, if the planned major transit stop is included in a transportation improvement program or applicable regional transportation plan, as follows:

- (a) Within Mobility Zones 1 and 3, as defined in Section 143.1103, the defined walking distance is 1.0 mile.
- (b) Within Mobility Zone 4, as defined in Section 143.1103, the defined walking distance is .75 mile.
- (c) For parcels located in Mobility Zone 4, in an area identified as a High or Highest Resource California Tax Credit Allocation Committee Opportunity Area, the defined walking distance is 1.0 mile.

In addition, an adopted specific plan prepared in accordance with Section 122.0107(a), shall be within the SDA if the SDA is within a portion of the adopted specific plan. A portion of the Specific Plan area is within an SDA; therefore, the Specific Plan is considered an SDA.

m. County of San Diego Parkland Dedication Ordinance

The FEIR did not include a discussion of the County Parkland Dedication Ordinance (PLDO) as there were no identified actions that involved this ordinance. The County's PLDO was updated in July 2018. The PLDO requires dedication of parks, payment of park impact fees, or a combination of both for residential development projects. For residential subdivisions and condominiums with 50 or more dwelling units, the County may require dedication of parkland. Payment of park impact fees are required for all other residential development projects. The PLDO separates the unincorporated portions of the County into 24 Local Park Planning Areas (LPPAs). LPPAs are used to determine the amount of park land to be dedicated or the in-lieu fees to be paid for residential development projects that are subject to the PLDO. The PLDO requires that developers dedicate parkland to meet the level of service (LOS) standard of 3 acres per 1,000 residents for all new residential development. The in-lieu fee is calculated based on the number of dwelling units and includes the cost of acquiring and developing future park and recreation facilities to meet the LOS standard of 3 acres per 1,000

residents (County Department of Parks and Recreation 2025). The project area includes County land along Beyer Boulevard.

5.1.3 Issue 1: Land Use Plan Conflicts

Would the project conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project?

Applicable land use plans, policies and regulations include the General Plan, SANDAG Regional Comprehensive Plan, SANDAG 2050 Regional Transportation Plan, Brown Field Master Plan and ALUCP, the and the City's MSCP Subarea Plan (Consistency with the City's MSCP Subarea Plan is discussed under Issue 4, below).

5.1.3.1 Significance Thresholds

Consistent with the FEIR, impacts related to land use would be significant if the project would:

- Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project.

According to the City's 2022 CEQA Significance Determination Thresholds, a significant land use impact may result due to inconsistencies or conflicts with an adopted land use designation or substantial incompatibility with an adopted plan, including applicable airport land use plans. The City's Significance Determination Thresholds state that an inconsistency with a plan is not in and of itself a significant impact; the inconsistency would have to relate to an environmental issue (i.e., cause a direct or indirect physical change in the environment) to be considered significant under CEQA. Land use impacts may be significant if a project would result in:

- Inconsistency /conflict with the environmental goals, objectives, or guidelines of a community or general plan.
- Inconsistency /conflict with an adopted land use designation or intensity and indirect or secondary environmental impacts.
- Substantial incompatibility with an adopted plan. For example: a rock crusher in a residential area would result in land use conflicts related to environmental consequences (i.e., noise), and environmental impacts would result.

For this SEIR, the SANDAG 2021 Regional Plan has replaced SANDAG's Regional Comprehensive Plan and 2050 Regional Transportation Plan as the applicable regional planning document.

5.1.3.2 Analysis

a. FEIR

The FEIR found that the OMCP's goals, policies, and programs would be consistent with the land use plans, policies, and regulations of the City's General Plan (2008), LDC, Brown Field ALUCP, and

SANDAG's Regional Comprehensive Plan. The OMCP introduced higher density residential and commercial land use designations, as well as several new mixed-use and industrial land use designations not reflected in the LDC at the time of FEIR preparation. The FEIR noted that "application of existing, new, or modified zones would accommodate existing development that conforms to the future vision for development within the OMCP area, encourage new development projects that are consistent with community goals and character, and implement mixed-use development consistent with the General Plan goals and policies". The FEIR evaluated consistency with the 2010 Brown Field ALUCP and found that implementation of Policy 9.1-1 of the General Plan (2008) Noise Element implemented by the supplemental development regulations in the Airport Land Use Compatibility Overlay Zone of the SDMC would ensure no compatibility issues. Policy 9.1-1 states that projects "satisfy all applicable conditions and criteria in the ALUCP for Brown Field prior to the approval of individual development projects for any proposed building or uses located within the AIA for Brown Field". The FEIR concluded that the OMCP would have a less than significant impact related to conflicts with planning documents.

b. Program-level

The following is a summary of the Specific Plan's consistency with applicable land use plans, policies, and regulations at a program level.

SANDAG 2021 Regional Plan: San Diego Forward

The SANDAG 2021 Regional Plan identifies transportation network improvements for 2025 including active transportation projects, improvements to regional arterials, and additions to existing highways, rail corridors, and local roads. The proposed project is consistent with the SANDAG 2021 Regional Plan's "Complementary Land Use" concept as it provides a multimodal community with residential, institutional, and commercial land uses and implements regional arterials such as Beyer Boulevard West and East and the extension of Caliente Avenue. The mobility network in the project area integrates the planned regional transportation network, as described in both the General Plan (2024) and OMCP, and The SANDAG 2021 Regional Plan. Improvements to regional arterials are projects identified in adopted circulation elements, which are required by law to be consistent with adopted land use plans. Policies within the Specific Plan would serve to promote the development of the regional plan's concept of mobility hubs to concentrate future development. Mobility hubs are communities with high concentrations of people, destinations, and travel choices. Therefore, the proposed project would not be inconsistent with the SANDAG 2021 Regional Plan.

Brown Field Airport Land Use Compatibility Plan

The Specific Plan area is located within the Brown Field AIA Review Area 2 (see Figure 5.1-1). The FEIR evaluated consistency with the Brown Field ALUCP and found that implementation of policies of the Brown Field ALUCP would ensure consistency with the plan, and thus, less than significant impacts would occur. The proposed Specific Plan and associated rezones were submitted to the Airport Land Use Commission (ALUC) for review. It was determined by ALUC that no ALUC action is required pursuant to Policy 2.6.1 of the ALUCP for Brown Field, which defines actions that require ALUC review to include amendments to general plans within an AIA that involve noise or safety concerns within Review Area 1 or land use actions that have been determined to be a hazard by the Federal

Aviation Administration (FAA) in accordance with Part 77 within Review Areas 1 and 2. The ALUC also indicated that the Specific Plan area would be located entirely outside the noise contours and safety zones (as well as overflight notification area) of the Brown Field Municipal Airport ALUCP. Therefore, there is no ALUC action associated with the program-level area. No inconsistencies with the Brown Field ALUCP have been identified and the Specific Plan would be consistent with the Brown Field ALUCP.

The requirements of Title 14 Code of Federal Regulations, Part 77 requiring FAA notification of proposed construction or alteration would not apply as no structures would exceed the Part 77 Airspace Surfaces identified in the ALUCP Compatibility Policy Map, Part 77: Airspace Protection.

NOLF IB Airport Land Use Compatibility Plan

The Specific Plan area is located within the NOLF IB AIA Review Area 2. The Specific Plan area included in Review Area 2 consists of open space and Beyer Boulevard West, which would not require review for airport hazards. The project would result in no conflict with the NOLF IB ALUCP.

General Plan (2024) Consistency

The proposed Specific Plan implements the OMCP providing community-specific guidance for how the community is to be planned and implemented over time consistent with the City's General Plan. The project was reviewed for consistency with the goals and policies of the General Plan (2024). The proposed Specific Plan would not be inconsistent with the goals and policies of the General Plan (2024), except there is the potential for an inconsistency with Noise Element policies NE-B.3 and NE-I.1 related to noise compatibility and Historic Preservation Element policy HP-A.5 related to significant historical and cultural resources. Noise Element Policy NE-B.3 requires noise reducing site design, and/or traffic control measures for new development in areas of high noise and Noise Element Policy NE-I.1 requires noise attenuation measures to reduce interior noise to an acceptable level in accordance with California's noise insulation standards (California Code of Regulations [CCR] Title 24) and Airport Land Use Compatibility Plans. Historic Preservation Element policy HP-A.5 requires the preservation of historic sites and enforcement of the Historical Resources Regulations and Guidelines of the Land Development Code.—An additional discussion of the project inconsistency with the Noise Element and Historic Preservation Element is provided below.

Noise Element

FEIR Mitigation Framework NOI-1 requires future development to demonstrate that future noise would not exceed the noise compatibility guidelines standards of the General Plan (2024), which are as follows (and detailed above in Table 5.1-1):

- Single-family residential uses are considered “compatible” with exterior noise levels up to 60 Community Noise Equivalent Level (CNEL) and “conditionally compatible” with exterior noise levels up to 65 CNEL.
- Multi-family residential uses are considered “compatible” with exterior noise levels up to 60 CNEL and “conditionally compatible” with exterior noise levels up to 70 CNEL.

- Commercial/Retail uses are considered “compatible” with exterior noise levels up to 65 CNEL and “conditionally compatible” with exterior noise levels up to 75 CNEL, with an interior noise level standard of 50 CNEL.
- Schools are considered “compatible” with exterior noise levels up to 60 CNEL and “conditionally compatible” with exterior noise levels up to 65 CNEL, with an interior noise level standard of 45 CNEL.
- Park uses are considered “compatible” with exterior noise levels up to 70 CNEL and “conditionally compatible” with exterior noise levels up to 75 CNEL.

Based on these standards, where noise levels exceed the “conditionally compatible” levels, noise mitigation measures should be analyzed to reduce noise levels at the proposed land uses. Where noise levels are within the “conditionally compatible” range, building structures should be analyzed to determine if they would attenuate exterior noise levels to the interior noise level standards.

As detailed in Appendix I, an exterior noise analysis was conducted using Specific Plan buildout traffic parameters and flat-site noise contours, which is a conservative analysis as no grading, topography, or shielding is taken into account. Future noise contours are shown in Figure 5.1-2, *Specific Plan Vehicle Traffic Noise Contours*. Exterior noise levels would be less than 60 CNEL throughout PA 15, PA 18, PA 20, and PA 21 and therefore be less than the City’s compatibility standards for single-family residential uses throughout these PAs. Exterior noise at the proposed multi-family ground floor exterior use space and second- or third-floor balconies facing Beyer Boulevard or Caliente Avenue for PA 1, PA 7, PA 26, and PA 27 would exceed 65 CNEL in some locations. Table 5.1-3, *Specific Plan Noise Compatibility Impacts*, summarizes the impacts for all Specific Plan PAs; however, the following is a discussion of the land uses proposed in each of the program-level PAs and the future noise compatibility impacts (project-level impacts for PAs 8 through 14 are discussed in SEIR Section 5.1.3.2.c).

Historic Preservation Element Residential Uses (Single and Multiple Dwelling Units)

Multi-family detached residential units, evaluated as single-family residential uses, would be constructed in program-level areas designated medium-low density residential (PAs 15, 18, 20, and 21). As shown on Figure 5.1-2, flat-site, ground-floor noise levels would not exceed the 60 CNEL compatible noise level at PAs 15, 18, 20, and 21.

Multi-family attached residential uses would be constructed in areas designated medium-density residential (PAs 19 and 22), and mixed-use (PAs 24 through 27). As shown on Figure 5.1-2, flat-site, ground-floor noise levels would exceed the maximum conditionally compatible noise level of 70 CNEL for residential uses only at the very edges of PAs 26 and 27 closest to Beyer Boulevard East. Should ground floor exterior use space or second- or third-floor balconies facing Beyer Boulevard East and Caliente Avenue be included in future multi-family project designs, it is possible that these exterior use areas and balconies would be exposed to noise levels above the conditionally compatible level of 70 CNEL due to their elevated exposure relative to the Specific Plan roadways. Exterior noise levels at multi-family ground floor exterior use spaces and second- or third-floor balconies facing Beyer Boulevard East or Caliente Avenue at PAs 26 and 27 could be located where exterior noise levels are incompatible. Exterior noise levels at all other multi-family attached PAs would be within the compatible noise threshold category. Future residential development within

conditionally compatible noise contours would require analysis of potential attenuation features to reduce exterior noise level as well as interior noise analysis to demonstrate compliance with interior noise standards. As it is not possible to guarantee future noise levels would be reduced to compatible levels at the program-level, the Specific Plan would potentially result in a land use- noise compatibility conflict with General Plan Policies NE-B.3 and NE-I.1 with secondary noise impacts. Refer to SEIR Sections 5.10.3 and 5.10.4 for further information.

~~The Historic Preservation Element Policy HP-A.5 states “[d]esignate and preserve significant historical and cultural resources for current and future generations.” Future development projects allowed by the Specific Plan would follow the standard historical designation process; however, it is unknown at the program level if all designated resources could be preserved for future generations due to a lack of information regarding the resource and future project design. Thus, the program-level future development would potentially conflict with Historical Preservation Element Policy HP-A.5.~~

Retail Sales

Retail sales uses would be constructed in the mixed-use PAs 24 through 27. Noise levels at PAs 24 through 27 would exceed the 65 CNEL conditionally compatible noise level within 100 feet of Beyer Boulevard and South Caliente Avenue but would not exceed the 75 CNEL incompatibility threshold. Retail sales uses within conditionally compatible noise contours would require analysis of potential attenuation features to reduce exterior noise level as well as interior noise analysis to demonstrate compliance with interior noise standards. As it is not possible to guarantee future noise levels would be reduced to compatible levels at the program-level, the Specific Plan would potentially result in a land use- noise compatibility conflict with General Plan Policy NE-B.3 with secondary noise impacts.

Institutional

A school would be constructed in PA 16. Noise levels would be below the 60 CNEL compatibility threshold at PA 16. A school overlay is applied to PA 7, where a second school could potentially be sited. Noise levels would exceed the conditionally compatible threshold of 65 CNEL only at the portion of PA 7 closest to Caliente Avenue. Specifically, if exterior use areas or classrooms are placed within 50 feet of Caliente Avenue, noise levels could exceed 65 CNEL. Institutional uses that could experience noise levels in excess of the conditionally compatible threshold would require analysis of potential attenuation features to reduce exterior noise level as well as interior noise analysis to demonstrate compliance with interior noise standards. As it is not possible to guarantee future noise levels would be reduced to compatible levels at the program-level, the Specific Plan would potentially result in a land use noise compatibility conflict with General Plan Policy NE-B.3 with secondary noise impacts.

Parks and Recreational

Parks would be constructed at PA 17. Additionally, pocket parks would be located throughout the Specific Plan among the other PAs. Noise levels would not exceed the compatibility standard of 70 CNEL at any of the park areas.

**Table 5.1-3
Specific Plan Noise Compatibility Impacts**

Planning Area (PA)	Land Use Plan Designation	Land Uses	Noise Standard ("Compatible"/ "Conditionally Compatible") CNEL	Future Noise Levels	Significance of Impact/ Required Mitigation
1	Residential - Medium	Multiple Dwelling Units	Up to 60/ 60-70	65 CNEL contour extends 55 feet and 60 CNEL contour extends 175 feet within PA 1. Ground-floor noise levels would not exceed 70 CNEL. 2nd- or 3rd-floor noise levels have the potential to exceed 70 CNEL.	Potentially significant at 2nd- or 3rd-floor balconies/ Mitigation SP-NOS-1 and SP-NOS-2
2	Park	Parks and Recreational	Up to 70/ 70-75	Less than 70 CNEL across entire PA	Less than significant/ No mitigation required
3	Park	Parks and Recreational	Up to 70/ 70-75	Less than 65 CNEL across entire PA	Less than significant/ No mitigation required
4	Residential - Medium	Multiple Dwelling Units	Up to 60/ 60-70	60 CNEL or less across entire PA	Less than significant/ No mitigation required
5	Residential - Medium	Multiple Dwelling Units	Up to 60/ 60-70	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
6	Residential - Medium	Multiple Dwelling Units	Up to 60/ 60-70	Less than 65 CNEL across entire PA. 60 CNEL contour extends 50 feet within PA 6. Noise levels would not exceed 70 CNEL.	Less than significant/ No mitigation required
7	Residential - Medium with School Overlay	Multiple Dwelling Units and Institutional	Up to 60/ 60-65* *Most conservative noise standard evaluated (school)	65 CNEL contour extends 50 feet and 60 CNEL contour extends 170 feet within PA 7. Ground-floor noise levels would not exceed 70 CNEL. Multi-family residential 2nd- or 3rd-floor noise levels have potential to exceed 70 CNEL standard.	School - Potentially significant within 50 feet of Caliente Avenue/No feasible mitigation identified. Residential - Potentially significant at 2nd or 3rd floor balconies/ Mitigation SP-NOS-1 and SP-NOS-2
8	Residential - Medium-High Part of Project-level Analysis	Multiple Dwelling Units	Up to 60/ 60-70	Part of project-level analysis. Detailed analysis conducted. See SEIR Section 5.1.3.2(c).	See SEIR Section 5.1.5.2(c).

Planning Area (PA)	Land Use Plan Designation	Land Uses	Noise Standard ("Compatible"/ "Conditionally Compatible") CNEL	Future Noise Levels	Significance of Impact/ Required Mitigation
9	Residential - Medium Part of Project-level Analysis	Multiple Dwelling Units	Up to 60/ 60-70	Part of project-level analysis. Detailed analysis conducted. See SEIR Section 5.1.3.2(c).	See SEIR Section 5.1.5.2(c).
10	Residential - Medium-Low Part of Project-level Analysis	Single Dwelling Units	Up to 60/ 60-65	Part of project-level analysis. Detailed analysis conducted. See SEIR Section 5.1.3.2(c).	See SEIR Section 5.1.5.2(c).
11	Residential - Medium Part of Project-level Analysis	Multiple Dwelling Units	Up to 60/ 60-70	Part of project-level analysis. Detailed analysis conducted. See SEIR Section 5.1.3.2(c).	See SEIR Section 5.1.5.2(c).
12	Residential - Medium-Low Part of Project-level Analysis	Single Dwelling Units	Up to e 60-65	Part of project-level analysis. Detailed analysis conducted. See SEIR Section 5.1.3.2(c).	Less than significant/ No mitigation required. Also see SEIR Section 5.1.5.2(c).
13	Residential - Medium Part of Project-level Analysis	Multiple Dwelling Units	Up to 60/ 60-70	Part of project-level analysis. 60 CNEL or less across entire PA. See SEIR Section 5.1.3.2(c).	Less than significant/ No mitigation required. Also see SEIR Section 5.1.5.2(c).
14	Residential - Medium-Low Part of Project-level Analysis	Single Dwelling Units	Up to 60/ 60-65	Part of project-level analysis. 60 CNEL or less across entire PA. See SEIR Section 5.1.3.2(c).	Less than significant/ No mitigation required. Also see SEIR Section 5.1.5.2(c).
15	Residential - Medium-Low	Single Dwelling Units	Up to 60/ 60-65	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
16	School	Institutional	Up to 60/ 60-65	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
17	Park	Parks and Recreational	Up to 70/ 70-75	Less than 65 CNEL across entire PA.	Less than significant/ No mitigation required

Planning Area (PA)	Land Use Plan Designation	Land Uses	Noise Standard ("Compatible"/ "Conditionally Compatible") CNEL	Future Noise Levels	Significance of Impact/ Required Mitigation
18	Residential - Medium-Low	Single Dwelling Units	Up to 60/ 60-65	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
19	Residential - Medium	Multiple Dwelling Units	Up to 60/ 61-70	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
20	Residential - Medium-Low	Single Dwelling Units	Up to 60/ 60-65	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
21	Residential - Medium-Low	Single Dwelling Units	Up to 60/ 60-65	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
22	Residential - Medium	Multiple Dwelling Units	Up to 60/ 60-70	60 CNEL or less across entire PA.	Less than significant/ No mitigation required
23	Conserved Open Space	None ¹	--	60 CNEL contour extends 40 feet within PA 23. Noise levels would not exceed 65 or 70 CNEL.	Less than significant/ No mitigation required
24	Mixed-Use	Multiple Dwelling Units and Retail Sales	Multi-Family - Up to 60/ 60-70 Retail - Up to 65/ 65-75	65 CNEL contour located at very edge of PA 24. 60 CNEL contour extends 30 feet within PA 24. Noise levels would not exceed 65 or 70 CNEL.	Less than significant/ No mitigation required
25	Mixed-Use	Multiple Dwelling Units and Retail Sales	Multi-Family - Up to 60/ 60-70 Retail - Up to 65/ 65-75	60 CNEL contour located at very edge of PA 25. Noise levels would not exceed 65 or 70 CNEL.	Less than significant/ No mitigation required
26	Mixed-Use	Multiple Dwelling Units and Retail Sales	Multi-Family - Up to 60/ 65-70 Retail - Up to 65/ 65-75	70 CNEL contour located at very edge closest to Beyer Boulevard. 65 CNEL contour extends 100 feet and 60 CNEL contour extends 280 feet within PA 26. Ground floor and 2nd- or 3rd-floor noise levels have potential to exceed 70 CNEL.	Potentially significant at ground floor and 2nd- or 3rd-floor balconies/Mitigation SP-NOS-1 and SP-NOS-2

Planning Area (PA)	Land Use Plan Designation	Land Uses	Noise Standard ("Compatible"/ "Conditionally Compatible") CNEL	Future Noise Levels	Significance of Impact/ Required Mitigation
27	Mixed-Use	Multiple Dwelling Units and Retail Sales	Multi-Family – Up to 60/ 60-70 Retail – Up to 65/ 65-75	70 CNEL contour located at very edge closest to Beyer Boulevard. 65 CNEL contour extends 100 feet and 60 CNEL contour extends 280 feet within PA 27. Ground floor and 2nd- or 3rd-floor noise levels have potential to exceed 70 CNEL.	Potentially significant at ground floor and 2nd- or 3rd-floor balconies/Mitigation SP-NOS-1 and SP-NOS-2

CNEL = community noise equivalent level; VTM = vesting tentative map

1. There is no Open Space category in Table NE-3.

Source: Appendix I.

Historic Preservation Element

The Historic Preservation Element Policy HP-A.5 states “[d]esignate and preserve significant historical and cultural resources for current and future generations.” Future development projects allowed by the Specific Plan would follow the standard historical designation process; however, it is unknown at the program level if all designated resources could be preserved for future generations due to a lack of information regarding the resource and future project design. Thus, the program-level future development would potentially conflict with Historical Preservation Element Policy HP-A.5.

Otay Mesa Community Plan

The Specific Plan would implement the OMCP vision within the Southwest Village. The Specific Plan was developed to implement the OMCP vision and policy framework related to specific plans and is consistent with most of the OMCP policies related to specific plans as shown in Table 5.1-4, *Program-level Consistency with Otay Mesa Community Plan Land Use Element Policies 2.1-1 and 2.1-2*. Additionally, the project was reviewed for consistency with all other goals and policies of the OMCP. The proposed Specific Plan would be consistent with most of the goals and policies of the OMCP, except there is a potential for inconsistency with policies including Open Space/Preservation Element Policy 2.6-4, Urban Design Element Policy 4.2-4, Public Facilities Services, and Safety Element Policy 6.5-3, and Noise Element Policy 9.2-2. A discussion of the potential inconsistency with these policies is provided below.

Table 5.1-4
Program-level Consistency with Otay Mesa Community Plan Land Use Element Policies 2.1-1 and 2.1-2

Policy	Consistency Evaluation	Consistent (Yes/No)
Policy 2.1-1: Require Specific Plans and any required rezoning for the Southwest and Central Village Areas to be consistent with the policies of this plan.	The Specific Plan would be potentially inconsistent with Open Space/Preservation Element Policy 2.6-4, Urban Design Element Policy 4.2-4, Public Facilities Services, and Safety Element Policy 6.5-3, and Noise Element Policy 9.2-2.	No
Policy 2.1-2(a): Respect the natural topography and sensitive habitat areas with growth patterns that balance development with preservation of natural resources.	The Specific Plan has been designed to locate development on mesa areas and avoid landslide hazard areas, steep slopes and canyons in the Specific Plan area. Sensitive habitats are identified in the MHPA and VPHCP areas. Caliente Avenue and Beyer Boulevard were designed with respect to the topography and location of conserved open space in the Specific Plan. The Specific Plan identifies areas of open space that are preserved. Most of the eastern areas identified as Open Space are included as part of the VPHCP. However, the Specific Plan would involve an MA to the VPHCP and MHPA BLA. Further discussions below address consistency with Conservation Element policies 8.1-6, 8.1-7, and 8.1-8.	Yes

Policy	Consistency Evaluation	Consistent (Yes/No)
<p>Policy 2.1-2(b): Provide a land use map that illustrates the detailed land use designations, including any lands set aside for resource conservation, consistent with the MSCP Subarea Plan and any future Vernal Pool Habitat Conservation Plan. The specific plan land use map will refine the Otay Mesa Community Plan Land Use Map as part of the specific plan approval process.</p>	<p>There are various land use types designated throughout the Specific Plan. Land use designations include open space areas that have been conserved under the MSCP and VPHCP. See consistency evaluation for Policy 2.1-2(a).</p>	<p>Yes</p>
<p>Policy 2.1-2(c): Illustrate the complete circulation system that, where possible, follows a grid pattern, and indicate how the system will relate to the overall Otay Mesa circulation system.</p>	<p>The proposed circulation and mobility network is organized around two key arterials that access the center of the community – Caliente Avenue offers north-south access and Beyer Boulevard provides east-west access. These arterials would provide separate facilities for pedestrians, bicyclists, transit users, and motorists. These arterials were designed with respect to provide linkages to the larger Otay Mesa community. Further, a grid-like network of streets connects to the arterial roadways allowing for maximum use of the land. Moreover, the grid network of streets connects to the arterial roadways allowing for maximum use of the land, with consideration of ownership and lot configuration.</p>	<p>Yes</p>
<p>Policy 2.1-2(d): Strive for block sizes along local and collector streets to have a maximum perimeter of 1,800 feet.</p>	<p>The Southwest Specific Plan would establish a pedestrian scaled walkable block pattern with small block sizes along multi-modal local and collector streets. The project would also be designed to limit the perimeter of block sizes along local and collector streets to 1,800 feet, and if block sizes are required to be larger, then pedestrian access and circulation would be provided to create connections through the middle of the block and align with other public streets, paseos, sidewalks, and pathways. Therefore, the Specific Plan is consistent with this policy.</p>	<p>Yes</p>
<p>Policy 2.1-2(e): Illustrate a separate system of pedestrian and bicycle facilities and pathways linking the activity centers with residential areas, public facilities, and open space systems.</p>	<p>Bicycle facilities and their linkages to community trails and neighborhood and community parks would provide linkages throughout the project area. The project would provide an interconnected bicycle and pedestrian network that connects neighborhoods to each other, the Village Core, parks, public spaces and surrounding natural open space, and the surrounding communities.</p>	<p>Yes</p>

Policy	Consistency Evaluation	Consistent (Yes/No)
Policy 2.1-2(f): Distribute parks comprehensively throughout the village area. Refer to Policy 7.1-7 of the Recreation Element for further recommendations.	Proposed parks would include Central Park in the southern half of the Specific Plan Area and North Village Park in the northern half, as well as Neighborhood Park Concept 1 in PAs 16 and 17 (with Joint-Use Opportunity with School) and Neighborhood Park Concept 2 in PAs 2 and 3.	Yes
Policy 2.1-2(f)(i): Link parks to one another with pathways to increase connectivity and enhance a sense of community.	The project objectives strive for the integration of parks, paseos, trails, and other amenities that provide outdoor areas for active and passive recreation. Linkages would be provided between parks through a system of paseos, multi-use paths, trails, sidewalks, and bike lanes and provide connections between the Village Core and surrounding neighborhoods.	Yes
Policy 2.1-2(f)(ii): Locate neighborhood parks at the end of streets and adjacent to canyons when appropriate to accommodate and enhance public views and vistas.	The perimeter of the Specific Plan would feature a community trail which would provide and enhance public views and vistas of canyons and other natural/topographic features throughout the Specific Plan. Parks would be provided throughout the Specific Plan with two neighborhood parks on opposite ends of the Specific Plan area, located near residential development and intended to serve the daily needs of the neighborhood. The Specific Plan would implement the City's Park Master Plan and provide recreational value-based parks and trails.	Yes
Policy 2.1-2(g): Identify specific locations for schools, parks, pedestrian pathways and trails.	The Specific Plan identifies the proposed locations for proposed pedestrian facilities, trails, and parks. A school overlay is identified in PA 7, which allows for an option to build a second school. A school is anticipated to be located in PA 16, adjacent to the Village Core and a neighborhood park.	Yes
Policy 2.1-2(g)(i): Site schools and parks adjacent to each other to create activity centers within neighborhoods. See Policy 2.7-2.	The proposed school site in PA 16 would be located adjacent to the neighborhood park in the Village Core (PA 17). Section 2.9.2 of the Specific Plan states that PA 7 should be evaluated as a potential joint-use park by the City and the San Ysidro School District.	Yes
Policy 2.1-2(g)(ii): Include pathways and trails that connect public facilities with each other and to residential areas.	The Specific Plan would support an interconnected system of paths, sidewalks, paseos, and walkways that create a connected pedestrian environment and connect residential buildings and common areas. The proposed locations of parks and trails would connect the residential neighborhoods with nearby parks, open spaces, a school, and the Village Core, within the Specific Plan.	Yes

Policy	Consistency Evaluation	Consistent (Yes/No)
Policy 2.1-2(g)(iii): Provide pathways and connections, such as interpretive centers and trailheads, from facilities to canyon edges to take advantage of educational and recreational opportunities.	The Mobility Chapter of the Specific Plan establishes the framework for pedestrian and bike path networks that connect users to schools, parks, commercial centers, residential neighborhoods, open spaces, and employment, educational, and recreational opportunities. The Specific Plan would provide an interconnected system of paths, sidewalks, paseos, and walkways that connect the residential neighborhoods with common areas. Figures 3-8, <i>Bicycle Facility Network</i> and 3-9, <i>Pedestrian Facility Network</i> show the proposed bicycle and pedestrian network.	Yes
Policy 2.1-2(g)(iv): Determine final trail alignments and analyze with future Specific Plans or project-specific proposals. See policies in Recreation Element Section 7.2	Figure 3-9 illustrates the conceptual trail locations within the Specific Plan. Future development of trails would adhere to MSCP Subarea Plan requirements.	Yes
Policy 2.1-2(h): Incorporate a diversity of housing types that includes market rate and affordable housing. Encourage inclusionary housing on-site.	Table 3-1, <i>Southwest Village Specific Plan Development Summary</i> , summarizes development within the Specific Plan and outlines housing types. All implementing development applications would be required to comply with the City's LDC and may also be eligible for the City's Affordable In-Fill Housing and Sustainable Buildings Expedite Program as defined in Chapter 14, Article 3, Division 9 if one of the criteria for eligibility is met. The Specific Plan would incorporate a variety of housing types, including detached and attached homes, as well as multi-family housing. Figure 3-1, <i>Specific Plan Land Use Plan</i> , illustrates the locations of the variety of housing types.	Yes
Policy 2.1-2(i): Include an appropriate balance of single family and multi-family housing consistent with the projections provided in the plan.	The project would include a diversity of single- and multi-family housing types. Figure 3-1 illustrates the locations of various residential densities. The Residential Mixed Use designation in the Village Core would support a density of 30 to 62 du/ac, as well as a mobility hub with transit access.	Yes
Policy 2.1-2(j): Provide development at densities that support transit as an integral component of village areas and corridors.	Development within the Specific Plan would accommodate community-serving commercial and retail uses of moderate intensity and scale, and attached residential uses. The Residential Mixed-Use area is planned for a future mobility hub with transit access and would be located near these community-serving uses. High density multi-family housing would be integrated in the Village Core. A mobility hub is planned at the heart of the Village Core at the intersection of Caliente Avenue and Beyer Boulevard.	Yes

Policy	Consistency Evaluation	Consistent (Yes/No)
Policy 2.1-2(k): 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. Encourage an anchor grocery store within each village area.	The Village Core would be located in the center of the community, where people can live, shop, dine, work, and play. The Village Core will include local-serving retail, office, and public/semi-public uses within walking distance to higher density homes. The Village Core is comprised of the Residential Mixed-Use land use, which allows for neighborhood-serving uses on the ground floor, such as grocery or convenience stores.	Yes
Policy 2.1-2(l): Identify centrally located mixed-use core areas within each village area adjacent to key roadways and transit stops. Require a minimum of 15 du/ac for core areas designated Neighborhood Village and 30 du/ac for core areas designated Community Village.	<u>The OMCP identifies Neighborhood Village, Parks, Open Space, and Institutional land uses within the Southwest Village Specific Plan area. The specific plan further refines the Neighborhood Village land use within the boundary area. There are no areas designated as Community Village in the Specific Plan; however, the four five central PAs (PAs 24-27) are designated as the "Village Core."</u> The Village Core would be an urban mixed-use center planned around a future transit stop and mobility hub. Residential Mixed-Use areas would allow for development of 30 to 62 du/ac in the Village Core.	Yes
Policy 2.1-2(m): Locate higher density mixed residential uses within a ½ mile of a "Town Center" along Beyer Road and within a ½ mile from the community commercial center in the north portion of the Southwest Village.	The Village Core, south of Beyer Boulevard, would include Residential Mixed-Use, which would provide community-serving commercial services to those who reside there, as well as work and visit. PA 8 immediately north of Beyer Boulevard would include Medium-High Density Residential that allows 20-44 du/ac and would be located less than ½ mile from the Village Core.	Yes
Policy 2.1-2(n): Locate higher density mixed residential uses within a ¼ mile of transit stops along Airway Road and near the mixed-use retail uses in the Central Village as shown on Mobility Figure 3-2.	Though Airway Road is not within the project area, the Village Core is an urban mixed-use center that would locate higher density mixed residential uses immediately adjacent to and within a 1/4 mile of the future transit stop and mobility hub.	Yes
Policy 2.1-2(o): Include a detailed design plan for the mixed use village core areas that identifies retail, convenience uses, and public spaces.	The Specific Plan includes a detailed design plan for the mixed-use Village Core areas that identifies retail, convenience uses, and public spaces. Retail and convenience uses are identified as Residential Mixed-Use areas in the center of the Specific Plan area and public spaces are shown as parks and trails improvements throughout the Specific Plan area.	Yes

Policy	Consistency Evaluation	Consistent (Yes/No)
Policy 2.1-2(p): Provide sufficient community serving commercial development within village core areas and along transit corridors that support the residents, workforce, and visitors as these areas develop.	The Village Core would include a mix of community-serving commercial development, such as retail and offices, in addition to public/semi-public uses within walking distance of residential uses. Residential Mixed-Use (30 to 62 du/ac) would be included in the Village Core and is intended to accommodate a mix of community-serving commercial service and retail uses, which would be located near a future transit stop.	Yes
Policy 2.1-2(q): Provide refined architecture, urban design, and streetscape guidelines consistent with the policies in the Otay Mesa Community Plan and the General Plan.	The Specific Plan includes design policies and standards to be used in conjunction with the development regulations in Chapter 2, Land Use, of the Specific Plan. Specific Plan Chapter 3 identifies the design guidelines that promote aesthetically pleasing and viable, site-compatible development that supports the vision and objectives of the Specific Plan.	Yes
Policy 2.1-2(r): Include guidelines and illustrations for height, bulk, and scale of buildings and their relation to each other.	The Specific Plan includes design regulations consistent with the General Plan (2024) and LDC. Future development under the Specific Plan would not exceed height and bulk restrictions, block sizes, form, massing, and articulation of buildings and buildings would be compatible in relation to one another.	Yes
Policy 2.1-2(s): Provide a street tree plan that utilizes species within the Otay Mesa Street Tree Plan.	The Specific Plan includes a Streetscapes and Entries Plant Palette identifying street trees through the roadways in the Specific Plan area. Designated street trees include Brisbane Box (<i>Lophostemon confertus</i>) and Jacaranda (<i>Jacaranda mimosifolia</i>), both of which are identified on the Community Corridor Tree List in the Otay Mesa Street Tree Plan.	Yes
Policy 2.1-2(t): Require a phasing plan to ensure timely provision of necessary public facilities to serve the proposed development.	SEIR Section 3.3.1 discusses the implementation of phasing for the project and states various standards to which development must adhere. See Table 3-2, <i>Specific Plan Phasing Summary</i> , for phasing plans for proposed infrastructure within the Southwest Village. Parks would be developed within each PA as specified in Table 3-6, <i>Program-level Parks</i> .	Yes

MHPA = Multi-Habitat Planning Area; VPHCP = Vernal Pool Habitat Conservation Plan; PA = Planning Area; du/ac = dwelling units per acre; LDC = Land Development Code

Source: Rick Engineering 2025

The Specific Plan would result in potential inconsistencies with the following OMCP policies:

- **Open Space/Preservation Element Policy 2.6-4:** 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. Create pedestrian pathways that connect parks with activity centers.

Discussion: Population-based parks standards were replaced by amenity-based standards with Parks Master Plan (2021) and the project identifies parks based on an amenity-based approach per the General Plan (2024) Recreation Element and Parks Master Plan (2021). While the OMCP retains this policy and the project would not be consistent with Open Space/Preservation Element Policy 2.6-4, parks would be provided consistent with current General Plan (2024) amenity-based standards. No significant secondary physical impact would result the considering that this potential inconsistency is related to the method in which parks requirements are determined for individual projects. While the Parks Master Plan (2021) differs in park standards from the OMCP, no secondary physical impacts would result related to this potential inconsistency.

- **Public Facilities Services, and Safety Element Policy 6.5-3:** Encourage future projects to divert construction and demolition debris beyond the required level (e.g., 50 percent as of January 2011) as required by City Ordinance O-19420.

Discussion: As discussed in Section 5.14, *Utilities*, the Construction and Demolition Debris Recycling Ordinance (C&D Ordinance) was updated in 2016 to increase the diversion requirement to 75 percent by weight of the total debris generated by the project. As future development may not be required to prepare a Waste Management Plan (WMP), program-level components may not meet the diversion requirements and an inconsistency could result in secondary impacts.

- **Urban Design Element Policy 4.2-4:** Avoid cul-de-sacs and 'dead-end' streets.

Discussion: The program-level components would involve the cul-de-sacs at West Avenue, South Caliente Avenue, Spine Road, First Avenue, Street A, Street B, Street D and East Avenue; however, these cul-de-sacs would be located at the edges of identified development areas and through streets at these locations would not be appropriate given their location at the edges of developed areas and steep slopes. Cul-de-sacs and dead-end streets at the locations identified above would remain and would be potentially inconsistent with Urban Design Element Policy 4.2-4 at the program-level. While the project would be potentially inconsistent with this policy, no significant secondary physical impact would result considering there are no developable areas beyond the proposed cul-de-sacs. By installing cul-de-sacs at these locations instead of constructing streets that continue into steep slope areas where development would not be compatible, potential physical impacts to these steep slope areas would be avoided and no secondary physical impacts would result related to this potential inconsistency.

- **Noise Element Policy 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.

Discussion: Similar to the discussion with the General Plan (2024) Noise Element, future implementation of program-level components may not meet the compatibility guidelines,

and an inconsistency could occur. As it is not possible to guarantee future noise levels would be reduced to compatible levels at the program-level, the Specific Plan would potentially result in a land use-noise compatibility conflict with OMCP NE Policy 9.2-2, resulting in secondary noise impacts.

The project would not be consistent with the following OMCP goal:

- **Historic Preservation Element Goal:** Identification and preservation of historical resources in Otay Mesa.

Discussion: Future development projects within the program-level areas would be required to complete archaeological resources reports in accordance with mitigation measures SP-HIST-1 and SP-HIST-2, as appropriate, to identify potential historical resources (refer to Section 5.5.6.4). Project information and historical resources information is not available at the program level, and it cannot be guaranteed that all identified historic resources would be preserved. As there is potential for future development in the program-level areas to impact the entirety of a historical resource, the project-level development would conflict with this goal.

Given the project's requested changes to the MSCP/VPHCP and potential impacts to sensitive biological resources, the following OMCP policies related to biological resource protections were also reviewed and no potential inconsistencies were identified:

- **Conservation Element Policy 8.1-6:** Implement Area Specific Management Directives and Conditions of Coverage as stated in Table 3-5 of the MSCP Subarea Plan for Species protected in Otay Mesa and identified in Table 8-1.

Discussion: All future development within the Specific Plan area would be required to complete a site-specific biological technical report and appropriate species surveys, as required by OMCP FEIR Mitigation Framework BIO-1. Based on the species present or with the potential to occur, the City's Biology Guidelines would require evaluation of consistency with the MSCP including ASMDs and Conditions of Coverage as stated in Table 3-5 of the MSCP Subarea Plan. Therefore, at the program-level, the project would be consistent with this policy.

- **Conservation Element Policy 8.1-7:** Require preservation, restoration, management, and monitoring within identified vernal pool preservation areas in accordance with City, state, and federal policies and regulations. The boundaries of vernal pool preserve areas should be of sufficient size and shape to protect the vernal pool basins, watersheds, functional buffers, and areas necessary to maintain vernal pool ecosystem function and species viability.
 - A. Design, as feasible, the preserve areas to provide connectivity between vernal pools, surrounding open space, and nearby vernal pool complexes.
 - B. Conduct management and monitoring of preserved and restored vernal pool sites in accordance with the citywide regulations and Biology Guidelines.

Discussion: This policy has largely been implemented through the City's completion of the VPHCP which defines vernal pool preserve areas of a sufficient size and shape to protect vernal pool ecosystems and species viability and identifies required management and monitoring actions that the City is responsible for implementing. The Specific Plan includes a VPHCP MA to allow for Beyer Boulevard West to extend through 100% conserved lands. With implementation of the program-level mitigation described in 5.4, *Biological Resources*, and the VPHCP MA, all future development would be designed to address protection of vernal pools and their watersheds.

- **Conservation Element Policy 8.1-8:** Amend the Otay Mesa Community Plan as needed for consistency with an adopted Vernal Pool Habitat Conservation Plan (HCP).

Discussion: The project would result in a VPHCP MA to allow Beyer Boulevard West to cross 100% conserved lands. The proposed Specific Plan is consistent with the proposed VPHCP MA; therefore, additional OMCP amendments to address the VPHCP MA are not anticipated.

- **Conservation Element Policy 8.1-11:** Encourage the development of a comprehensive approach to habitat identification, management, and establishment of preservation nodes in order to address long term survival of the burrowing owl on Otay Mesa.

Discussion: The City continues to work with the Wildlife Agencies to develop a comprehensive approach to habitat identification, management, and establishment of nodes to address long-term survival of burrowing owl on Otay Mesa. At a program-level, future development would likely affect foraging habitat for burrowing owl. Future site-specific biological studies would be required to include burrowing owl protocol surveys and assess the potential for impacts to burrowing owl and its habitats. Implementation of the Specific Plan would not impede development of a comprehensive approach to addressing long term survival of burrowing owl on Otay Mesa.

- **Land Use Element Policy 2.1-1:** Require Specific Plans and any required rezoning for the Southwest and Central Village Areas to be consistent with the policies of this plan.

Discussion: As discussed above, the Specific Plan would be potentially inconsistent with Open Space/Preservation Element Policy 2.6-4, Urban Design Element Policy 4.2-4, Public Facilities Services, and Safety Element Policy 6.5-3, and Noise Element Policy 9.2-2. As a result, the Specific Plan would conflict with Land Use Element Policy 2.1-1, which requires consistency with policies in the OMCP.

c. Project-level

SANDAG 2021 Regional Plan: San Diego Forward

The project-level components would implement the Southwest Village vision of the Specific Plan and therefore are consistent with the SANDAG 2021 Regional Plan's "Complementary Land Use" concept as it provides a multimodal community with residential, institutional, and commercial land uses. The project-level components would include mobility network improvements including connections to the larger transportation network via Caliente Avenue and Beyer Boulevard West and East. Internal

streets including Central Avenue, West Avenue, and Street A would include bicycle lanes. Specifically, a Class I bike path and buffered Class II bike lane would be installed along the northern side of Beyer Boulevard East between West Avenue and Caliente Avenue. The remainder of the roads that would be constructed as part of the project-level components would include buffered Class II bike lanes. Pedestrian amenities would include paseos to serve as connections for public access between and throughout Southwest Village and to the outer trail network. Public transportation improvements would not occur as part of the project-level components; however, development in Phase 1 of the Specific Plan would be later served by the planned regional transit connection in PA 27 which is identified as a program-level component.

General Plan (2024) Consistency

The project-level components were reviewed for consistency with applicable General Plan policies. Given the extension of Beyer Boulevard West and potential impacts to sensitive biological resources, General Plan (2024) Policy UD-A.2.C related to open space protection and the continuation of transportation corridors was reviewed and no potential inconsistencies were identified. Specific to the development of the project-level components, it is also noted that the extension of Beyer Boulevard West was envisioned as a component of the OMCP mobility network and the FEIR acknowledged that the road would require construction through a number of conserved parcels (see FEIR Figure 5.4-5). Consistent with this, General Plan (2024) Policy UD-A.2.C states, "Recognize that sometimes open spaces prevent the continuation of transportation corridors and inhibit mobility between communities. Where conflicts exist between mobility and open space goals, site specific solutions may be addressed in community plans." Consistent with General Plan (2024) Policy UD-A.2.C, the project-level analysis included extensive evaluation of Beyer Boulevard West alignment alternatives to ensure its final location and design was balanced with the constraints of existing open space and biological resource protection as more fully described in Chapter 4, *History of Project Changes*.

However, potential inconsistencies could occur associated with the Historic Element and Noise Element goals and Policies, as discussed below.

Historic Preservation Element

The Historic Preservation Element Policy HP-A.5 states "[d]esignate and preserve significant historical and cultural resources for current and future generations." In accordance with this policy, the important archaeological site CA-SDI-22,936 was designated as a historical resource. However, the proposed grading would result in 100% encroachment into this site and this site would not be preserved for future generations. Considering the entire site would be impacted as well as the archaeological value (e.g., integrity, type of site), the project-level development would conflict with this General Plan Historic Preservation Element Policy HP-A.5 to preserve significant cultural resources.

Noise Element

Noise Element Policy NE-B.3 requires noise reducing site design, and/or traffic control measures for new development in areas of high noise and Noise Element Policy NE-I.1 requires noise attenuation measures to reduce interior noise to an acceptable level in accordance with California's noise

insulation standards (California Code of Regulations [CCR] Title 24). For Phase 1 development, future vehicle traffic noise level contours that consider the proposed grading were calculated. These project-level vehicle traffic noise contours are shown in Figure 5.1-3, *Project-level Traffic Noise Contours*. Noise levels were then modeled at specific receiver locations. The results are summarized in Table 5.1-5, *Project-level Future Vehicle Traffic Noise*, and the results are discussed below by land use type.

**Table 5.1-5
Project-level Future Vehicle Traffic Noise Levels**

Receiver	Location	Exterior Noise Level (CNEL)		
		First Floor	Second Floor	Third Floor
1	PA 8 Multi-Family Building Façade	65	67	68
2	PA 8 Multi-Family Building Façade	63	65	66
3	PA 8 Multi-Family Building Façade	64	66	67
4	PA 8 Multi-Family Building Façade	66	69	70
5	PA 8 Multi-Family Building Façade	66	69	70
6	PA 8 Multi-Family Building Façade	67	69	69
7	PA 8 Multi-Family Building Façade	72	73	73
8	PA 8 Multi-Family Building Façade	69	71	72
9	PA 8 Multi-Family Building Façade	62	64	65
10	PA 8 Multi-Family Building Façade	60	61	62
11	PA 8 Multi-Family Building Façade	58	60	60
12	PA 9 Multi-Family Building Façade	59	61	61
13	PA 9 Multi-Family Building Façade	59	61	61
14	PA 9 Multi-Family Building Façade	59	61	61
15	PA 9 Multi-Family Building Façade	60	61	61
16	PA 9 Multi-Family Building Façade	61	62	62
17	PA 10 Multi-Family Duplex Backyard	55	59	60
18	PA 10 Multi-Family Duplex Backyard	56	60	60
19	PA 10 Multi-Family Duplex Backyard	59	60	61
20	PA 10 Multi-Family Duplex Backyard	59	60	60
21	PA 10 Multi-Family Duplex Backyard	59	61	61
22	PA 10 Multi-Family Duplex Backyard	60	61	61
23	PA 10 Multi-Family Duplex Backyard	60	61	62
24	PA 10 Multi-Family Duplex Backyard	61	63	63
25	PA 10 Multi-Family Duplex Backyard	65	67	68
26	PA 12 Single Family Backyard	71	72	73
27	PA 10 Multi-Family Duplex Backyard	72	74	74
28	PA 10 Single Family Backyard	71	73	73
29	PA 12 Single Family Backyard	57	61	64
30	PA 12 Single Family Backyard	60	66	67
31	PA 10 Multi-Family Duplex Backyard	63	66	66
32	PA 11 Multi-Family Building Façade	62	67	68
33	PA 11 Multi-Family Building Façade	66	68	69
34	PA 11 Multi-Family Building Façade	60	63	64
35	PA 11 Multi-Family Building Façade	66	68	69
36	PA 11 Multi-Family Building Façade	67	69	69
37	PA 11 Multi-Family Building Façade	66	67	68

Receiver	Location	Exterior Noise Level (CNEL)		
		First Floor	Second Floor	Third Floor
38	PA 11 Multi-Family Building Façade	64	66	66
39	PA 11 Multi-Family Building Façade	63	65	66
40	PA 11 Multi-Family Building Façade	62	64	64
41	PA 13 Multi-Family Building Façade	62	63	64
42	PA 13 Multi-Family Building Façade	59	62	62
43	PA 13 Multi-Family Building Façade	58	60	61
44	PA 13 Multi-Family Building Façade	57	59	59
45	PA 13 Multi-Family Building Façade	58	60	60

CNEL = Community Noise Equivalent Level; PA = Planning Area

Bold text = exceeds 65 CNEL

Residential Uses

Single-family residences (multi-family detached) and multi-family duplexes are proposed in PAs 10, 12, and 14. Noise levels were modeled at a series of 15 receivers (Receivers 17 through 31) located within the future backyards of these residential uses along the perimeter of Phase 1. As shown in Table 5.1-5, first-floor exterior noise levels would range from 55 to 72 CNEL. Exterior noise levels would exceed the land use compatibility threshold of 65 CNEL at the backyards located closest to Beyer Boulevard (Receivers 26 through 28). With the incorporation of the 6-foot barrier included as a project design feature (refer to SEIR Section 3.6.2.2 and Figure 5.1-4, *Modeled Noise Barriers*) along the southern perimeter of single-family lots closest to Beyer Boulevard, first-floor exterior noise levels would be between 62 and 64 CNEL, which are conditionally compatible noise levels. With incorporation of a 6-foot barrier included as a project design feature (refer to SEIR Section 3.6.2.2) as shown in Figure 5.1-4, first-floor exterior noise levels would be reduced to 64 CNEL or less and would not exceed the land use compatibility threshold for single family residential uses. Thus, it has been demonstrated that the required noise levels for the project-level single-family development would be compatible with the General Plan Noise Land Use Compatibility Guidelines for exterior spaces prior to the approval of the project.

Multi-family attached residential uses are proposed in PAs 8, 9, 11, and 13. Exterior noise levels were modeled at the multi-family attached residential building façades at the perimeter of these PAs. As shown in Table 5.1-5, first- through third-floor exterior noise levels would range from 57 to 74 CNEL. Exterior noise levels would exceed the land use compatibility threshold of 70 CNEL at the multi-family buildings located closest to Caliente Avenue and Beyer Boulevard (Receivers 1 through 8, 30 through 33, and 35 through 39). The exact building design and balcony locations are not known at this time. However, if balconies would be located at these buildings facing Caliente Avenue and Beyer Boulevard, exterior noise levels would exceed the 70 CNEL multi-family exterior noise level compatibility thresholds without attenuation features. To refine the analysis further, for the buildings located adjacent to Beyer Boulevard and Caliente Avenue, exterior noise levels with incorporation of a 3.5-foot solid balcony railing (included as a project design feature in SEIR Section 3.6.2.2) were modeled at possible balcony locations facing the roadways. It was found that exterior noise levels would be reduced to 65 CNEL or less at all balconies facing Beyer Boulevard and Caliente Avenue with incorporation of a 3.5-foot solid railing at the locations shown in Figure 5.1-4. Therefore, exterior noise levels would be within the conditionally compatible range for multi-family residential uses. It has been demonstrated that the required exterior noise levels for the project-

level multi-family development would be compatible with the General Plan Noise Land Use Compatibility Guidelines prior to the approval of the project. It is noted that the project would contribute to transportation noise impacts to other future multi-family development as indicated above in the program-level analysis. However, the General Plan Policies do not include requirements for development projects to address off-site noise compatibility issues.

As described in SEIR Section 5.10, *Noise*, interior noise levels at the project-level are projected to exceed 65 CNEL only at those areas closest to Beyer Boulevard and Caliente Avenue within PA 8, PA 10, and PA 11. As shown in Table 5.1-5, with project traffic exterior noise levels at the proposed residential uses would range from 55 to 74 CNE and an incompatibility with General Plan Noise Element policies NE-B.3 and NE-I.1. As noise level reduction of up to 29 dB(A) would be required to achieve an interior noise level of 45 CNEL (i.e., standard construction would not achieve the noise level reduction required), the project would place residences where traffic on Beyer Boulevard and Caliente Avenue could result in exceedances of the residential interior noise level standard of 45 CNEL. This inconsistency would result in a secondary noise impact.

Commercial/Retail Uses

Commercial/retail uses would not be constructed in the project-level PAs.

School

No schools are proposed in the project-level PAs.

Parks

Parks would be constructed at PAs 2 and 3 and pocket parks would be located throughout the PAs. Noise levels would not exceed the incompatibility threshold of 70 CNEL at any of the park areas.

Brown Field Airport Land Use Compatibility Plan

Consistent with the program-level analysis, implementation of the project-level components would not require any action pursuant to Section 2.6.1 of the ALUCP for Brown Field. Therefore, there would be no potential inconsistency with the Brown Field ALUCP.

NOLF IB Airport Land Use Compatibility Plan

Consistent with the program-level analysis, implementation of the project-level components would not require review and the project-level development would not result in any inconsistency with the NOLF IB ALUCP.

Otay Mesa Community Plan

The project-level components implement the policies of the Specific Plan, and potential inconsistencies of the Specific Plan with the OMCP Open Space/Preservation Element Policy 2.6-4, Urban Design Element Policy 4.2-4, Noise Element Policy 9.2.2, and Historic Preservation Element Goal are considered below for the project-level components.

- **Open Space/Preservation Element Policy 2.6-4:** 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. Create pedestrian pathways that connect parks with activity centers.

Discussion: Population-based parks standards were replaced by amenity-based standards with Parks Master Plan (2021) and the project identifies parks based on an amenity-based approach per the General Plan (2024) Recreation Element and Parks Master Plan (2021). While the OMCP retains this policy and the project would not be consistent with Open Space/Preservation Element Policy 2.6-4, parks would be provided consistent with current General Plan (2024) amenity-based standards. No significant secondary physical impact would result considering that this potential inconsistency is related to the method in which parks requirements are determined for individual projects. While the Parks Master Plan (2021) differs in parks standards from the OMCP, no secondary impacts would result related to this potential inconsistency.

- **Urban Design Element Policy 4.2-4:** Avoid cul-de-sacs and 'dead-end' streets.

Discussion: The project-level components would involve temporary and permanent cul-de-sacs. Specifically, Central Avenue and Beyer Boulevard East would each include a temporary cul-de-sac that would eventually be removed as more development occurs in later phases of the Specific Plan. Permanent cul-de-sacs at the ends of Street A and West Avenue would remain at the edges of developed areas near steep slopes west and south of the project-level areas. Through streets at these locations would not be appropriate given their location at the edges of developed areas and steep slopes. Cul-de-sacs at the locations identified above would remain and would be potentially consistent with Urban Design Element Policy 4.2-4 at the project-level. While the project would be potentially inconsistent with this policy, no significant secondary physical impact would result. By installing cul-de-sacs at these locations instead of constructing streets that continue into steep slope areas where development would not be compatible, potential physical impacts to these steep slope areas would be avoided by the project and no secondary impacts would result related to this potential inconsistency.

- **Noise Element Policy 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.

Discussion: It has been demonstrated that the required noise levels for the project-level multi-family development would be compatible with the General Plan Noise Land Use Compatibility Guidelines prior to the approval of the project.

- **Historic Preservation Element Goal:** Identification and preservation of historical resources in Otay Mesa.

Discussion: An archaeological report (Appendix D) was completed for the project-level development area that identified a significant historical resource; archaeological site SDI-22,936. The project-level development would impact the entire important archaeological

site. In addition, there is potential for unknown subsurface archaeological resources where significant impacts are unavoidable. As the project-level development would not preserve historical resources, the project-level development would conflict with this goal.

5.1.3.3 Significance of Impacts

a. Program-level

The project would be potentially inconsistent with the General Plan (2024) Noise Element policies NE-B.3 and NE-I.1 and could exceed the noise compatibility ~~guidelines~~ standards at the program-level. Potential inconsistencies with OMCP Land Use Element Policy 2.1-1, OMCP Public Facilities Services and Safety Element Policy 6.5-3 and OMCP Noise Element Policy 9.2-2 are also identified. Potential conflicts with noise compatibility thresholds, population-based parks, and waste diversion are potentially significant and addressed further in Section 5.10, *Noise*, Section 5.13, *Public Services*, and Section 5.14, *Utilities*, respectively. Conflicts with the SANDAG 2021 Regional Plan, Brown Field Airport ALUCP, and NOLF IB ALUCP would be less than significant, similar to the impact conclusions identified in the FEIR. Due to the potential inconsistency with General Plan (2024) Noise Element Policy NE-B.3 and NE-I.1, Historic Preservation Element Policy HP-A.5, as well as OMCP Public Facilities Services and Safety Element Policy 6.5-3, OMCP Noise Element Policy 9.2-2, and a OMCP Historic Preservation Element Goal, land use compatibility impacts at the program-level would be greater than the land use impact conclusion in the FEIR. Potential inconsistencies with the General Plan (2024) policies HP-A.5, NE-B.3 and NE-I.1 and OMCP Land Use Element Policy 2.1-1, OMCP Public Facilities Services and Safety Element Policy 6.5-3, OMCP Noise Element Policy 9.2-2 and a OMCP Historic Preservation Element Goal would result, including secondary impacts.

b. Project-level

Potential inconsistencies with ~~land use plans~~ General Plan (2024) and OMCP policies are addressed above and it has been demonstrated ~~that~~ the project-level development would comply with the General Plan Noise Element and OMCP noise policies. ~~While not a conflict with the General Plan or OMCP noise policies, conflicts with the noise compatibility guidelines outside of the project development due to transportation noise increases are potentially significant and addressed further in Section 5.10, *Noise*.~~ Conflicts with the SANDAG 2021 Regional Plan, Brown Field Airport ALUCP, and NOLF IB ALUCP would be less than significant, similar to the conclusions identified in the FEIR. There are no potential impacts, including secondary impacts, related to potential inconsistencies with OMCP Open Space/Preservation Element Policy 2.6-4, ~~and~~ OMCP Urban Design Element Policy 4.2-4, ~~and~~ OMCP Noise Element Policy 9.2-2. Potential inconsistencies with General Plan (2024) Noise Element policies NE-B.3 and NE-I.1 and Historic Preservation Element Policy HP-A.5 as well as a OMCP Historic Preservation Element Policy would result, including secondary impacts. While not a conflict with the General Plan or OMCP noise policies, conflicts with the noise compatibility guidelines outside of the project development due to transportation noise increases are potentially significant and addressed further in Section 5.10, *Noise*. As a result of the potential project-level inconsistencies with the General Plan (2024) and the OMCP, land use compatibility impacts at the project-level would be greater than the land use compatibility impact conclusion in the FEIR.

5.1.3.4 Mitigation, Monitoring, and Reporting

a. Program-level

Refer to SEIR Section 5.10, *Noise*, for mitigation measures SP-NOS-1 and SP-NOS-2, which require future program-level development to be analyzed and potential attenuation features to be recommended to address potential exterior noise compatibility conflicts and ensure interior noise levels are attenuated to the applicable standard. Refer to SEIR Section 5.14, *Utilities*, for mitigation measure SP-UTIL-1, which requires a future WMP for projects generating 60 tons or more of solid waste during construction. Refer to SEIR Section 5.5.6.4, *Historical Resources*, for mitigation measures SP-HIST-1 and SP-HIST-2.

b. Project-level

Refer to SEIR Section 5.10, *Noise*, for mitigation measure PR-NOS-1, which requires project-level development to be analyzed and potential attenuation features to be recommended to ensure interior noise levels are attenuated to the applicable standard. Refer to SEIR Section 5.5.6.4, *Historical Resources*, for mitigation measures PR-HIST-1 and PR-HIST-2.

5.1.3.5 Significance after Mitigation

a. Program-level

As discussed further in SEIR Sections 5.5, *Historical Resources*, 5.10, *Noise*, and 5.14, *Utilities*, with incorporation of mitigation measures SP-HIST-1, SP-HIST-2, SP-NOS-1 and SP-NOS-2 and SP-UTIL-1, historic, noise and solid waste impact reduction to below the City's thresholds cannot be guaranteed and impacts related to potential conflicts with General Plan (2024) Historic Preservation Element Policy HP-A.5, Noise Element Policy NE-B.3 and NE-I.1 and OMCP Historic Preservation Element goal, OMCP Land Use Element Policy 2.1-1, Public Facilities Services and Safety Element Policy 6.5-3, and OMCP Noise Element Policy 9.2-2 would remain significant and unmitigated at the program-level.

b. Project-level

As discussed further in SEIR Section 5.10, *Noise*, with the incorporation of PR-NOS-1 for the project-level residential units, interior noise levels would be attenuated below 45 CNEL and impacts would be less than significant. Project conflicts with the General Plan Historic Preservation Element Policy HP-A.5 and OMCP Historic Preservation Element goal would be reduced by the proposed mitigation PR-HIST-1 and PR-HIST-2; however, the land use plan conflict impacts would remain significant considering the resource would not be preserved.

5.1.4 Issue 2: Land Use Compatibility – Collocation of Residential and Industrial

Would the collocation of residential and industrial land uses and/or conversion of industrial to residential land uses, proposed as part of the project, create land use incompatibilities or result in physical changes as a result of precluding achievement of regional economic development objectives/policies for industrial development?

5.1.4.1 Significance Thresholds

Consistent with the FEIR, a significant land use impact would occur if the project would:

- Result in the collocation of residential and industrial land uses and/or conversion of industrial to residential land uses, proposed as part of the OMCP, create land use incompatibilities or result in physical changes as a result of precluding achievement of regional economic development objectives/policies for industrial development.

A significant impact would occur if the project introduces incompatibilities between existing and planned land uses, including incompatibilities introduced by the collocation of industrial and residential uses. Further, according to the City's 2022 CEQA Significance Determination Thresholds, a land use compatibility impact may be considered significant if the project would result in the development or conversion of general plan or community plan designated open space or prime farmland to a more intensive land use.

5.1.4.2 Analysis

a. FEIR

The FEIR found that the OMCP's land use plan would locate residential land uses in close proximity to industrial uses within three main areas, including the Northwest District where it meets the Airport District, between the South District and Central District, and within the Business Park-Residential permitted areas, none of which are near the proposed project areas. Additionally, to avoid or reduce potential impacts associated with the collocation of residential and industrial uses, the OMCP generally focuses lighter, more residentially-compatible industrial uses adjacent to multi-family residential areas, while locating heavier, less residentially-compatible categories of industrial uses to the south and southeastern areas of the OMCP. In addition, the FEIR found that implementation of the OMCP would convert industrial lands to residential uses that would increase the potential for exposure of sensitive receptors to hazardous materials. However, the FEIR found that implementation of FEIR Mitigation Framework HAZ-3 (see FEIR page 5.6-28), requiring preparation of a Phase I Environmental Site Assessment prior to issuance of a ministerial permit, would reduce potential impacts resulting from changes in land use designations. Conversion of existing agricultural lands to residential, mixed and institutional land uses was noted to occur primarily in the Central Village specific planning area; however, the FEIR concluded that compliance with applicable OMCP and General Plan (2008) policies and implementation of FEIR Mitigation

Framework HAZ-3 would ensure impacts resulting from collocation of incompatible land uses and conversion of land uses would be reduced to less than significant.

b. Program-level

The proposed Specific Plan would not result in the collocation of residential and industrial uses or the conversion of industrial uses that would involve collocation incompatibility. Similarly, no industrial uses exist or are proposed adjacent to the program-level areas that would result in a collocation incompatibility. As discussed in SEIR Section 5.17.3.2.b, the program-level area no longer supports active agricultural operations and conversion of areas mapped for agriculture would not result in a land use incompatibility.

c. Project-level

The project-level components of the project would similarly not involve industrial uses and no industrial uses exist or are planned within the vicinity. As discussed in the FEIR, industrial areas are not located in the Southwest Specific Plan area and are concentrated to the west between the South District and Central District. Since preparation of the FEIR, no land use change or development involving industrial uses have occurred and none is planned with the project-level components. As discussed in SEIR Section 5.17.3.2.c, the Specific Plan area no longer supports active agricultural operations and conversion of areas mapped for agriculture would not result in a land use incompatibility.

5.1.4.3 Significance of Impacts

a. Program-level

Incompatible Land Uses

The program-level areas do not include existing or planned industrial uses or active agricultural uses. While the FEIR identified impacts due to the collocation of residential and industrial uses in other areas of the OMCP, implementation of the program-level areas would not involve introducing or collocating residential uses in proximity to industrial uses. Impacts related to incompatible land uses related to industrial and agricultural uses would be less than significant similar to the impact conclusions in the FEIR.

b. Project-level

Incompatible Land Uses

The project-level areas do not include existing or planned industrial uses or active agricultural uses. While the FEIR identified impacts due to the collocation of residential and industrial uses in other areas of the OMCP, implementation of the project-level areas would not involve introducing or collocating residential uses in proximity to industrial uses. Impacts related to incompatible land uses related to industrial and agricultural uses would be less than significant, similar to the impact conclusions in the FEIR.

5.1.4.4 Mitigation, Monitoring, and Reporting

a. Program-level

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

b. Project-level

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

5.1.5 Issue 3: Regulation Consistency

Would the project result in a conflict with the purpose and intent of the ESL Regulations, the Historical Resources Regulations, and the Brush Management Regulation of the LDC?

5.1.5.1 Significance Thresholds

Consistent with the FEIR, a significant land use impact would occur if the project would:

- Result in a conflict with the purpose and intent of the ESL Regulations, the Historical Resources Regulations, and the Brush Management Regulations of the LDC.

A significant impact would occur if the project conflicts with local regulations meant to avoid or minimize environmental impacts to biological and historical resources, including impacts related to brush management. Further, according to the City's 2022 CEQA Significance Determination Thresholds, a land use regulation consistency impact may be considered significant if the project would result in the increase of a base flood elevation for upstream properties or construction in a Special Flood Hazard Area.

5.1.5.2 Analysis

a. FEIR

Environmentally Sensitive Lands

The FEIR identified future projects may result in significant impacts if they did not comply with ESL regulations. Future projects would be required to comply with the ESL Regulations, Biology Guidelines, OMCP policies, and FEIR Mitigation Framework LU-1a, to reduce impacts to less than significant.

Historical Resources Regulations

The FEIR noted the presence of historical resources distributed throughout the OMCP area and concluded that implementation of the OMCP would result in significant impacts to historical resources. The OMCP includes several policies aimed to reduce impacts to historical resources at the

project level. The FEIR identified FEIR Mitigation Framework LU-1b which pertains to the application of Community Plan Implementation Overlay Zone (CPIOZ) Type A and CPIOZ Type B and allows certain areas to process ministerially if no historical resources are present. The FEIR found that impacts related to historical resources associated with future development would be significant. Future projects would be required to comply with the Historical Resources Regulations and Guidelines, OMCP policies, and Mitigation Framework LU-1b which would reduce impacts to less than significant.

Brush Management Regulations

The FEIR found that compliance with the Brush Management Regulations, or equivalent protection measures, as approved by the Fire Chief, would be accomplished at the project-level as part of the development review and permit approval process. No conflict with the Brush Management Regulations were identified and impacts relating to conflicts with Brush Management Regulations resulting in increased wildland fire hazard risk were concluded to be less than significant.

b. Program-level

FEIR Mitigation Framework LU-1a and LU-1b pertain to the application of CPIOZ Type A and CPIOZ Type B, which allows projects within the OMCP to process ministerially if no biological resources or historical resources are present. As the Specific Plan would be the governing land use document for future development within the Specific Plan areas, the supplemental regulations of the CPIOZ Type A and Type B would not apply to the Specific Plan per Figure 3-9 of the FEIR. As a result, FEIR Mitigation Framework LU-1a and LU-1b would not apply to the project and are not discussed further.

Environmentally Sensitive Lands

The Specific Plan area is subject to the City's ESL Regulations and Biology Guidelines. Specific Plan Section 7.107, *Construction and Development Permits*, addresses future development within the Specific Plan area, including required permits and their relation to the ESL regulations. The Specific Plan states:

- A development permit shall be obtained if future development within the Specific Plan Area contains environmentally sensitive lands (ESL) as identified by Chapter 14, Article 3, Division 1 (Environmentally Sensitive Lands Regulations). A Site Development Permit (SDP) may be reduced to a Neighborhood Development Permit (NDP) (Process 2), for future development within a Transit Priority Area that does not impact wetlands.
- Future development that is not already addressed in the Program/Project EIR and/or does not impact ESL or result in additional adverse environmental impacts included in the CEQA document shall not require an SDP and may be processed with an NDP.

Future development within the program-level areas would be evaluated for the presence of ESL including sensitive biological resources and steep hillsides. Future development within the program-level analysis areas would require future analysis to verify consistency with the City's ESL regulations and Biology Guidelines.

Sensitive Biological Resources

The program-level components would be required to comply with the ESL development regulations outlined in LDC Section 143.0141 and the City's Biology Guidelines for sensitive biological resources. It is noted that since the adoption of the FEIR, the OMCP was amended in 2019 to note that the VPHCP expanded the MHPA to include mesa top areas with vernal pool resources and/or restorable vernal pool land. Per the ESL development regulations, all impacts to sensitive biological resources should be avoided to the maximum extent feasible and minimized when possible. Mitigation measures typically employed include resource avoidance, habitat preservation, restoration/enhancement of habitat, or dedication/acquisition of habitat. A program-level biological analysis was completed for the program-level area (see Appendix C) which evaluated potential impacts to sensitive biological resources; however, future site-specific surveys and updated biological resources analysis would be required for development projects within the program-level areas.

Steep Hillides

The LDC contains Steep Hillside Guidelines that provide standards and guidelines intended to assist in the interpretation and implementation of the development regulations for steep hillides contained in SDMC Chapter 14, Article 3, Division 1, ESL (City 2024c). Future development projects within the program-level analysis areas would require future analysis to verify consistency with the City's ESL regulations related to steep hillides.

Historical Resources Regulations

The purpose of the Historical Resources Regulations are to “protect, preserve and, where damaged, restore the historical resources” and the intent is to “assure that development occurs in a manner that protects the overall quality of historical resources” per SDMC Section 143.0201. As discussed in SEIR Section 5.5, *Historical Resources*, the potential exists for historical resources to be present throughout the program-level area. Due to the presence of historical resources in the program-level area, the FEIR Mitigation Framework HIST-1 and HIST-2 would be revised and carried forward as mitigation measures SP-HIST-1 and SP-HIST-2 and would apply to all future development within the program-level areas. As detailed in SEIR Section 5.5.6.5.a, mitigation measures SP-HIST-1 and SP-HIST-2 would ensure compliance with the Historical Resources Regulations during future development phases.

Brush Management Regulations

The City's Brush Management Regulations (LDC Section 142.0412) are meant to minimize wildland fire hazards through prevention activities and programs. The intention of the regulation is to limit hazardous wildland fire situations by requiring the provision of mandatory setbacks, irrigation systems, regulated planting areas, and plant maintenance in specific BMZs. As future development projects are proposed within the program-level areas, the City's Brush Management Regulations would be implemented. Final layouts of BMZs may implement zone reduction provisions set forth under SDMC 142,0412(f). Dwelling units with alternative compliance measures would be required to comply with the City's FPB Policy B-18-01, “Mitigation for Reduced Brush Management Zones”. Alternative compliance, if required, would generally include increased fire rating of walls, upgraded

openings with dual-glazed, dual-tempered panes along the brush side of structures plus a 10-foot perpendicular return along adjacent wall faces.

While Phase 2 site planning has not occurred; mitigation planning adjacent to Phase 2 has been evaluated as part of implementation of the project-level components. To ensure proposed mitigation lands do not conflict with and would be outside of any future BMZ for Phase 2, a buffer was added between the anticipated edge of grading and the beginning of proposed mitigation lands. The intent is to accommodate 100 feet of defensible space between future buildings and mitigation lands, consistent with the City's LDC; however, alternative compliance consistent with allowances in the LDC may also be considered.

The Specific Plan contains policies in SEIR Section 5.9.2 related to BMZs which are consistent with the regulations of Section 142.0412 Brush Management of the City's LDC. BMZs within program-level areas would be located within Open Space lands within the Specific Plan area, generally overlapping with the planned perimeter trail amenity and within lands bordering the Specific Plan area, as needed for compliance with Brush Management Regulations.

c. Project-level

Environmentally Sensitive Lands

Development of the project-level components is subject to the ESL Regulations of the San Diego LDC. The ESL subject to development regulations at the project level include sensitive biological resources and steep hillsides. Due to the presence of ESL, compliance with the VPHCP Section 5.2.1, 5.3.2, and Chapter 7, as well as the Land Use Adjacency Guidelines in MSCP Subarea Plan Section 1.4.3 would be required. As described in more detail in Chapter 3.0, *Project Description*, and SEIR Section 5.1.6.2, an MHPA BLA, VPHCP MA, and a Biologically Superior Option have been incorporated into the project design that would ensure the replacement of biologically equivalent MHPA and VPHCP preserve lands, therefore, ensuring project-level consistency with the ESL Regulations and associated MSCP and VPHCP associated regulations, as detailed below.

Sensitive Biological Resources

The sensitive biological resources on the site that are considered ESL include MHPA, wetlands, Tier I-IIIIB habitats, habitat supporting rare, endangered, or threatened listed or candidate species, lands with narrow endemic species, and lands containing covered species. A site-specific biological impact analysis was completed for the project-level area (see Appendix C), which evaluated impacts to sensitive biological habitats and sensitive species. Consistent with the FEIR Mitigation Framework BIO-1, site-specific surveys and biological resources analysis have been conducted for the project-level areas. As required by this measure, all mitigation has been identified consistent with the City's MSCP and Biology Guidelines.

As detailed in SEIR Section 5.4, *Biological Resources*, implementation of the project-level areas would result in significant impacts to sensitive vegetation communities and wetlands. All mitigation for permanent impacts to sensitive upland vegetation communities would occur within the MHPA through habitat preservation, restoration, and enhancement within proposed mitigation lands. All mitigation for sensitive upland vegetation communities would be provided through the dedication of

mitigation lands (excluding all BMZ 2 areas outside of the grading limits) through dedication of land in fee title for long-term management by the City per the City's Biology Guidelines (City 2018).

Steep Hillides

The project would encroach into steep hillsides and is therefore subject to the ESL Regulations and was evaluated for conformance with the Steep Hillside Guidelines. According to the ESL Regulations, for areas outside of the MHPA, the allowable development area includes all portions of the premises without slopes greater than 25 percent (steep slopes). All graded slopes would be revegetated in accordance with ESL Regulations. Steep slopes would be preserved in their natural state, except where development is permitted in steep slopes if necessary to achieve a maximum development area of 25 percent of the premises.

Project grading would encroach into 8.9 acres of steep slopes for erosion control and 0.6 acres for development grading. The overall steep slope encroachment would be 22.4 percent of the project site and is within the encroachment allowance as permitted by the City's ESL ordinance.

Due to ESL impacts (e.g., steep slopes), an SDP is required for the project, although exceptions and deviations may be allowed by the City if certain findings can be made. The project has been designed to minimize impacts to ESL; however, encroachment into some steep slopes is unavoidable due to the existing site conditions and the need for erosion control. As allowed by LDC Section 143.0142(g), the temporary encroachment areas would be graded for erosion control, but the slope grades would be restored and vegetation reestablished to the City's satisfaction once slopes are backfilled. Therefore, a deviation is not required.

Vernal Pool Habitat Conservation Plan

Consistent with the requirements of the VPHCP, a site-specific Vernal Pool Habitat Management Plan was prepared for the project-level area. The project-level components would avoid impacts to existing baseline VPHCP preserve; however, the proposed Beyer Boulevard West extension would require impacts to 100% conserved lands. Impacts to VPHCP 100% conserved lands total 19.36 acres including 17.54 acres of sensitive vegetation communities and 1.82 acres of disturbed lands. These impacts include 0.01 acre of disturbed wetland, 0.03 acre of vernal pool, and 0.01 acre of vernal pool with fairy shrimp. As required and allowed by the VPHCP, replacement land would be proposed to be added to the MHPA to account for the removal of 100% conserved lands. Lands to be added to the MHPA as replacement for the removed 100% conserved lands with potential to support vernal pools would more than compensate for the loss of minor amounts of vernal pools, and also offer opportunities for future vernal pool restoration. Specifically, deletions of VPHCP 100% conserved lands would be offset by MHPA additions totaling 27.37 acres of sensitive vegetation communities, comprising 0.03 acre of disturbed wetlands, 0.04 acre of vernal pool, and 0.01 acre of vernal pools with fairy shrimp. Additional areas to offset impacts to the 100% conserved lands include an 8.80-acre area of mesa top lands that expands the vernal pool preserve. The addition of mesa top land within Planning Area 23 is significant due to this area expanding the City's hardline VPHCP preserve within an area previously contemplated for development. This area supports part of the J13 north and J13 south vernal pool complexes that were previously considered as part of the unadopted Expanded Conservation Alternative in the VPHCP EIR/Environmental Impact Statement. This MHPA addition would result in additional conservation of portions of the Otay Mesa J13 north and J13

south vernal pool complexes where currently the level of conservation is zero. These additions, in addition to enhancement of a disturbed wetland to become vernal pools, would ensure 100% replacement of vernal pool resources in the deletion areas. The specific location of the new conservation easement would be determined through ongoing coordination with CDFW. Additionally, beyond the replacement lands and proposed vernal pool enhancement as part of the VPHCP MA subject to final approval by the Wildlife Agencies, the project would additionally mitigate all impacts to vernal pool resources consistent with the VPHCP by restoring vernal pools within the MHPA, providing higher quality vernal pools (all inoculated with San Diego fairy shrimp) than those being impacted at the project-level. In addition to a new conservation easement, two additional project design features are included as part of the project to support the requirements of CDFW and USFWS, including an approximate 2.13-acre area for vernal pool restoration within the City owned Otay Mesa B parcel and an approximate 95.29-acre area of additional habitat preservation beyond City mitigation requirements is proposed to be dedicated in-fee title to the City for long-term management. Refer to SEIR Section 5.4, *Biological Resources*, for additional details regarding vernal pool impacts and mitigation.

Additionally, to remain in compliance with Section 5.2.1 of the VPHCP, which requires implementation of general avoidance and minimization measures to avoid or minimize impacts related to the taking of covered species, development of the project-level components would include fulfilling the requirements of the general avoidance and minimization measures detailed in Chapter 3.0, *Project Description*, and SEIR Section 5.4, *Biological Resources*.

Section 5.2 of the VPHCP requires indirect impacts to conserved vernal pools to be minimized by requiring development projects adjacent to the hard line preserve to comply with MHPA Land Use Adjacency Guidelines. Development adjacent to VPHCP preserve areas would occur in the southeast portion of the project-level areas where future residential development and the proposed sewer pump station would interface with vernal pool preserve areas. As noted in Issue 4 below, development of the project-level components would be compliant with the MHPA Land Use Adjacency Guidelines.

Historical Resources Regulations

Compliance with the Historical Resources Regulations was evaluated for all project-level grading areas depicted in Figure 3-16, *Project-level Grading Areas*. As discussed in SEIR Section 5.5, *Historical Resources*, the project-level grading area within Caliente Avenue includes a significant archeological site (CA-SDI-22,936) that requires archaeological data recovery prior to grading. Through testing under a significance excavation program, the artifact scatter has been determined to be significant under the California Register of Historical Resources Criterion 4 due to the high-density subsurface component and minimal disturbance within the central portion of the site area that could provide enough data to answer regional research questions. Additionally, there is potential for unidentified cultural resources to exist within these areas during ground disturbance. As detailed in SEIR Section 5.5.6.4.b, the entire boundary of CA-SDI-22,936 (100% of the site) would be impacted by the project due to the need for access to the Specific Plan. Because 100 percent of an important archaeological site would be impacted, aA deviation is proposed as a part of the project in accordance with decision Process Four per Sections 143.0260 (a) and 126.0502(d) of the SDMC. The deviation process requires a recommendation from the HRB, as well as an SDP with supplemental findings pursuant to SDMC

Sections 126.0505(f) and 126.0505(g). CA-SDI-22,936 was designated by the City HRB under Criterion A for its archaeological and cultural significance on September 26, 2024.

Brush Management Regulations

Brush management is proposed along the western portions of Phase 1 where development would be located adjacent to open space lands (see Figures 3-37, *Brush Management Adjacent to Planning Area 10* and 3-38, *Brush Management Adjacent to Planning Areas 12 and 14*). Brush management consists of Zone 1 and Zone 2, which are shown on the Landscape Plans and whose specifications are depicted on Figure 3-35, *Phase 1 Brush Management*. BMZs are proposed along the boundaries of the Phase 1 residential development area where development areas are located adjacent to open space, including PAs 10, 12, and 14. Zone 1 would be a 35-foot minimum width buffer, while Zone 2 would be a 65-foot-wide buffer, although final layouts of BMZs may exercise zone reduction provisions set forth under SDMC Section 142.0412(f). Alternative compliance is proposed in PA 10 (dwelling units 13 through 19, 27 through 29, and buildings at PAs 52 through 54), PA 12 (dwelling units 63 and 90 through 98), and PA 14 (dwelling units 117 through 135) due to constraints related to adjacency to open space preserves. Dwelling units with alternative compliance BMZs would be required to comply with the City's FPB Policy B-18-01, "Mitigation for Reduced Brush Management Zones". Alternative compliance would generally include increased fire rating of walls, upgraded openings with dual-glazed, dual-tempered panes along the brush side of structures plus a 10-foot perpendicular return along adjacent wall faces. Therefore, development of project level components related to Phase 1 would be compliant with the Brush Management Regulations.

5.1.5.3 Significance of Impacts

a. Program-level

Potential impacts to ESL and historical resources associated with future development within the program-level areas would be significant. However, future projects would be required to comply with ESL Regulations, Brush Management Regulations, Historical Resources Regulations, Specific Plan policies, and the City's Biology and Historical Resources Guidelines. The Specific Plan also contains policies in Section 5.9.2 related to BMZs that are consistent with the regulations of Section 142.0412 Brush Management of the City's LDC.

Additionally, future projects would be subject to subsequent environmental review as applicable and compliance with established development regulations, guidelines, and mitigation that would reduce impacts to below a level of significance to the extent feasible at the program level. program-level environmental impacts related to conflicts with the Historical Resources, ESL and Brush Management Regulations would be less than significant, similar to the impact conclusions in the FEIR.

b. Project-level

Development of the project-level components would be consistent with the Historical Resources, ESL and Brush Management regulations. Impacts would be less than significant, similar to the impact conclusion of the EIR.

5.1.5.4 Mitigation, Monitoring, and Reporting

a. Program-level

Program-level impacts related to regulation conflicts would be less than significant and no mitigation is warranted.

b. Project-level

Project-level impacts related to regulation conflicts would be less than significant and no mitigation is warranted.

5.1.6 Issue 4: Environmental Plan Consistency

Would the proposed project result in a conflict with adopted environmental plans, including the City of San Diego's MSCP Subarea Plan and the MHPA adopted for the purpose of avoiding or mitigating an environmental effect for the area?

5.1.6.1 Significance Thresholds

Consistent with the FEIR, a significant land use impact would occur if the project would:

- Result in a conflict with adopted environmental plans, including the City MSCP Subarea Plan and the MHPA adopted for the purpose of avoiding or mitigating an environmental effect for the area.

According to the City's 2022 CEQA Significance Determination Thresholds, a land use impact may be considered significant if the project would be inconsistent or conflict with adopted environmental plans for an area. For example, a use incompatible with the MSCP for development within the MHPA would fall into this category. Since preparation of the FEIR, the City adopted the VPHCP, an HCP intended to provide an effective framework to protect, enhance, and restore vernal pool resources in specific areas within the City's jurisdiction. Therefore, this significance threshold additionally considers project consistency with the VPHCP.

5.1.6.2 Analysis

a. FEIR

Multiple Species Conservation Plan

The FEIR included an analysis of potential impacts due to a conflict with the City's MSCP Subarea Plan (FEIR Section 5.1, *Land Use*). As stated in the FEIR, future development in the OMCP area was assumed to potentially require adjustment(s) to the MHPA boundary; however, potential impacts to the MHPA preserve configuration as a result of MHPA boundary adjustments were found to be less than significant because any such adjustment must meet the required MHPA boundary line equivalency criteria and would be subject to approval from the Wildlife Agencies (e.g., the USFWS and CDFW). Additionally, the FEIR found that potential indirect impacts would be evaluated at the project-level for consistency with the MHPA Land Use Adjacency Guidelines. The FEIR found that although implementation of the OMCP would introduce land uses adjacent to MHPA which would potentially result in a significant impact, compliance with established development standards and other applicable regulations contained in the OMCP as well as the MSCP Subarea Plan's MHPA Land Use Adjacency Guidelines, MSCP Management Policies and Directives, and Area Specific Management Directives were found to reduce impacts to below a level of significance. Additionally, impacts due to a conflict with the MHPA Land Use Adjacency Guidelines were determined to be less than significant with implementation of Mitigation Framework LU-2 (City 2014:5.1-58 through 5.1-64).

As detailed in the FEIR, several roads included in the OMCP Mobility Element were planned to be constructed within or cross the MHPA. The MSCP limits roads in the MHPA to those identified in a community plan circulation/mobility element as collector streets essential for area circulation, and necessary maintenance/emergency access roads. FEIR Figure 5.4-5 identified the planned location of Beyer Boulevard West, which would cross both MHPA and 100% conserved lands. The MSCP identifies guidelines relating to the construction of roads to minimize impacts and fragmentation of sensitive species and habitat. FEIR Section 5.4.2.1 refers to MHPA Guidelines for the Southern Area of the City's Subarea Plan and lists the following:

1. Maintain and/or provide trail access for USBP use around the rim of canyons, where feasible. Motorized off-road-vehicle use in the MHPA should be prohibited except by USBP, MHPA (Preserve) managers, or emergency vehicles.
2. In the area south of proposed State Route 905, minimize road crossings of Spring Canyon. Where road crossings must occur, use bridges or culverts (see #3 below). Manufactured slopes adjacent to roadways should be revegetated with appropriate native vegetation.
3. Unless noted otherwise, culvert dimensions should be at least 30 feet wide by 15 feet high, and where feasible, have a maximum 2:1 length to width ratio. The floor of the culvert must be natural/soft bottom, and the ceiling constructed using skylights where possible to provide adequate visibility for wildlife.

4. Vernal pool areas should be preserved per adopted regulations. Where development is considered, the vernal pools should be assessed for transplantation of sensitive flora and fauna. Any wetland impacts will be mitigated for losses to meet the state and federal goal of “no net loss of wetland function and value.” Mitigation should occur in accordance with requirements to be determined through the 404 and 1602 permitting process for individual projects.

Vernal Pools

As detailed in FEIR Section 5.4, *Biological Resources*, the City did not have take authority for vernal pool species at the time of certification of the FEIR; however, a draft HCP for vernal pools was in process at the time, in consultation with the Wildlife Agencies. In 2019, the VPHCP was adopted; therefore, the analysis that follows incorporates a discussion of plan consistency with the VPHCP.

b. Program-level

Multiple Species Conservation Plan

Program-level development areas would be located adjacent to the MHPA. The Specific Plan Land Use Plan (see Figure 3-1) has been planned to avoid impacts to MHPA lands; however, if any disturbance within the MHPA is required at the time site-specific development proposals come forward, a BLA would be required to demonstrate consistency with the City’s Subarea Plan, including a required biological equivalency analysis. Additionally, due to the adjacency of the program-level areas to MHPA, the program-level areas would have the potential to result in indirect impacts to surrounding MHPA lands. Future development proposed consistent with the Specific Plan would require a discretionary permit if ESL is present. During subsequent site-specific review, individual projects would be required to comply with applicable adjacency requirements of the MHPA, specifically, the MHPA Land Use Adjacency Guidelines that are designed to protect MHPA lands from adjacent development. Additionally, future projects would be required to demonstrate consistency with Area Specific Management Directives, General Management Directives, and Specific Management Directives for the Southern Otay Mesa Area (see SEIR Section 5.1.2.1.i).

All subsequent development projects adjacent to MHPA lands would be required to comply with the MHPA Land Use Adjacency Guidelines in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. Measures include, but are not limited to the following: 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. Prior to approval of any subsequent development project in an area adjacent to a designated MHPA, the City shall identify specific conditions of approval in order to avoid or to reduce potential impacts to adjacent the MHPA.

Vernal Pool Habitat Conservation Plan

The Specific Plan area includes VPHCP preserve lands in the planned open space lands (see Figure 2-5, *MHPA and VPHCP Conservation Areas*, for the location of existing MHPA and VPHCP/MHPA). Any

development adjacent to VPHCP/MHPA would be required to be designed to protect the function and value of surrounding vernal pool resources and their watersheds. Program-level areas are located outside of existing VPHCP/MHPA lands. All future development adjacent to VPHCP/MHPA lands would be required to demonstrate consistency with the VPHCP through consideration of potential indirect impacts to vernal pool watersheds as part of the implementation of FEIR Mitigation Framework BIO-1. Additionally, future development adjacent to the VPHCP/MHPA would be required to comply with both the MHPA Land Use Adjacency Guidelines and VPHCP Avoidance and Minimization Measures.

The Specific Plan identifies PA 23 as conserved open space, which comprises 8.80 acres of additional vernal pool preserve area within the Specific Plan area compared to what was originally envisioned with the VPHCP, as detailed in Chapter 4, *Project History*. An analysis regarding the replacement of 100% conserved lands is provided in Section 6.0 of Appendix C and summarized in SEIR Section 5.4, *Biological Resources*. A summary of changes related to the VPHCP is provided above in Section 5.1.5.1(c). Changes to the level of conservation envisioned by the VPHCP resulting from this project are addressed through an MA to the VPHCP and associated conservation strategy, which are subject to final approval by the Wildlife Agencies. All physical impacts proposed due to the Beyer Boulevard extension are addressed in SEIR Section 5.4, *Biological Resources*, and are in accordance with the VPHCP and City Biology Guidelines. Refer to SEIR Section 5.4, *Biological Resources*, for additional details. Thus, the Specific Plan is consistent with the VPHCP. As future projects are proposed within the program-level areas, each individual development would be reviewed for consistency with the VPHCP and development would be required to demonstrate consistency with surrounding vernal pool resources, including avoidance of indirect impacts through implementation of avoidance and minimization measures described in VPHCP Section 5.2.1. Through required compliance with the VPHCP for development within program-level areas and required consistency with the Specific Plan development concept, future development within the program-level areas would be consistent with the VPHCP.

c. Project-level

As detailed in SEIR Section 3.5.7.1 and Appendix C, the proposed project-level development includes a BLA under the MSCP and an MA to the VPHCP. Both the MHPA BLA and the VPHCP MA would result in additions to the MHPA, as described below. An analysis demonstrating consistency with the MSCP BLA requirements, in addition to a discussion of project-level consistency with the respective HCP policies, is provided below. The existing pre-project MHPA boundary is depicted on Figure 5.1-5, *Pre-Project MHPA and VPHCP 100% Conserved Lands*.

MHPA Boundary Line Adjustment

Encroachments into the MHPA would occur with the implementation of the project-level areas specifically associated with the Phase 1a residential development area, Beyer Boulevard West slopes to be implemented as part of Phase 1b, and the Spring Canyon drainage outfall associated with Phase 2 (see Figure 5.1-6, *Project-level MHPA Boundary Line Deletions*). A MHPA BLA would be required to exclude these project-level areas from the MHPA and provide replacement MHPA lands of equivalent or higher biological value.

MHPA deletions where the proposed Beyer Boulevard West crosses the MHPA would be limited to the manufactured slopes surrounding the roadway as City linear utility projects are an allowed use in the MHPA pursuant to the City's SDMC Section 143.0111 Limited Exceptions from ESL Regulations. The City's Biology Guidelines and ESL regulations are the implementing ordinances for the MSCP and VPHCP. As detailed in the City's ESL regulations, Section 143.0111, "outside the Coastal Overlay Zone, City linear utility projects are exempt from the development area regulations of the OR-1-2 zone in Section 131.0250(b) and the development area regulations for steep hillsides in Section 143.0142(a) and for sensitive biological resources in Section 143.0141(a)(5)". The developed portion of the roadway needed to accommodate public water, sewer, and stormwater infrastructure to support the Specific Plan area would constitute City linear utilities, and is therefore exempt from the ESL regulations. The linear utility portion of the roadway that is exempt from ESL regulations includes 0.24 acre of disturbed habitat and 0.13 acre of disturbed maritime succulent scrub.

MHPA encroachments total 14.88 acres (Table 5.1-6, *Summary of Proposed MHPA BLA*). Of this total, 12.82 acres are sensitive vegetation communities. Land proposed to be added into the MHPA following a BLA would include 16.88 acres of sensitive habitats comprising maritime succulent scrub, disturbed maritime succulent scrub, Diegan coastal sage scrub, disturbed coastal sage scrub, non-native grassland, natural flood channel, disturbed wetland, and vernal pool (see Table 5.1-6 and Figure 5.1-7, *Project-level Baseline MHPA Boundary Line Additions*). The proposed MHPA addition represents a net gain of 4.06 acres of sensitive vegetation communities into the MHPA.

The overall MSCP policy for BLAs requires that they must result in the transfer of equal or higher biological values of impacted species and habitats into the preserve. As detailed in Section 6.2.11 of Appendix C, the project-level components meet all biological criteria to allow a BLA. The locations of MHPA BLA additions are depicted in Figure 5.1-7 ~~and as Areas B, C, and D (Areas A and E are VPHCP conservation strategy additions addressed in the VPHCP Conservation Summary section below). These three addition areas are adjacent to existing MHPA. As Areas B and C shown on Figure 5.1-7, the MHPA BLA would provide additions of maritime succulent scrub, disturbed maritime succulent scrub, Diegan coastal sage scrub, disturbed coastal sage scrub, non-native grassland, natural flood channel, disturbed wetland, and vernal pool. In addition, there are four disturbed wetland basins (0.08 acre) present in the lands being added as part of the MHPA BLA that are potentially suitable habitat for the western spadefoot. The proposed modifications to the MHPA boundary would increase the biological value of the MHPA by extending existing conserved lands, which would close a gap between the southern boundary of the project development and the adjacent MHPA. The addition of the sensitive vegetation communities within the lands to be added to the MHPA are expected to increase habitat for covered species that may occur in the vicinity of the project habitats, expanding on existing MHPA lands. The proposed habitat addition to the MHPA along the central east edge of the Specific Plan area, in between the existing VPHCP/MHPA areas (shown as Area D on Figure 5.1-7), would fill in a gap between the baseline MHPA and VPHCP conserved lands; therefore, increasing the size and connectivity of the preserve and the resources they were set aside to protect, and reduce edge effects in these areas. Thus, the proposed habitat exchange would improve the conservation, configuration, and area of significantly or sufficiently conserved habitats within this portion of the MHPA. These additions of MHPA would also increase habitat for covered species, including coastal California gnatcatcher and southern California rufous-crowned sparrow. Four pairs of coastal California gnatcatchers were documented during the 2018 protocol surveys within lands that would be added as part of the MHPA additions, expanding on habitat for this species. The MHPA addition areas also provide additional burrowing owl foraging opportunities.~~

The MHPA deletion areas are part of an MSCP designated core biological resource area for vernal pools, sensitive habitat, and the sensitive species these habitats may support, but are not located within a designated habitat linkage. Impacts to MHPA along the western end of Beyer Boulevard West in addition to deletions of VPHCP 100% conserved lands (discussed under the VPHCP subheading below) would obstruct habitat connectivity between conserved lands to the north and open space lands south of Beyer Boulevard West. However, to offset potential impacts to habitat linkages, the design for Beyer Boulevard West has incorporated a wildlife overcrossing for large animals in addition to three small animal culvert/under crossings. Wildlife fencing would be installed to direct usage toward crossing locations. Small and large mammals, and reptiles will be able to use the crossing and culverts to cross Beyer Boulevard West. The placements of the wildlife crossings were purposefully selected based on results from wildlife tracking studies and are intended to mimic the existing movement patterns. With the implementation of these crossings along Beyer Boulevard West, wildlife would have continued opportunities to move north or south and the BLA would not have an adverse effect on habitat linkages or function of the preserve area.

In addition to the benefit of the MHPA addition areas on sensitive species and MSCP covered species, the BLA would support non-MSCP covered species including western spadefoot, yellow-breasted chat, yellow warbler, coastal whiptail, red diamond rattlesnake, two-striped gartersnake, Coronado skink, San Diego woodrat, merlin, California horned lark, Bell's sage sparrow, loggerhead shrike, and grasshopper sparrow. Of these, only ~~five~~three of these are present within any of the MHPA lands proposed for deletion: western spadefoot (Deletion Area E), coastal whiptail and orange-throated whiptail (one in Deletion Area A), California horned lark (one within Deletion Area C), and grasshopper sparrow (one within Deletion Area A). The proposed MHPA BLA would not significantly increase the likelihood that any species not covered under the MSCP would be listed under either the FESA or CESA based on the fact that the lands proposed to be removed are small and scattered, whereas the lands proposed to be added would result in a net gain of 4.01 acres of sensitive upland vegetation, primarily Tiers I and II habitats that is configured in large blocks and connects to existing MHPA. As described above, four disturbed wetland basins (0.08 acre) are present in the lands being added as part of the MHPA BLA, which would be enhanced to preserve the biological value with respect to western spadefoot. With the addition of sensitive native habitats, an increase in the biological value of the MHPA preserve would occur.

The proposed MHPA BLA would be beneficial to the overall MHPA preserve in this area due to an increase in Tiers I and II and wetlands habitats, including ephemeral drainages (natural flood channels). The project proposes MHPA additions above and beyond the required 1:1 replacement standard. The net gain of 4.06~~4~~ acres of sensitive vegetation communities would more than offset MHPA deletion areas. The proposed MHPA addition, along with the additions proposed with the VPHCP MA (addressed below) would expand the MHPA and provide equal or higher biological values of impacted species and habitats into the preserve. This conclusion is based on the comparison of biological value provided by the evaluation of the six biological factors required by the MSCP for a MHPA BLA. The proposed MHPA BLA received written concurrence by the USFWS and CDFW on January 31, 2025 (Appendix C, Attachment 10b).

**Table 5.1-6
Summary of Proposed MHPA BLA (acres)**

Vegetation Communities/ Land Cover Types	Habitat Tier	MHPA Allowed Use	Proposed Encroachment (MHPA Deletion)	Proposed MHPA Addition (Areas B, C, D)	Proposed MHPA with BLA (Net Change)
Upland Vegetation Communities					
Maritime Succulent Scrub	I		-7.19	+7.59	+0.40 ¹
Disturbed Maritime Succulent Scrub	I	0.13	-0.44	+0.11	-0.33
Diegan Coastal Sage Scrub	II		-3.76	+7.34	+3.58
Non-native Grassland	IIIB		-0.83	+0.34	-0.49
<i>Subtotal</i>		0.13	-12.73	+16.73	+4.01 ¹
Wetland Vegetation Communities					
Natural Flood Channel	-	-	-0.08	+0.07	-0.01
Tamarisk Scrub	-	-	-0.01	-	-0.01
Disturbed Wetland	-	-	-	+0.08 ²	+0.08 ²
Vernal Pool	-	-	-0.01	-	-0.01
Vernal Pool with fairy shrimp	-	-	-	-	-
<i>Subtotal Sensitive Upland Vegetation</i>	-	-	-0.09	+0.15	+0.05
Total Sensitive Vegetation Communities	-	0.13	-12.82	+16.88	+4.06^{2,3}
Disturbed Land ²	IV	0.24	-2.02	+1.20	-0.82
Developed	IV	-	-0.05	-	-0.05
Total with Disturbed Land	-	0.37	-14.88	+18.08	+3.19

NOTE: Totals may not add due to rounding.

MHPA = Multi-Habitat Planning Area; BLA = boundary line adjustment

- ¹ The net decrease of Tier 1 habitats would be offset by restoration of 0.30 acre of disturbed lands to maritime succulent scrub within Area A as part of the trail restoration (see Attachment 1 of Appendix C).
- ² 0.08 acre of disturbed wetland (0.07 acre of 0.08 acre contain fairy shrimp) being added to the MHPA would be enhanced to be vernal pools through weed removal and addition of common vernal pool plant species as part of the proposed trail restoration effort. This will ultimately result in the addition of a 0.08 acre vernal pool as part of the MHPA addition area.
- ³ The deletions and additions of disturbed and developed lands is not counted toward the MHPA BLA equivalency analysis but the addition of 1.20 acres of disturbed lands (0.30 acre of which would be restored) would ultimately be part of the MHPA addition area.

VPHCP Conservation Summary

The VPHCP Preserve includes area conserved within the MHPA and existing 100% conserved lands. A conservation strategy is proposed to provide replacement land for 100% conserved land that would be removed from conservation due to the proposed Beyer Boulevard West extension. The conservation strategy is based upon an analysis of changes in conservation levels for vernal pool resources analyzed in the VPHCP, and ensuring the habitat value levels of conserved land would not be reduced.

As detailed in Section 4.1.4 of the VPHCP, the development of new roads needed to accommodate existing and planned land use consistent with the Mobility Element of the City's General Plan (2024) and the corresponding Community Plans were identified as covered projects because they are considered conditionally compatible with the MHPA. As detailed in VPHCP Table 4-1:

New roads may not impact vernal pools within the MHPA unless no other feasible alternative exists. If avoidance is not feasible, the project must demonstrate that impacts have been minimized to the maximum extent practicable. The project must evaluate the need for the road expansion pursuant to the Community Plan and evaluate alternate development proposals (e.g., reduced medians, reduction in road width/classification). The City would document all of these steps as part of its determination of consistency with the VPHCP. Mitigation consistent with the VPHCP and project approval through the City's discretionary process would be required for all unavoidable impacts.

In addition to lands mapped as MHPA, the VPHCP includes 100% conserved lands (Furby North Preserve and the Otay Mesa A and Otay Mesa B parcels). The proposed alignment for Beyer Boulevard West would avoid impacts to existing baseline VPHCP preserve but would cross these 100% conserved lands. The Wildlife Agencies have requested an MA to the VPHCP to specifically address the removal of 100% conserved lands with the Beyer Boulevard alignment. Through extensive coordination, the City and Wildlife Agencies have identified a path forward that includes processing an MA specifically to address impacts to 100% conserved lands associated with Beyer Boulevard. The analysis provided herein demonstrates that impacts to 100% conserved lands would be offset through mitigation discussed in Section 5.4, *Biological Resources* for impacts associated with the road (with an additional 1:1 ratio added to address the mitigation status of the land consistent with the OMCP FEIR) in addition to providing replacement land with equivalent biological value consistent with the VPHCP. The combination of mitigation and replacement lands are included in the overall conservation strategy for the MHPA BLA, BSO and VPHCP MA and would be provided after approval of the VPHCP MA by the wildlife agencies and prior to issuance of any construction permits related to the extension of Beyer Boulevard West through Furby North Preserve, Otay Mesa A and Otay Mesa B parcels.

The conservation strategy proposed to offset ~~the impacts from~~ the proposed Beyer Boulevard extension includes an equivalency analysis to evaluate the change in conservation levels and addresses the project change in impacts to vernal pools and covered species that would occur ~~with the project.~~

The proposed exchange of conserved lands includes the deletion of 100% conserved lands including 0.03 acre of vernal pools and less than 0.01 acre (approximately 0.006 acre) of vernal pools with fairy shrimp (Table 5.1-7, *Summary of Proposed VPHCP Conservation Analysis*). The total areas of sensitive habitat ~~MHPA-addition~~ are shown in Figure 3-44 as "Replacement for VPHCP 100% Conservation Land added to MHPA" and would include 8.80 acres suitable for vernal pool restoration in PA 23 (referred to as "Area A" in Table 5.1-7); 10.19 acres in PA 29 east of the project-level areas (referred to as "Area B" in Table 5.1-7); 7.18 acres in PA 29 southwest of the project-level areas (referred to as "Area C" in Table 5.1-7); and 1.2 acres southwest of the Specific Plan area (referred to as "Area D" in Table 5.1-7) 18.57 acres of sensitive vegetation communities within Areas C through E, and 8.80 acres of mesa top land suitable for vernal pool restoration within Area B (see Figure 5.1-6). To offset the impacts from the proposed Beyer Boulevard extension within the Otay Mesa A and Otay Mesa B properties and the Furby-North Preserve, the conservation strategy required mitigation for the project as well as conservation of an additional 66 acres immediately south of the project-level area and restoration and long-term management of 0.403 acre of vernal pool habitat on a degraded mesa top on the Otay Mesa B property. The total addition would provide 9.83 acres of sensitive

vegetation communities in excess of the amount of land deleted, resulting in increases in the area of significantly conserved Tier I, II, and IIIb habitats (see Table 5.1-7 and Figure 5.1-7). Also, 7.83 acres of disturbed and non-native grassland in the addition areas would be restored to maritime succulent scrub within the MHPA as part of the trails restoration effort, resulting in a net increase in Tier I habitats within the MHPA. The VPHCP conservation strategy is the result of extensive City and Wildlife Agency coordination and exceeds the City's requirements under the MSCP Subarea Plan, VPHCP, and Biology Guidelines.

Lands to be added to the MHPA with potential to support vernal pools (e.g., 8.80 acres of mesa top land) would exceed the requirement to compensate for the loss of 0.04 acre of vernal pools and also offer opportunities for future vernal pool restoration. In addition to proposed replacement lands and proposed disturbed wetland enhancements, the project would additionally mitigate all impact to vernal pool resources consistent with the VPHCP by restoring 33.71 acres with vernal pools within the MHPA, providing higher quality vernal pools (all inoculated with San Diego fairy shrimp) than those being impacted by the project.

~~Lands to be added to the MHPA with potential to support vernal pools (e.g., 8.80 acres of mesa top land) will more than compensate for the loss of 0.04 acre of vernal pools and also offer opportunities for future vernal pool restoration. In addition to proposed replacement lands and proposed disturbed wetland enhancements, the project would additionally mitigate all impacts to vernal pool resources consistent with the VPHCP by restoring 33.71 acres with vernal pools within the MHPA, providing higher quality vernal pools (all inoculated with San Diego fairy shrimp) than those being impacted by the project.~~

MHPA and VPHCP BLA Summary

Table 5.1-8, *Summary of Proposed MHPA BLA and VPHCP Conservation Analysis*, provides a summary of the deletions from the MHPA and VPHCP 100% conserved lands and MHPA additions for both the MHPA BLA and VPHCPMA analysis, with an overall accounting of the net MHPA additions. As detailed in Table 5.1-8 MHPA and VPHCP 100% conserved lands deletions of sensitive vegetation communities would total 30.36 acres, while overall MHPA additions of sensitive vegetation communities would total 44.35 acres, resulting in a net increase of 14.19 acres of sensitive vegetation communities. To ensure no net loss of Tier I sensitive vegetation communities 0.50 acre of disturbed lands within MHPA BLA addition area Area A (see Figure 5.1-7~~6~~) would be restored to maritime succulent scrub as part of the trail restoration providing a net increase of Tier I vegetation communities after restoration. Overall, the MHPA BLAs would result in a net increase of 8.65 acres of Diegan coastal sage scrub, and a net increase of 7.46 acres of non-native grassland areas suitable for vernal pool restoration. Overall, wetland vegetation community acreages would increase after the BLA, including enhancement of disturbed wetlands to create vernal pools and increase the quality of wetland resources within the addition areas. Figure 5.1-8, *Post-Project MHPA Boundary and VPHCP 100% Conserved Lands*, depicts the post-project MHPA and VPHCP/MHPA boundary after BLA and VPHCP MA. As shown, the configuration of the MHPA would result in the expansion of existing blocks of MHPA and VPHCP preserve areas, ensuring functional equivalency of the exchange lands.

Table 5.1-7
Summary of Proposed VPHCP Conservation Analysis (acres)

Vegetation Communities/ Land Cover Types	Habitat Tier	Total Proposed Encroachment ¹ (100% Conserved Lands)	Replacement for VPHCP 100% Conserved LandsMHPA					TOTAL Proposed MHPA Addition (Net Change)
			Addition Areas				Subtotal MHPA Additions	
			Area <u>AB</u> ²	Area <u>BC</u>	Area <u>CD</u>	Area <u>DE</u>		
Upland Vegetation Communities								
Maritime Succulent Scrub	I	-11.15	-	+1.32	+6.68	+1.06	+9.06	-2.09 ³
Disturbed Maritime Succulent Scrub	I	-0.64	-	-	+0.12	+0.14	+0.26	-0.38
Diegan Coastal Sage Scrub	II	-3.09	-	+8.58	+0.20	-	+8.78	+5.69
Disturbed Diegan Coastal Sage Scrub	II	-0.12	-	-	-	-	-	-0.12
Non-native Grassland	IIIB	-2.48	+8.73	+0.20	+0.17	-	+9.09	+6.61 ³
<i>Subtotal</i>		-17.48	+8.73	+10.10	+7.17	+1.20	+27.20	+9.72
Wetland Vegetation Communities								
Natural Flood Channel	-	-0.03	-	+0.09	-	-	+0.09	+0.06
Disturbed Wetland ⁴	-	-0.01	+0.03	-	-	-	+0.03	+0.02
Vernal pool ⁴	-	-0.03	+0.04	-	-	-	+0.04	+0.01
Vernal pool with fairy shrimp ⁴	-	-0.01	-	+<0.01	+0.01	-	+0.01	-
<i>Subtotal</i>		-0.06	+0.07	+0.09	+0.01	-	+0.17	+0.09
Total Sensitive Vegetation Communities		-17.54	+8.80	+10.19	+7.18	+1.20	+27.37	+9.83
Disturbed Land	IV	-1.82	-	+0.08	+0.49	+0.10	+0.66	-1.16 ³
Total with Disturbed Lands		-19.36	+8.80	+10.27	+7.67	+1.30	+28.03	+8.67 ³

MHPA = Multi-Habitat Planning Area; VPHCP = Vernal Pool Habitat Conservation Plan

NOTE: Totals may not add due to rounding.

¹ 1.66 acres of non-native grassland would be impacted for installation of a pump station within the VPHCP/MHPA in the southeastern portion of the Specific Plan area; however, the pump station is an allowed use within the VPHCP and is not required to be included as a deletion from the VPHCP.

² The 8.73 acres of replacement land to be added to the MHPA/MHPA addition is mapped as non-native grassland; 0.07 acre of aquatic resources are reported based on City VPHCP data. Reported vernal pools and disturbed wetlands may contain fairy shrimp and sensitive species but data was not available to confirm presence. This addition area would provide replacement function and values for impacted mesa top areas due to its potential for vernal pool restoration.

³ 7.83 acres of disturbed and non-native grassland would be restored to maritime succulent scrub within the replacement lands to be added to the MHPA as part of the trail restoration effort, resulting in a net increase in Tier 1 habitats within the MHPA.

⁴ Impacts to aquatic resources within the 100% conserved lands include a total of five vernal pools and two disturbed wetlands totaling 0.03 acre based on the aquatic resource delineations. Of the vernal pool resources, one 0.006-acre pool within the Furby North Preserve contains fairy shrimp.

MSCP Subarea Plan Compliance

Compliance with Sections 1.2.1 (Southern Area), 1.4.1 (Compatible Land Uses), 1.4.2 (General Planning Policies and Design Guidelines), 1.4.3 (Land Use Adjacency Guidelines), 1.5.2 (General Management Directives), and 1.5.3 (Directives for the Southern Otay Mesa area) of the MSCP are further discussed below.

Southern Area

Section 1.2.1 of the MSCP provides specific guidelines for Otay Mesa and the Otay River Valley as they relate to the MHPA. The relevant guideline states, "A7. Prior to any development impacts in this area, mitigation must include collecting and reseeding vernal pool species into other preserved Otay Mesa pools."

Seed collection of vernal pool indicator species, including listed species, such as San Diego button-celery, would begin during the fall months before grading and all seed would be distributed to the proposed vernal pool restoration areas after the USFWS and City approve the grading of the vernal pool restoration areas and prior to the first rainy season.

Therefore, the project-level components would comply and would be consistent with the Southern Area regulations.

Compatible Land Uses

The following land uses are considered conditionally compatible with the biological objectives of the MSCP, and thus, would be allowed within the City's MHPA; passive recreation, utility lines, limited water facilities and other essential public facilities, low density residential uses, and BMZs. Limited agriculture does not apply to the project as there are no agriculture land uses proposed. Project consistency with these applicable land uses is discussed below.

Passive Recreation

Public trails would be incorporated in the MHPA, south of Phase 2, as part of the buildout of the Specific Plan. Trails would be designed as primitive (4 feet wide), with natural dirt surfacing and would be for passive recreational use (e.g., hiking, walking, non-motorized bicycles) to ensure consistency with the surrounding habitat. Trails would be sited to follow existing disturbed alignments and implementation would ensure avoidance of aquatic resources and sensitive plant species. The proposed trail establishment would include restoration of disturbed habitats surrounding the proposed trail corridor.

Utility lines/Limited water facilities and other essential public facilities

A discussion of proposed utility line and roads compliance and other essential public facilities with MSCP Section 1.4.2 policies and design guidelines is provided under General Planning Policies and Design Guidelines below, which covers the proposed Beyer Boulevard West.

A sewer pump station would be constructed within the vernal pool preserve within the southeastern corner of the project, which is identified as an allowed use in the VPHCP.

Table 5.1-8
Summary of Proposed MHPA BLA and VPHCP Conservation Analysis (acres)

Vegetation Communities/ Land Cover Types	Deletions				Additions			Net Change
	Habitat Tier	Proposed Encroachment (MHPA Deletion)	Total Proposed Encroachment (100% Conserved Lands) ¹	Total Deletions	Proposed MHPA Addition to Offset MHPA Deletion	Proposed MHPA Addition to Offset VPHCP 100% Conserved Lands Deletion ²	Total Additions	
Upland Vegetation Communities								
Maritime Succulent Scrub	I	-7.19	-11.15	-18.33	+7.59 ³	+9.06	+16.65 ³	-1.68³
Disturbed Maritime Succulent Scrub	I	-0.44	-0.64	-1.08	+0.11	+0.26	+0.38	-0.70
Diegan Coastal Sage Scrub	II	-3.76	-3.09	-6.85	+7.34	+8.78	+16.12	+9.27
Disturbed Diegan Coastal Sage Scrub	II	-0.83	-0.12	-0.96	+0.34	-	+0.34	-0.62
Non-native Grassland	IIIB	-0.50	-2.48	-2.98	+1.35	+9.09 ^{4,5}	+10.44 ^{4,5}	+7.46^{4,5}
<i>Subtotal Sensitive Upland Vegetation</i>		<i>-12.73</i>	<i>-17.48</i>	<i>-30.21</i>	<i>+16.73³</i>	<i>+27.20^{4,5}</i>	<i>+43.93^{3,4,5}</i>	<i>+13.72^{3,4,5}</i>
Wetland Vegetation Communities								
Natural Flood Channel	-	-0.08	-0.03	-0.10	+0.07	+0.09	+0.16	+0.06
Tamarisk Scrub	-	-0.01		-0.01	-	-	-	-0.01
Disturbed Wetland ⁶	-	-	<-0.01	<-0.01	+0.08	+0.03	+0.11	+0.11
Vernal Pool ⁶	-	-0.01	-0.03	-0.03	-	+0.04	+0.04	+0.01
Vernal Pool with Fairy Shrimp ⁶	-	-	-0.01	-0.01		+0.01	+0.01	-
<i>Subtotal Wetland Vegetation</i>		<i>-0.09</i>	<i>-0.06</i>	<i>-0.16</i>	<i>+0.15</i>	<i>+0.17</i>	<i>+0.32</i>	<i>+0.16</i>

Vegetation Communities/ Land Cover Types	Deletions				Additions			Net Change
	Habitat Tier	Proposed Encroachment (MHPA Deletion)	Total Proposed Encroachment (100% Conserved Lands) ¹	Total Deletions	Proposed MHPA Addition to Offset MHPA Deletion	Proposed MHPA Addition to Offset VPHCP 100% Conserved Lands Deletion ²	Total Additions	
Total Sensitive Vegetation Communities	-	-12.82	-17.54	-30.36	+16.88³	+27.37^{4,5}	+44.25 ^{3,4,5}	+13.89^{3,4,5}
Total Encroachments / Additions			- 30.36			+44.25^{3,4,5}		+13.89^{3,4,5}
Disturbed Land ⁷	IV	-2.02	-1.82	-3.84	+1.20 ³	+0.66 ⁵	+1.86 ^{3,5}	-1.98^{3,5,7}
Developed	-	-0.05	-	-0.05	-	-	-	-0.05

MHPA = Multi-Habitat Planning Area; VPHCP = Vernal Pool Habitat Conservation Plan

NOTE: Totals may not add due to rounding.

- ¹ 1.66 acres of non-native grassland and 0.02 acre of disturbed land would be impacted for installation of a pump station within the western portion of the vernal pool restoration area; however, this was identified as an allowed use within the VPHCP and is not included as a deletion from the VPHCP for purposes of the BLA.
- ² Impacts to 100% conserved lands require non-MHPA replacement lands to serve vernal pool resources for functional equivalency.
- ³ 0.30 acre of disturbed lands within Area A would be restored to maritime succulent scrub as part of the trail restoration; not included in the totals for the MHPA BLA.
- ⁴ Non-native grassland addition areas include 8.80 acres of mesa top land within PA 23 that would provide replacement function and values due to the potential for vernal pool restoration on these lands. These additional areas offset the approximate 3.8-acre area of impacted mesa top land within Otay Mesa A and Otay Mesa B in excess of City requirements.
- ⁵ 7.83 acres of disturbed and non-native grassland within the VPHCP Addition Areas would be restored to maritime succulent scrub within the MHPA as part of the trail restoration effort; not included in the totals.
- ⁶ Impacts to aquatic resources within the 100% conserved lands include a total of five vernal pools and two disturbed wetlands totaling 0.03 acre based on the aquatic resource delineations. Of the vernal pool resources, one 0.006-acre pool within the Furby North Preserve contains fairy shrimp. Aquatic resources deletions would be offset by the addition of a 0.08 acre disturbed wetland (0.07 acre of 0.08 acre contains fairy shrimp) which would be enhanced to be vernal pools through weed removal and addition of common vernal pool plant species as part of the proposed trail restoration effort. This will result in the addition of a 0.08-acre vernal pool as part of the VPHCP addition area which would offset the removal of 0.03 acre of vernal pool resources and vernal pool with fairy shrimp.
- ⁷ Disturbed lands are not counted in the addition equivalency analysis. Note that some disturbed trails are proposed for restoration to maritime succulent scrub (see footnotes 3 and 5).

Limited low density residential uses

The development areas within the MHPA would be adjusted out through a BLA and no residential development would occur within the MHPA.

Brush Management (Zone 2)

Where BMZ 2 is proposed outside of any graded slopes, it is considered impact neutral. BMZ 2 areas are not counted towards mitigation and are not proposed as part of the BLA additions. Conceptual BMZ 2 areas have been identified adjacent to future development areas to ensure that all required brush management would not conflict with proposed mitigation lands. No mitigation is proposed within these conceptual BMZ 2 areas.

General Planning Policies and Design Guidelines

The project is consistent with the following MSCP guidelines:

Roads and Utilities

The project has been designed to minimize intrusion into the MHPA. This has been achieved by locating utilities (stormwater, water, and sewer lines) within the footprint of the Beyer Boulevard West roadway. The developed portion of the roadway would contain public water, sewer, and stormwater infrastructure to support the Specific Plan area and therefore would be classified as City linear utilities, exempt from the ESL regulations. The linear utility portion of the roadway that is exempt from ESL regulations totals 0.37 acre and includes 0.24 acre of disturbed habitat and 0.13 acre of disturbed maritime succulent scrub.

Regarding electrical utilities, based on initial coordination with San Diego Gas & Electric (SDG&E), electric utility service would follow existing utility alignments and would be undergrounded within the project's development footprint. All MHPA areas planned to be disturbed have been adjusted out of the MHPA through a BLA and MHPA additions provided.

The proposed Beyer Boulevard West extension would cross both MHPA and 100% conserved lands. Due to the proposed Beyer Boulevard West roadway crossing sensitive resource areas including conserved lands, considerable planning went into designing the proposed Beyer Boulevard West extension to ensure impacts would be reduced to the extent feasible. To minimize impacts, the road is proposed to narrow to 2 lanes from the originally planned 4-lane configuration and retaining walls would be incorporated, where feasible. The proposed alignment for Beyer Boulevard West was also shifted south to avoid the canyon bottom of Moody Canyon. Compared to the original Beyer Boulevard West design through conserved lands, the proposed road would avoid the canyon bottom and would reduce associated ephemeral drainage impacts.

A major drainage outfall would extend southeast of the Specific Plan area, requiring an adjustment out of the MHPA, as detailed below. While the drainage outfall impacts would require a MHPA BLA, all impacts associated with installation of the drainage would be temporary and impacted areas would be restored with native vegetation after installation of the drainage pipe.

All project construction areas and staging would occur within the project-level impact boundaries analyzed in this report. Access roads to the proposed restoration areas within the mitigation lands would follow existing disturbed roadways and would not disturb existing habitat. The project does not include any roads or staging areas outside the assessed permanent impact footprints.

Local wildlife movement is anticipated to occur within and surrounding construction areas. However, construction would occur in phases, allowing wildlife to move around active construction areas. To further minimize habitat fragmentation and allow for ongoing wildlife usage of the area north and south of the roadway, three small animal under-crossings and a wildlife overcrossing have been incorporated into the Beyer Boulevard West roadway design. Additionally, since Beyer Boulevard West would be implemented in phases, the proposed wildlife overcrossing and culverts would be installed at the time that portion of the roadway is installed, creating opportunities for wildlife movement as the road is constructed. Roads in the MHPA would be limited to those identified in Community Plan Circulation Elements, collector streets essential for area circulation, and necessary maintenance/emergency access roads.

An existing utility road located south of the Specific Plan development area would remain. Additionally, SDG&E maintains existing utility lines within the open space within and surrounding the Specific Plan area that would remain. Some existing roads in the area are anticipated to continue to be used for USBP access.

Fencing, Lighting, and Signage

During construction, temporary orange fencing and silt fencing would be installed to prevent unauthorized encroachment into the adjacent MHPA. Following construction, temporary fencing would be removed. Wildlife fencing is also proposed surrounding the proposed Beyer Boulevard West extension. The fencing will funnel animals away from the road and toward crossing locations so that they are able to cross safely. Where aquatic resources or sensitive plant species are located adjacent to proposed primitive trail alignments in the MHPA, peeler pole fencing is proposed to ensure trail users do not disturb these features. Fencing is also proposed at the edge of the vernal pool restoration area to protect the vernal pool preserve from adjacent development.

All construction would occur during the day and would not require nighttime lighting. The project would include signage at the trailheads and where the project is adjacent to the MHPA for access control and/or educational purposes. Lighting associated with Beyer Boulevard West, where wildlife crossings are anticipated to occur, would be shielded and directed downward away from open space areas.

Land Use Adjacency Guidelines

The MSCP establishes land use adjacency guidelines to be addressed on a project-by-project basis when land is developed adjacent to the MHPA to minimize impacts resulting from construction or operational activities that may degrade the habitat value or disrupt animals within the preserve area and maintain the function of the MHPA. As noted in the Regulatory Framework above, a project must comply with the eight regulations of the Land Use Adjacency Guidelines in Table 5.1-2. A summary of the project-level component's consistency with these topic areas is provided below.

Drainage

The project drainage design involves on-site detention of stormwater in underground vaults to capture, treat and control stormwater flow volumes. A number of large underground storm water vaults have been accommodated within the development area to retain water onsite during large rain events and allow for controlled release of water through drainage facilities. The stormwater vaults have been sized to ensure that flows do not cause an increase in velocity or significantly change drainage patterns in the surrounding area. All runoff created by the development would be collected in a storm drain system on-site, treated, and stored for water quality treatment and then ultimately discharged. All of these design features and measures are intended to minimize the indirect impacts to the MHPA. The on-site treatment and detention of stormwater would avoid release of pollutants into the MHPA. Drainage discharge points into surrounding open space are limited to three key areas. Drainage from the northern portion of the residential development area within Phase 1a would be treated on-site to remove any toxins and pollutants and would then be diverted to avoid the San Ysidro landslide area either to the north and would be piped down the proposed storm drain along the future Beyer Boulevard West alignment or down the proposed storm drain into Spring Canyon to the south. Another area in which the natural drainage patterns would be modified to accommodate a project component includes the natural drainage through Moody Canyon, which would be crossed by the Beyer Boulevard West alignment.

All stormwater detention facilities would have maintenance requirements to ensure long-term functioning for the protection of downstream water quality. Drainage improvements would be designed to be consistent with the current City and Regional Water Quality Control Board regulations, and particularly the Storm Water Standards per the Priority Development Project Storm Water Quality Management Plan prepared for the project (Appendix F-1) so that runoff rates and durations are controlled to pre-development rates to reduce downstream erosion conditions and protect stream habitat.

Toxins

The project is a residential development with a mixed-use component toward the center of the development area. Significant use of toxic chemicals is not anticipated; however, maintenance of yards and parks could be associated with chemical application to control pests. Additionally, runoff from roads could carry contaminated runoff. Portions of the project would drain into the MHPA; however, stormwater would be detained in underground drainage vaults and treated by modular wetlands, a form of biofiltration, to treat runoff and reduce the potential for toxins to enter the MHPA.

Maintenance of drainage facilities would occur to ensure the BMPs continue to function and treat runoff. Maintenance of drainage facilities would be the responsibility of a maintenance assessment district, except facilities in the public right-of-way would be the responsibility of the City, as outlined in the Specific Plan.

Lighting

Lighting for the project would be responsive to the species in the area as well as the overall rural surroundings.

The Specific Plan proposes lighting policies, consistent with SDMC Section 142.0740 Outdoor Lighting Regulations, which would ensure that lighting would not spill a substantial amount of ambient light onto adjacent, light-sensitive properties or land uses. All exterior lighting would be directed inward and downward so as not to disturb adjacent uses. Outdoor lighting adjacent to residential areas would be shielded and directed away from the surrounding open space areas.

The development design naturally provides some protection to surrounding open space due to the proposed manufactured slopes and primitive trails that are proposed to surround development areas. Similarly, any lighting associated with the proposed Beyer Boulevard West extension would be buffered from the surrounding open space by manufactured slopes and lighting would be shielded downward. Lighting near the location of the proposed wildlife overcrossing would be coordinated with the City to ensure compatibility of the crossing with wildlife usage. Understanding that some species rely on darkness for shelter, feeding patterns, migration, etc., the areas adjacent to MHPA would be especially sensitive to light exposure in order to retain native characteristics. Additionally, no night-time lighting is proposed during construction, and night-time lighting for the pump station adjacent to the existing VPHCP/MHPA would be shielded and/or directed to avoid or minimize spillage into adjacent habitat areas.

Therefore, all lighting adjacent to the MHPA would be shielded and directed away from the MHPA to reduce the potential for light pollution of the adjacent conserved lands.

Noise

Due to the site's location within MHPA, construction noise would need to be avoided, if possible, during the breeding season of the coastal California gnatcatcher. The requirement for noise monitoring and noise reduction measures to avoid impacts to the coastal California gnatcatcher would be implemented through the City's MHPA Land Use Adjacency Guidelines which are applied as City standard conditions of approval.

Barriers/Access

Along the proposed Beyer Boulevard West extension, fencing is proposed to keep wildlife off the roadway and direct them to crossing locations. This fencing would additionally help to keep people out of the surrounding open space. Pedestrian access along Beyer Boulevard West would be limited to the sidewalks along the roadway and no primitive trails are proposed that would provide human access to surrounding open space lands.

The residential development areas associated with Phases 1a and 1b would have rear yard fencing, and additionally, vegetated 2:1 slopes would be located between homes and the adjacent to the MHPA boundary. These design features would function as deterrents to pedestrian access into the MHPA.

Invasives

Indirect impacts associated with the spread of invasive non-native plants into open space areas would be avoided through implementation of a native plant palette that has been designed for consistency with the surrounding dominant native species. The Specific Plan includes an approved

plant palette that identifies species suitable for land adjacent to the MHPA. Therefore, no invasive non-native plant species shall be introduced into areas adjacent to the MHPA.

Brush Management

Brush management is required within 100 feet of all habitable structures. Brush management consists of Zone 1 and Zone 2, which are shown on the Brush Management Plans. Both zones would be outside of the MHPA. Vegetation clearing would be done consistent with City standards and would avoid/minimize impacts to covered species to the maximum extent possible.

Therefore, the project-level components would be consistent with the Land Use Adjacency Guidelines of the MSCP Subarea Plan.

General Management Directives

Mitigation

The Biological Resources Report was prepared in accordance with the City's ESL and Biology Guidelines. Mitigation for the project-level components is identified in Section 5.4, *Biological Resources*, and detailed in Appendix C.

Restoration

The project proposes restoration and revegetation of habitats within the MHPA. While not proposed as mitigation, the project proposes to restore and enhance disturbed lands within the MHPA around proposed primitive trail alignments. Direct impacts to San Diego barrel cactus and snake cholla would require salvage and translocation. The salvage and translocation requirements for these species are incorporated into the Coastal Cactus Wren Mitigation Plan (Attachment 11 of Appendix C) and the Vernal Pool and Quino Checkerspot Butterfly Mitigation Plan (Attachment 12 of Appendix C). Restoration is also proposed within Spring Canyon to create wetland habitats within disturbed portions of the drainage (see Attachment 16 of Appendix C). Restoration relating to wetland habitats would be subject to permit authorization by federal and state agencies. An Otay Tarplant Mitigation Plan, included as Attachment 13 of Appendix C, describes the proposed Otay tarplant mitigation within the MHPA.

Public Access, Trails, and Recreation

Signage would be posted at appropriate locations such as trail heads and as trails enter the MHPA to identify limitations on public access and inform users of the sensitivity of the area. Appropriate barriers such as rocks/boulders, vegetation, or fencing (e.g., peeler pole or split rail) would be installed where necessary to prevent unauthorized access into sensitive resource areas. These criteria have been taken into consideration with trail location and view overlooks/staging areas. Perimeter trails are proposed around the edges of the urban land uses adjacent to the MHPA. Primitive trails within the MHPA have been sited to follow existing disturbed alignments. All primitive trails within the MHPA would remain dirt and would not be paved. Project-level trails proposed for implementation would incorporate measures to avoid trail erosion where necessary. Long-term management of the project-level trail network within the MHPA would be conducted as part of the

long-term open space/mitigation lands management to be undertaken by the City. Primitive trail width would be maximum 4 feet wide or less within the MHPA to minimize impacts to critical resources. Equestrian trails are not proposed as part of the Specific Plan or OMCP trail network. Off-road activity has been an historic use within the open space surrounding the Specific Plan area. Development of the Specific Plan would help to stop unauthorized off-road activity with the open space by removing access. Signage would be posted at appropriate locations, such as trail heads and as trails enter the MHPA, informing the public that no off-road or cross-county vehicular activity is allowed within the MHPA. Passive recreation would allow hiking, walking, and non-motorized bicycles. Removal of any homeless encampments discovered would be coordinated with and conducted by the local police department. The proposed perimeter trail is designed on a topographic bench within the slope surrounding the development area and is designed to capture trail runoff within a swale to control runoff and pollutants into the MHPA.

Litter/Trash and Materials Storage

Trash cans would be maintained at trail access points into the MHPA. The Owner/Permittee (which could include an Master Maintenance Association HOA or other private entity identified by the Owner/Permittee) would be responsible for all trash removal including the manufactured slopes and perimeter trail areas. The City as the long-term manager of the open space would be responsible for litter and trash removal associated with primitive trails. The long-term manager of the open space where primitive trails are proposed would be responsible for enforcing penalties, in the form of fines, for littering and dumping. No permanent storage of materials (e.g., hazardous and toxic chemicals, equipment) is proposed within the MHPA. Wildlife crossings would be kept free of debris, trash, homeless encampments, and all other obstructions to wildlife. If dumping reoccurs in the same place, barriers would be installed. The City would take ownership and management of the slopes around Beyer Boulevard West where proposed wildlife crossings are proposed. A long-term management plan for the Beyer Boulevard West wildlife features has been prepared which details the long-term management obligations for these features (Attachment 14 of Appendix C). Management of the wildlife crossings would be the responsibility of the City.

Adjacency Management Issues

It is not anticipated that any illegal intrusions would occur within the adjacent MHPA as a manufactured slope and perimeter trail would be installed between the backside of the residential lots and the MHPA, preventing encroachment of accessory structures into the MHPA. The Owner/Permittee would be responsible for maintenance of the perimeter trail and BMZ 1 areas located adjacent to the MHPA. As part of their maintenance, potential intrusions would be monitored and corrected if encountered. Additionally, the Owner/Permittee would be responsible for educating homeowners about the conservation values and protections associated with the surrounding MHPA lands. Educational information would be made available to residents adjacent to the MHPA to heighten environmental awareness, and inform residents of access, appropriate plantings, construction or disturbance within the MHPA boundaries, pet intrusion, fire management, and other adjacency issues. Education would include materials about the conservation goals of the MSCP that would be provided to residents through Owner/Permittee disclosures and education. As noted above, signage would be installed at trail heads and barriers, as necessary, will be installed in sensitive locations to ensure that public access is limited to primitive trail alignments. Additionally,

the trail restoration effort will serve to close public access to unauthorized trail alignments through revegetation and placement of other barriers where necessary.

Invasive Exotics Control and Removal

All landscaping adjacent to the MHPA and open space areas would not include invasive, non-native species, or species that easily hybridize with native species in the adjacent MHPA. The Specific Plan landscape palette includes allowable plant species adjacent to the MHPA and within BMZ 2 areas. Education about appropriate landscaping and avoiding exotic species would be provided to residents through Owner/Permittee disclosures and education. Additionally, certain species are identified on the landscape plans as prohibited within 100 feet of open space. Prior to turnover of mitigation lands for long-term management by the City, highly invasive plant species, as referenced in the City's Landscape Standards Manual would be removed. Additionally, as part of the proposed trail restoration for the project specific analysis areas, invasive and non-native species within a 50-foot buffer of primitive trails (100 feet total) would be removed and revegetated with native species. The wetland restoration effort detailed in Attachment 16 of Appendix C would include removal of invasive and non-native species in Spring Canyon and upstream portions of the drainage. Any vegetation removal would occur outside of the least Bell's vireo breeding season where their habitat is present, or presence/absence surveys would be conducted and avoidance measures implemented if within the breeding season. Baseline surveys of the MHPA areas within the mitigation lands have been conducted as part of the project analysis. Long term management of the MHPA would be the responsibility of the City, with endowment funding provided by the applicant. No cattle, horse, or similar animals would be allowed in the MHPA surrounding the Specific Plan area.

Flood Control

Any required maintenance of existing channels, such as clearing and dredging, would only be done with applicable regulatory agency authorization and all work would occur during the non-breeding season of sensitive avian species, such as the least Bell's vireo (September 16 to March 14). Long-term management of the MHPA and flood control channels (if present) would be the responsibility of the City.

Specific Management Directives for the Southern Otay Mesa area

Coordination with USBP staff has been completed to identify access routes USBP would need to maintain as open for future vehicular use. Additionally, USBP has been informed of development plans in the area and planned conservation of habitats and restoration activities. Ongoing coordination would be required through project implementation. The residential development areas associated with Phase 1 would not be located adjacent to Spring Canyon; however, where development abuts the MHPA, vegetated 2:1 slopes are proposed between homes and adjacent to the MHPA boundary which would deter access to the surrounding open space. Additional signage along trailheads is proposed to notify users to stay on trails. These design features would function as deterrents to pedestrian access into the MHPA outside of developed trails. Long-term management of the project's mitigation lands would be the responsibility of the City, including coordination and education of USBP agents and public agency personnel working in the area. All project lighting adjacent to the MHPA would be shielded and directed away from the MHPA to reduce the potential for light pollution of the adjacent 100% conserved lands. The project proposes

restoration and revegetation of disturbed habitats within the MHPA, including wetland restoration within Spring Canyon. While not proposed as mitigation, the project proposes to restore and enhance disturbed lands within the MHPA around proposed primitive trail alignments. A trail restoration plan is included as Attachment 1 of Appendix C.

Area Specific Management Directives

Measures to protect the MHPA lands and sensitive species within the MHPA, called ASMDs, include guidelines for managing and monitoring covered species and their habitats, including following BMPs. MSCP-covered species observed or that have a high-to-moderate potential to occur within the limits of disturbance include coast horned lizard, least Bell's vireo, orange-throated whiptail, Cooper's hawk, southern California rufous-crowned sparrow, northern harrier, coastal California gnatcatcher, burrowing owl, coastal cactus wren, and southern mule deer. Implementation of ASMDs would be included as conditions of project approval (e.g., SDP conditions) for all species except southern mule deer which do not have ASMDs. Details of project-level compliance with ASMDs for each species are detailed in Section 6.2.1.2.g of the Biological Resources Report (see Appendix C).

VPHCP Compliance

Implementation of the project-level areas would result in take of VPHCP-covered species (San Diego button-celery, San Diego fairy shrimp, and Riverside fairy shrimp). While the authorized take of species would be allowed, enhancement and restoration efforts that would add to and improve the quality of preserved vernal pool habitat and promote recovery of covered species populations would be required for consistency with the VPHCP as further detailed in Section 5.4.8. The short-term adverse result of the take would be offset by the long-term benefit of increased preservation and recovery of these species and natural resources, consistent with the overall goals of the VPHCP. Refer to Section 5.4.8 for details of the compensatory mitigation proposed for consistency with the VPHCP.

Avoidance and Minimization Measures

Project-level compliance with the avoidance and minimization measures detailed in Section 5.2.1 of the VPHCP would be implemented for all project-level components including all restoration activities that would be conducted adjacent to existing vernal pool resources. Restoration plans proposed for biological resources mitigation include specific avoidance and minimization measures within the respective restoration plans (see Appendix C) to ensure implementation of the VPHCP avoidance and minimization measures.

Drainage characteristics for project-level development areas adjacent to vernal pools has been evaluated, ensuring drainage flows away from vernal pools. As detailed in SEIR Section 5.4.8.2, the analysis of impacts to vernal pool resources considered drainage effects to vernal pools outside of the project-level footprint. Where grading and/or drainage changes were found to potentially affect avoided vernal pool resources, these resources were considered impacted, and mitigation proposed to replace these resources.

To avoid impacts to vernal pool resources during construction, construction plans would provide the locations of silt fencing to ensure resources outside of the impact footprint are protected. All locations of vernal pools to be impacted or avoided would be shown on the plans. A biological monitor would be required to provide photographs of the fenced limits and resource areas, monitor construction activity, provide training to construction personnel regarding avoidance of vernal pool resources, and would be authorized to halt work where necessary to ensure implementation of habitat protection measures. Grading activities immediately adjacent to vernal pools would be timed to avoid wet weather to minimize potential impacts (e.g., siltation) to the vernal pools unless the area to be graded is at an elevation below the pools.

The Vernal Pool and Quino Checkerspot Butterfly Mitigation Plan (see Attachment 12 of Appendix C) includes specifications for salvaging topsoil from vernal pools to be impacted, consistent with the requirements of the VPHCP. At mitigation locations, signage, fencing and other protective measures would be implemented around vernal pool restoration locations.

General Conditions for Compensatory Mitigation

Consistent with the General Conditions for Compensatory Mitigation (detailed in VPHCP Section 5.1.2.1.j), the proposed mitigation for vernal pools includes a site-specific Vernal Pool and Quino Checkerspot Butterfly Mitigation Plan (see Attachment 12 of Appendix C) and a Vernal Pool Habitat Management Plan (see Attachment 15 of Appendix C), which provides details on the restoration and long-term management approach consistent with Chapter 7 of the VPHCP. Salvage and restoration requirements are detailed in these plans. A non-wasting endowment would be provided for the long-term management of the 33.71-acre vernal pool restoration areas and long-term management would begin after establishment of the vernal pools, completion of 5 years of maintenance and monitoring, and sign off by the City and Wildlife Agencies. Endowment funding for the long-term management of the vernal pool restoration area would be provided by the applicant. Funding would provide management in perpetuity in an amount adequate to achieve the management objectives outlined in the VPHCP. Long term management of the vernal pool restoration area would be the responsibility of the City Park and Recreation Department, Open Space Division.

Vernal Pool Management and Monitoring Plan

Chapter 7 of the VPHCP addresses the management and monitoring strategy including site specific management and monitoring actions for vernal pool complexes to be managed to achieve VPHCP objectives. Consistent with the requirements of the VPHCP, the proposed mitigation for vernal pools includes a site-specific Vernal Pool and Quino Checkerspot Butterfly Mitigation Plan (see Attachment 12 of Appendix C) which provides details on the long-term management approach consistent with Chapter 7 of the VPHCP.

Land Use Adjacency Guidelines

Section 5.2 of the VPHCP requires indirect impacts to conserved vernal pools to be minimized by requiring development projects adjacent to the hard line preserve to comply with Section 1.4.3 of the MSCP, Land Use Adjacency Guidelines. During construction and operation, the project-level components would be required to demonstrate consistency with the City's MHPA Land Use Adjacency Guidelines for development near vernal pool resources.

County PLDO

To construct Beyer Boulevard West and its manufactured slopes within the County Furby North Preserve, a land exchange between the applicant and County would ensure there is no loss of County preserve ownership due to the impacts associated with the proposed Beyer Boulevard West. The location of the proposed replacement lands in relation to the Furby North Preserve is south of the Specific Plan Area and is depicted on Figure 2-6, *Parcel Ownership*. As shown, the proposed replacement land would be located south of the Specific Plan area, in a location surrounded by planned mitigation lands within the City MHPA. The ownership of the replacement land would be with the County of San Diego and transferred to the City would be responsible for management of the replacement land through a Memorandum of Agreement between the County and City or other similar mechanisms as part of its public roadway network. A conservation easement would not be required, provided the land was placed into public ownership for conservation. The replacement land area totals 7.95 acres, which is more than double the acreage of the land that would be impacted by the proposed Beyer Boulevard West extension within the Furby North Preserve. Compared to the impacts within Furby North, the replacement land would exceed the acreage and biological value of the impacted habitats. Therefore, although a formal agreement is yet to be reached, the transfer of ownership of parkland from the applicant to the County to replace impacted County parkland is consistent with the County PLDO.

5.1.6.3 Significance of Impacts

a. Program-level

Similar to the conclusions of the FEIR, future implementation of program-level areas within the Specific Plan area would be required to comply with MSCP Subarea Plan requirements related to MHPA BLAs and demonstrate consistency with General Management Directives, Specific Management Directives for Southern Otay Mesa, and Area Specific Management Directives. Also, future development would be required to demonstrate compliance with the VPHCP including VPHCP Avoidance and Minimization Measures, General Conditions for Compensatory Mitigation, and requirements of the Vernal Pool Management and Monitoring Plan. Finally, similar to the FEIR, potential indirect impacts would need to be evaluated at the project-level for consistency with the MHPA Land Use Adjacency Guidelines. Since implementation of the Specific Plan would introduce land uses adjacent to MHPA, this could result in a potentially significant impact at the program level, similar to the impact conclusions in the FEIR.

b. Project-level

MSCP Subarea Plan

The project-level development has demonstrated consistency with the City's MSCP Subarea Plan. BLAs have been incorporated into the project design that would ensure replacement of biologically equivalent MHPA preserve lands. The project-level areas have demonstrated consistency with the MSCP Subarea Plan Land Use Adjacency Guidelines, General Management Directives, Specific Management Directives for Southern Otay Mesa, and Area Specific Management Directives. However, consistent with the impact conclusions of the FEIR, land use adjacency and compatibility impacts could occur associated with project-level components located adjacent to the MHPA.

Vernal Pool Habitat Conservation Plan

The project-level development has demonstrated consistency with the City's VPHCP. A VPHCP MA and conservation strategy has been incorporated into the project design that would ensure replacement of biologically equivalent VPHCP preserve lands. The project-level areas have demonstrated consistency with the MSCP Subarea Plan MHPA Land Use Adjacency Guidelines, VPHCP Avoidance and Minimization Measures, General Conditions for Compensatory Mitigation, and requirements of the Vernal Pool General Management and Monitoring Plan. Impacts related to consistency with the VPHCP would be less than significant, similar to the impact conclusions in the FEIR.

5.1.6.4 Mitigation, Monitoring, and Reporting

a. Program-level

FEIR Mitigation Framework LU-2, would be applied to future development within the program-level areas as SP-LU-1 to ensure consistency with the MSCP and VPHCP.

SP-LU-1: MHPA Land Use Adjacency Guidelines

All subsequent development projects that are implemented in accordance with the Specific Plan which are adjacent to designated MHPA areas shall comply with the MHPA 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 shall identify specific mitigation measures consistent with the MHPA Land Use Adjacency Guidelines of the MSCP and the specific requirements outlined below needed to reduce impacts to below a level of significance. Subsequent environmental review shall be required to determine the significance of impacts from land use adjacency and compliance with the MHPA 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 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 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 overspill.
- 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. BMZ 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 the Owner/Permittee.
- 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, which are potentially toxic or impactive 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.

b. Project-level

PR-LU-1: MHPA Land Use Adjacency Guidelines

All project-level components that are implemented in accordance with the Specific Plan which are adjacent to designated MHPA areas shall comply with the MHPA 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 shall identify specific mitigation measures consistent with the MHPA Land Use Adjacency Guidelines of the MSCP and the specific requirements outlined below needed to reduce impacts to below a level of significance. Subsequent environmental review shall be required to determine the significance of impacts from land use adjacency and compliance with the MHPA 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 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 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 overspill.

- 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. BMZ 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 the Owner/Permittee.
- 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, which are potentially toxic or impactive 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.

5.1.6.5 Significance after Mitigation

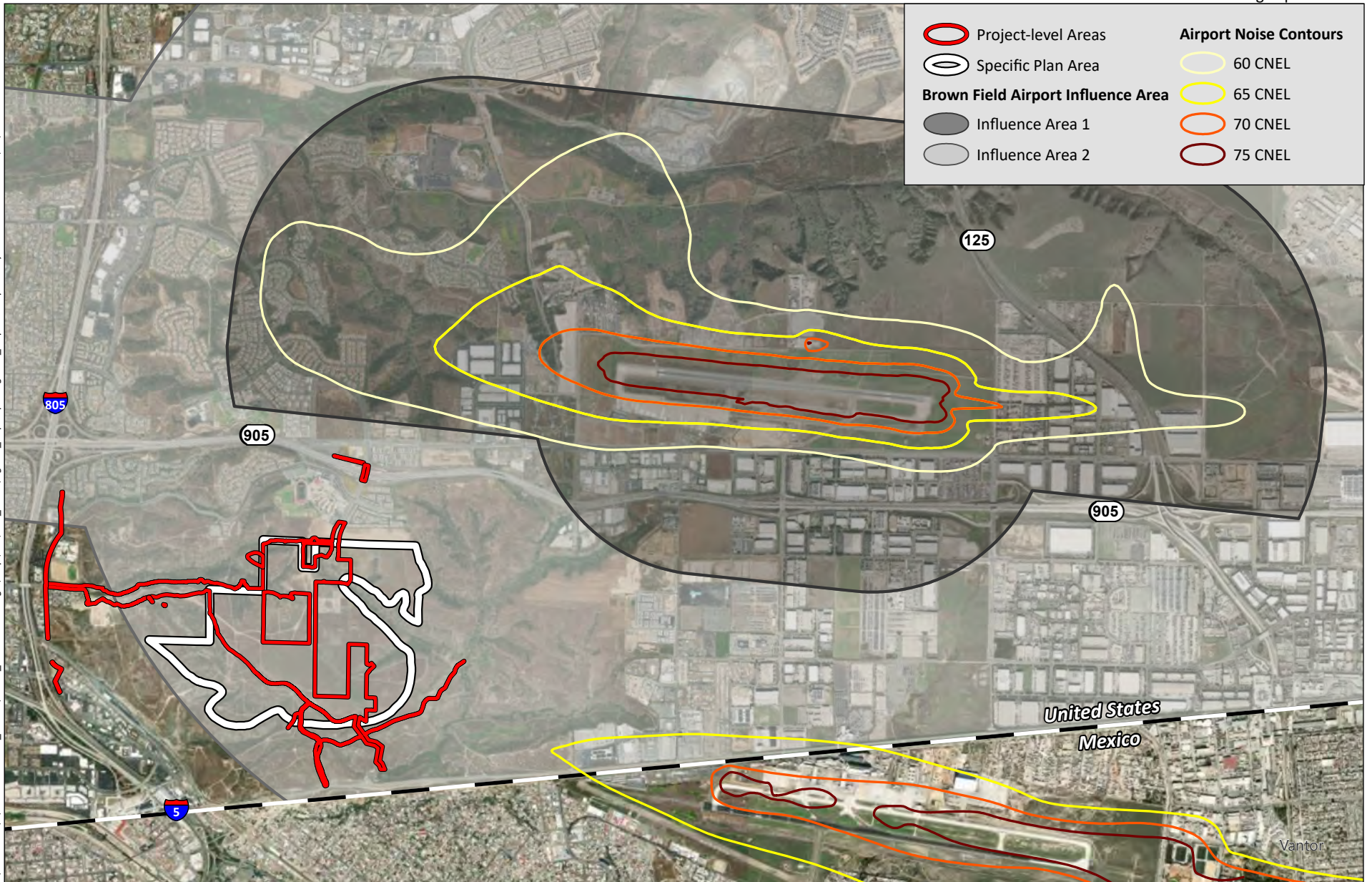
a. Program-level

After implementation of mitigation measure SP-LU-1, impacts would be less than significant.

b. Project-level

After implementation of mitigation measure PR-LU-1, impacts would be less than significant.

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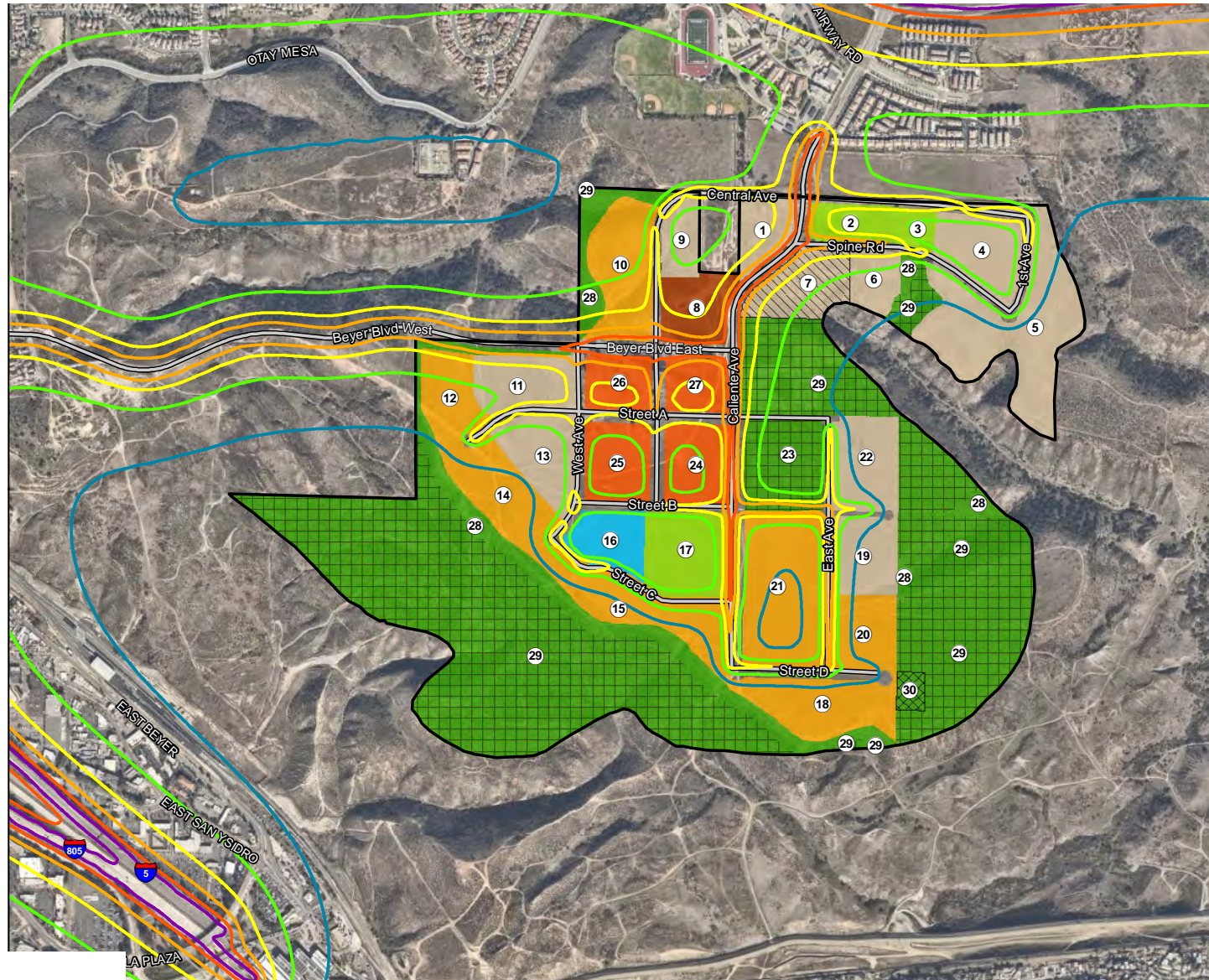
Project-level Areas	Airport Noise Contours
Specific Plan Area	60 CNEL
Brown Field Airport Influence Area	65 CNEL
Influence Area 1	70 CNEL
Influence Area 2	75 CNEL

Source: Aerial Photo (Esri 2024); Brown Field Noise Contours (SanGIS); Tijuana Airport Noise Contours (Digitized from PDF, Otay Mesa Community Plan Final EIR, (City 2014) of San Diego

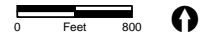
Airport Compatibility Zones

Figure 5.1-1

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- Specific Plan Area
- New Streets
- Traffic Noise**
- 50 CNEL
- 55 CNEL
- 60 CNEL
- 65 CNEL
- 70 CNEL
- 75 CNEL
- Land Use**
- Residential - Medium-High
- Residential - Medium
- Residential - Medium-Low
- Residential Mixed-Use
- School
- Parks
- Open Space
- School Overlay
- Pump Station Overlay

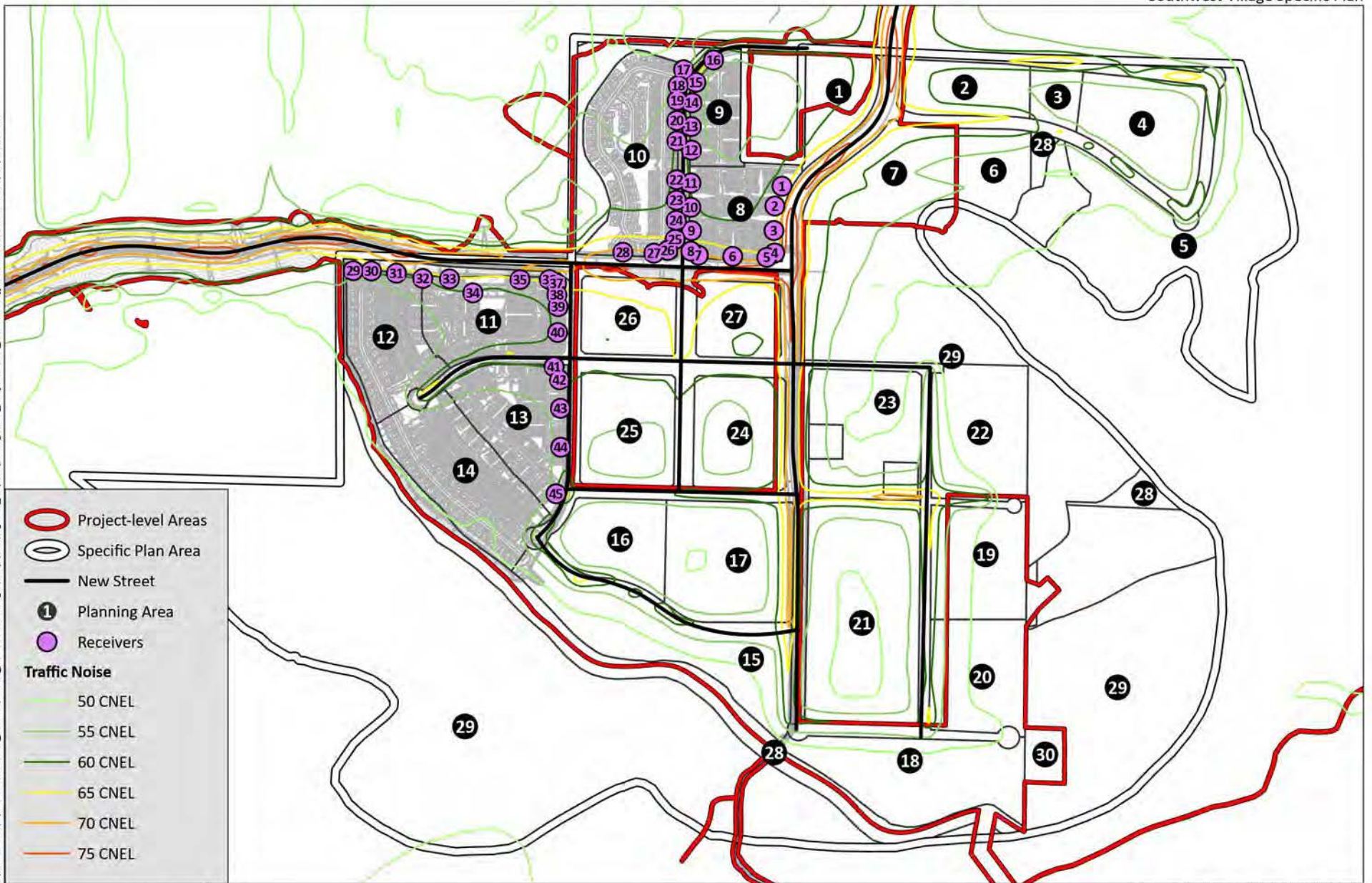


Source: RECON 2024

Specific Plan Vehicle Traffic Noise Contours

Figure 5.1-2

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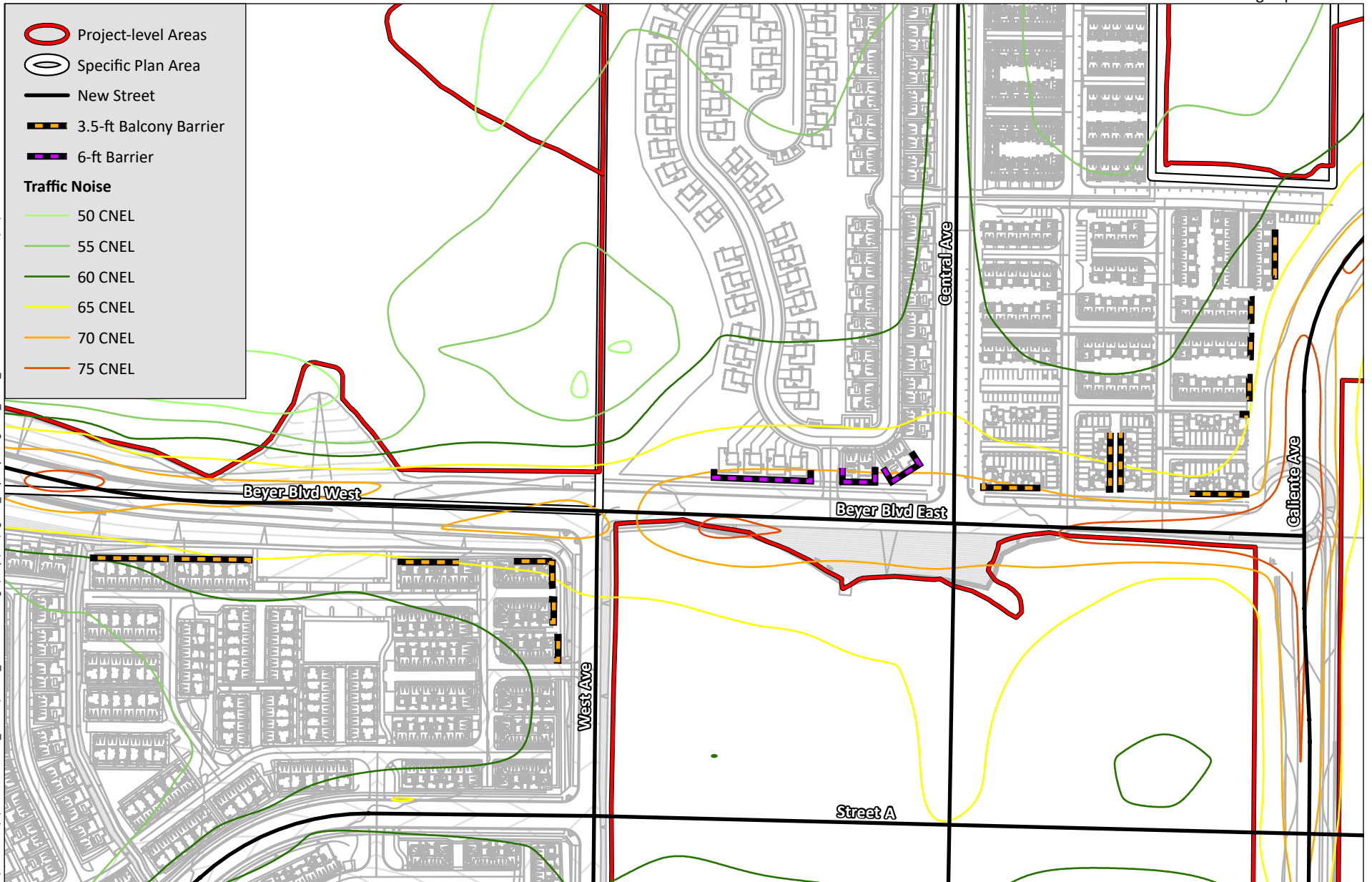


Source: Site Plan and Noise Data (RECON)

Project-level Vehicle Traffic Noise Contours

Figure 5.1-3

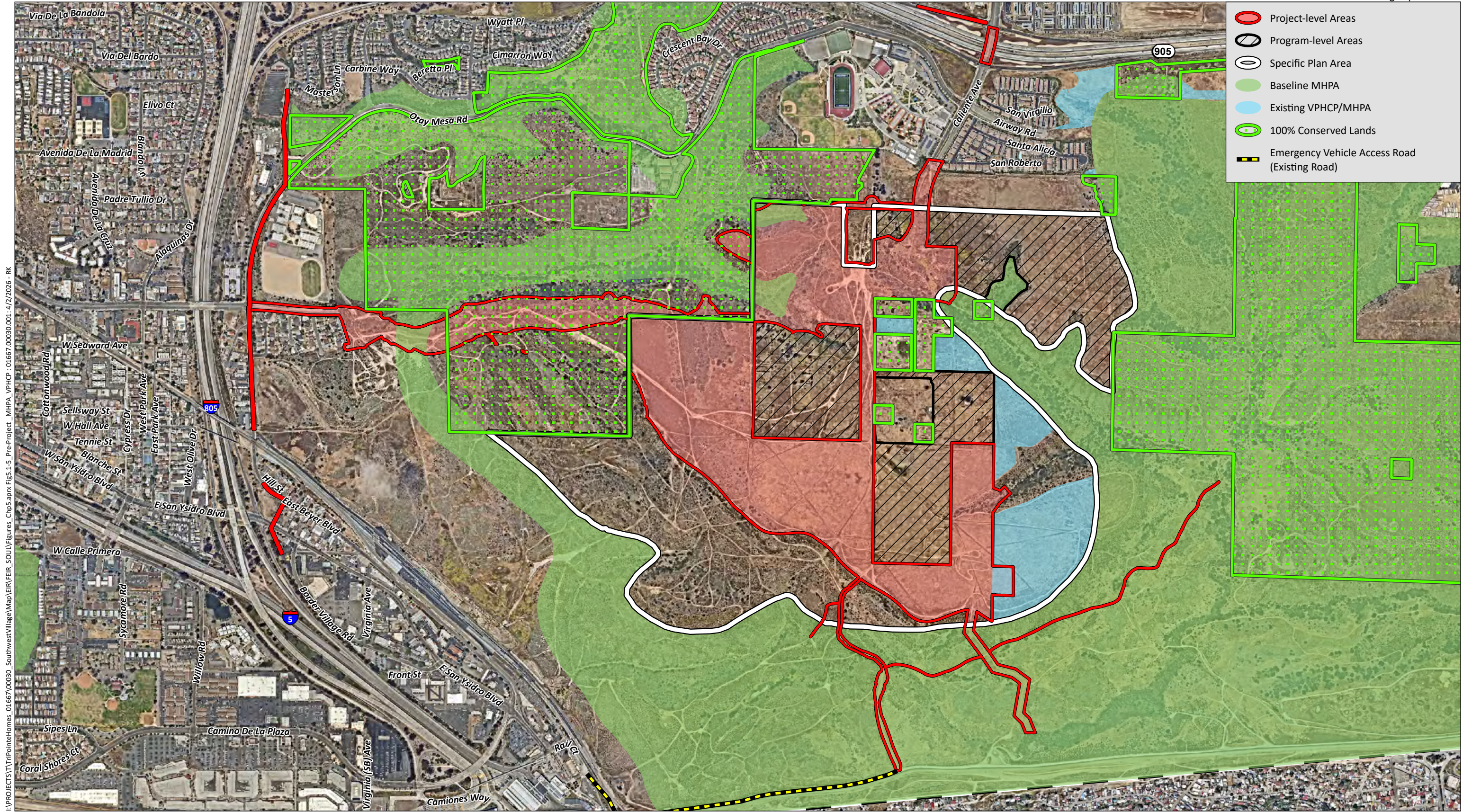
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Source: Site Plan and Noise Data (RECON)

Modeled Noise Barriers

Figure 5.1-4



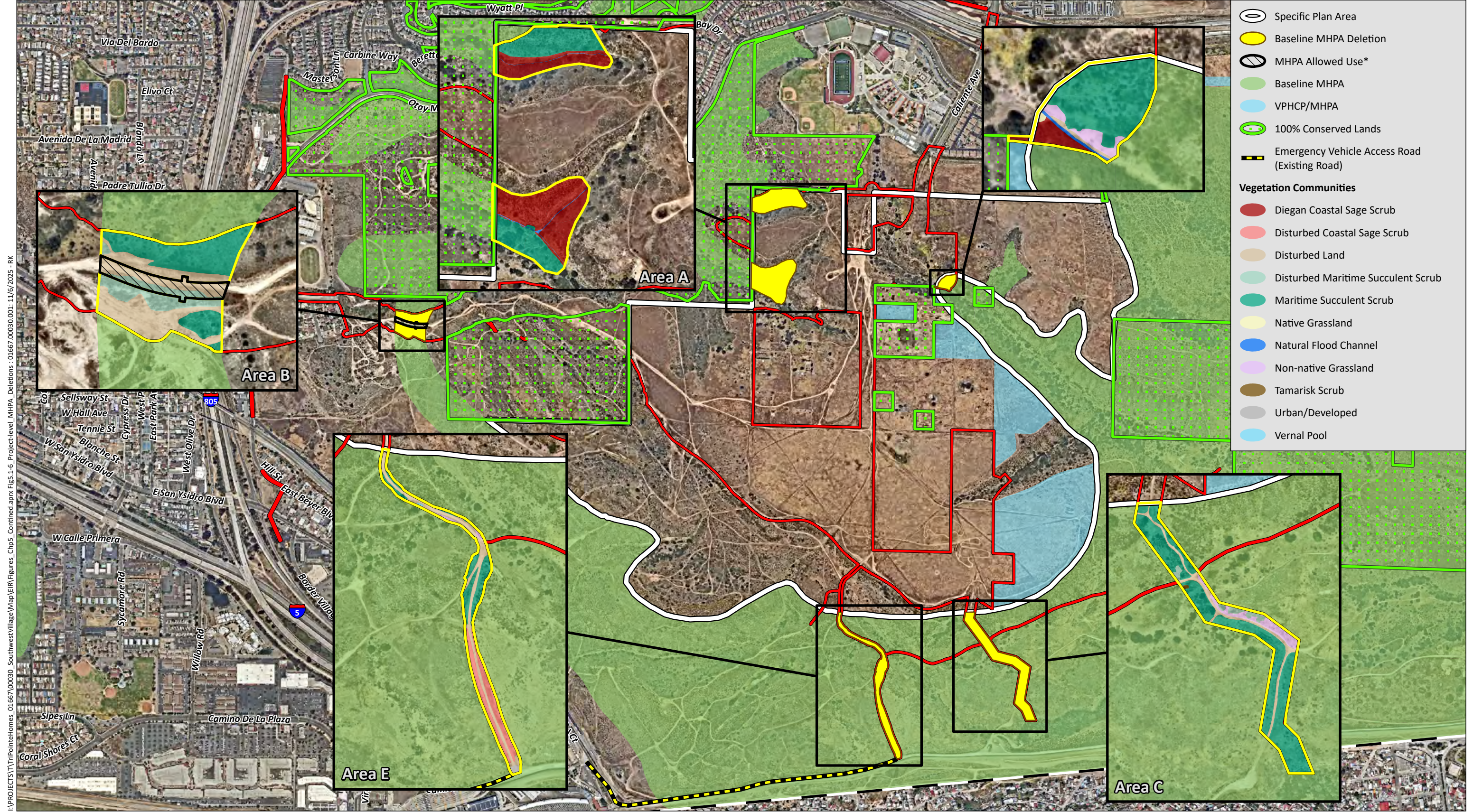
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0 1,000 Feet

Source: Aerial (Nearmap May 2024 SanGIS 2023)

Pre-Project MHPA Boundary and VPHCP 100% Conserved Lands

Figure 5.1-5



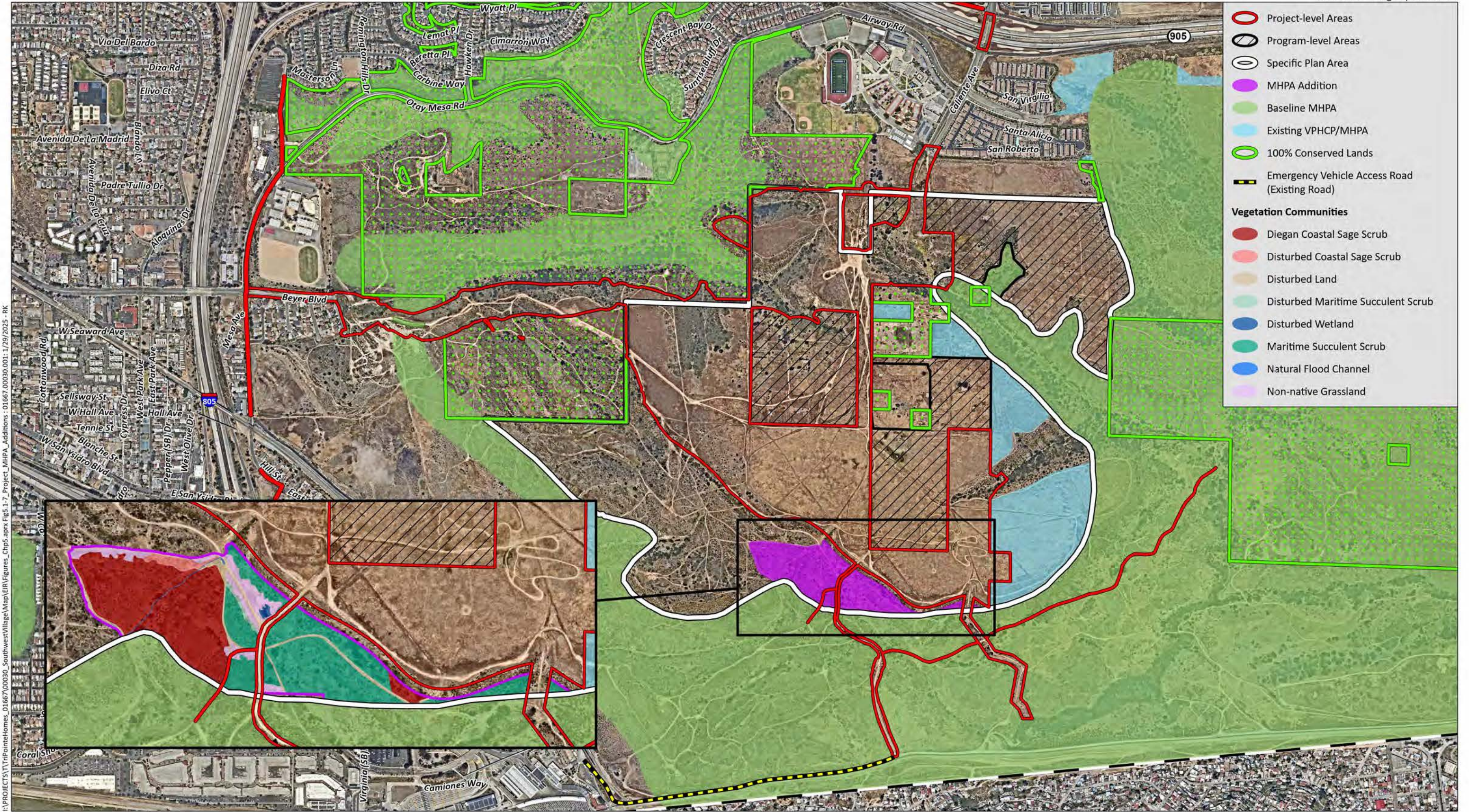
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Source: Aerial (SanGIS 2023)

Project-level MHPA Boundary Line Deletions

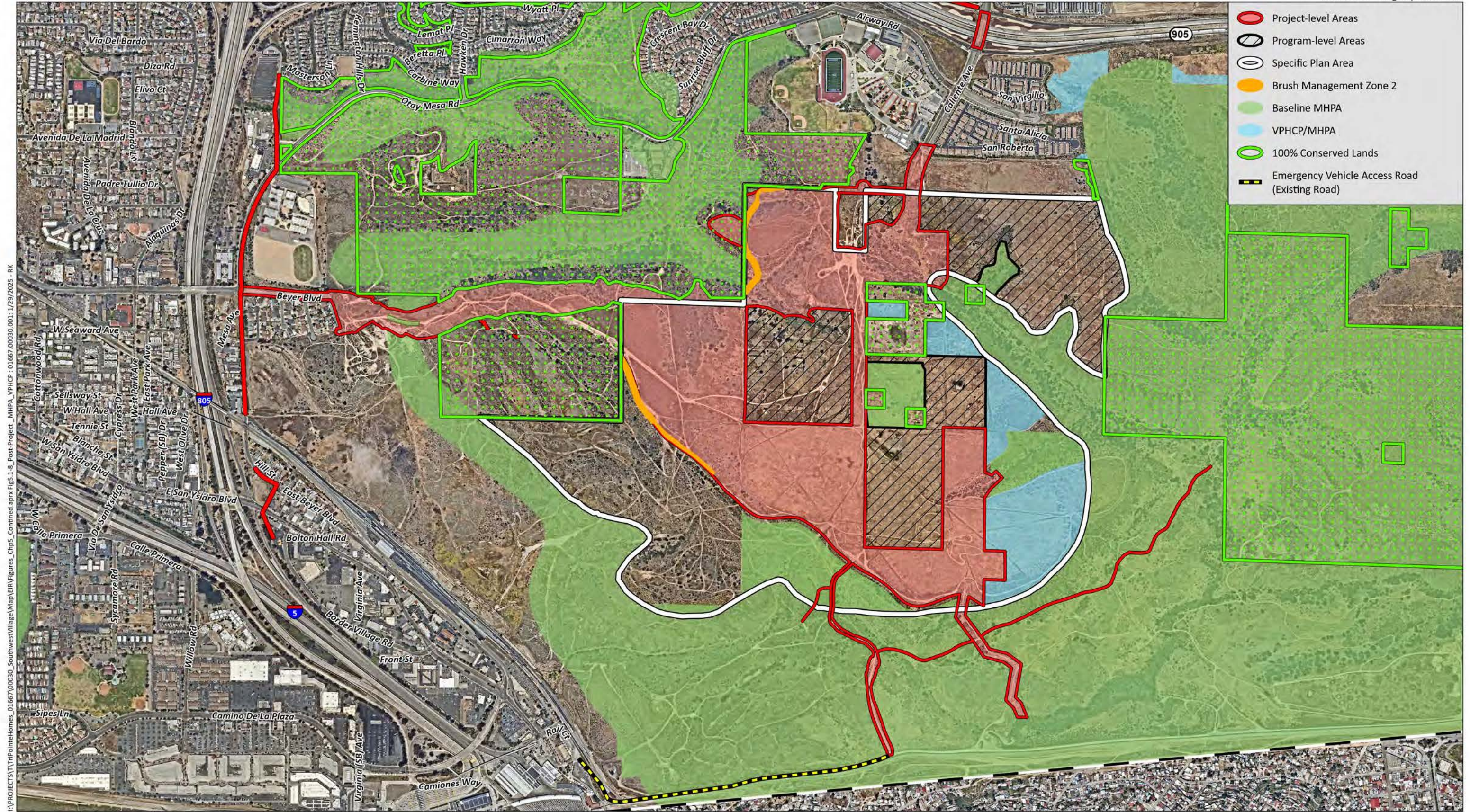
Figure 5.1-6



- Project-level Areas
 - Program-level Areas
 - Specific Plan Area
 - MHPA Addition
 - Baseline MHPA
 - Existing VPHCP/MHPA
 - 100% Conserved Lands
 - Emergency Vehicle Access Road (Existing Road)
- Vegetation Communities**
- Diegan Coastal Sage Scrub
 - Disturbed Coastal Sage Scrub
 - Disturbed Land
 - Disturbed Maritime Succulent Scrub
 - Disturbed Wetland
 - Maritime Succulent Scrub
 - Natural Flood Channel
 - Non-native Grassland

Project-level Baseline MHPA Boundary Line Additions

Figure 5.1-7



I:\PROJECTS\TYT\Pointierhomes_01667\00030_SouthwestVillage\Map\ER\Figures_Chp5_Contined.aprx Fig.5.1-8_Post-Project_MHPA_VPHCP_01667_00030.001: 1/29/2025 - RK

Source: Aerial (SanGIS 2023)

Post-Project MHPA Boundary and VPHCP 100% Conserved Lands

Figure 5.1-8

5.2 Visual Effects and Neighborhood Character

The information in this section updates the visual effects and neighborhood character information in the Otay Mesa Community Plan (OMCP) Final Environmental Impact Report (FEIR), with an emphasis on changes in circumstances, to existing conditions, regulatory requirements, project details, and new information since the FEIR was prepared and addresses whether those changes would result in new or substantial changes to visual effects and neighborhood character impacts. The impact analysis includes a summary of the conclusions of the FEIR, followed by an analysis of the potential impacts related to the implementation of the program-level and project-level components of the project and if there are any substantial changes to the level of environmental impact significance or changes to FEIR mitigation.

5.2.1 Existing Conditions

5.2.1.1 Existing Visual Landscape

a. Landform

The Southwest Village Specific Plan (Specific Plan) area and areas outside the Specific Plan area, referred to as the project area in this document, have not changed substantially since the FEIR was prepared; however, some nearby areas that were previously vacant have developed since preparation of the FEIR, including a multi-family residential development and internal roadways just north of the Specific Plan area, east of Caliente Avenue (i.e., Vista del Sur), and north of State Route 905 (SR-905), east of Caliente Avenue (i.e., Agua Luna). A park and ride surface parking lot has also been constructed near the southwest corner of Caliente Avenue and Otay Mesa Road.

As discussed in FEIR Section 5.2, *Visual Effects and Neighborhood Character*, the southwest part of the OMCP consists of an undeveloped area just east of Interstate 805 (I-805), south of SR-905, and north of the U.S./Mexico border. The existing landform remains characterized by a large mesa surrounded by canyon systems on the north, south, and west. Moody Canyon is still located west of the Specific Plan area, along the planned alignment of Beyer Boulevard West. Spring Canyon is located east of the project area, providing extensive canyon systems and open space. Dennery Canyon is located north of the project area. These canyon systems comprise a unique landform feature that includes steep hillsides (slopes in excess of 25 percent gradient), and wide, deep gullies containing sensitive habitats.

b. Scenic Resources

As noted in FEIR Section 5.2, *Visual Effects and Neighborhood Character*, no roadways within the OMCP were designated or eligible for scenic designation in the City of San Diego (City) General Plan (2008) or adopted community plan. Additionally, views of the OMCP from other eligible scenic highways were described as unavailable from Interstate 5 between Coronado Avenue and I-805 and State Route 125 between State Route 94 and Interstate 8. Since the FEIR was prepared, State Route 52 (SR-52) was officially designated in 2016; however, SR-52 is more than 20 miles north of the OMCP and would not have views of the project area.

c. Public Views

The OMCP identified and established view corridors and gateway throughout the OMCP area to improve visual quality through open space and trail areas to result in minimal view blockage and to create a cohesive community character. FEIR Figure 5.2-8 (see Figure 5.2-1, *Proposed View Corridors and Gateways*), identifies the general locations of view corridors along the edges of future development and gateways at central locations throughout the OMCP.

Within the project area there are six view corridors, and one gateway location identified as visual resources in the OMCP. The six view corridors designated near the project area include five along Spring Canyon along the edges of the Specific Plan area and one along Moody Canyon along the future alignment of Beyer Boulevard. These overlook views of Spring Canyon include existing informal trails and roadways, mesas with non-native grasslands, and scrub canyons. Views of Moody Canyon include flat non-native grasslands cut by scrub canyons and have an extensive existing informal trail network. Gateways are described as providing initial views of the OMCP area, and two gateways are identified in the OMCP within or near the project area, including “Caliente Avenue – SR-905 Interchange” and “future core areas of Southwest and Central Villages.” The gateway at the current terminus of Caliente Avenue is the same as the gateway location identified on FEIR Figure 5.2-8.

The view corridor and gateways in the project area comprise public views in the OMCP and existing views from and to these locations have generally not changed; however, in order to characterize existing public views within and surrounding the project area, a photographic survey was completed. Photographs taken from the same general view corridors and gateway locations identified on FEIR Figure 5.2-8 and existing photograph locations are identified as photo points on Figure 5.2-2, *Photograph Key Map*. Photographs 1 through 9 correspond to the nine photo points identified on Figures 5.2-2a through 5.2-2e, *Existing Site Photographs*. A brief description of each photograph in relation to the project area is provided in Table 5.2-1, *Photographic Survey Description*.

**Table 5.2-1
Photographic Survey Description**

Photo Point/ Photograph #	Description
Photo Point 1/ Photograph 1	This is a southeastern view taken from Otay Mesa Road, near the intersection of Saltaire Place. This view shows the finger canyons located at the northeastern end of Moody Canyon and the mesa top area that is the planned location of the northern portion of the Specific Plan area.
Photo Point 2/ Photograph 2	This is a southern view taken from the current terminus of Caliente Avenue showing the existing dirt roads and surrounding disturbed vegetation at the gateway location identified in the OMCP. This shows the planned location of the Caliente Avenue extension and proposed Candlelight Residential Project. Distant topographic views are of Mexico.
Photo Point 3/ Photograph 3	This is a northwestern western view corridor location taken from mesa top that is the planned location of the northwest corner of the development area. This is a view of Moody Canyon looking towards Beyer Boulevard West and into San Ysidro in the distance. Multi-family housing associated with the California Terraces Princess View development south of Otay Mesa Road is visible in the foreground.

Photo Point/ Photograph #	Description
Photo Point 4/ Photograph 4	This is a western view depicting north-facing slopes of Moody Canyon.
Photo Point 5/ Photograph 5	This is a southwestern view corridor location taken from the edge of the mesa at the planned edge of the Specific Plan area. The view shows habitat surrounding the Specific Plan area to the southwest in the foreground, the San Ysidro Port of Entry in the mid-ground, and Mexico in the distance.
Photo Point 6/ Photograph 6	This is a southwestern view corridor location taken from the southwestern most portion of the proposed Specific Plan area. This photo depicts both native and disturbed vegetation and dirt roads surrounding the Specific Plan area, with views of Mexico in the distance.
Photo Point 7/ Photograph 7	This is a southern view corridor location from within a future Specific Plan area near the location of one of the proposed public parks. The photograph depicts disturbed non-native grassland which is a dominant vegetation type on the mesa. Distant views of Mexico are obscured by haze.
Photo Point 8/ Photograph 8	This is an easterly view corridor location near the southeastern edge of the proposed Specific Plan area looking toward the planned vernal pool restoration area. Distant views of Mexico are obscured by haze.
Photo Point 9/ Photograph 9	This is an easterly view taken within the eastern portion of the Specific Plan area with foreground views of the planned vernal pool preserve/restoration area and distance views of open space towards Spring Canyon.

OMCP = Otay Mesa Community Plan

d. Community Character

The FEIR described the character of the southwestern part of the OMCP as a flat mesa area of undeveloped land between open space canyons characterized by steep slopes, scrub vegetation, and an extensive informal dirt trail network. Photographs 1 through 9, shown on Figures 5.2-2a through 5.2-2e and described in Table 5.2-1, illustrate the existing character of the project area. While the OMCP area surrounding the project area has increasingly become more developed, including additional development north of the Specific Plan area, the overall character of the project area has not changed since the preparation of the FEIR.

5.2.2 Regulatory Framework

The regulatory framework discussed in FEIR Section 5.2.1.2 includes the City General Plan (2008), Land Development Code (LDC), and the Environmentally Sensitive Lands (ESL) Regulations and Steep Hillside Guidelines. Changes and updates to one regulation related to visual effect and neighborhood character that has been updated since preparation of the FEIR is summarized below.

5.2.2.1 Local

a. San Diego Municipal Code

The San Diego Municipal Code (SDMC) includes Section 142.0740 Outdoor Lighting Regulations that were updated in 2024 (City 2024). The Outdoor Lighting Regulations are intended to minimize light pollution, including light trespass, glare, and urban sky glow. Section 142.0740 also ensures that outdoor lighting addresses public safety in an efficient manner consistent with the California Energy Code, including Title 24, Part 6. The regulations address all outdoor lighting sources, including residential, business, public, recreational, temporary, emergency, and special event uses.

5.2.3 Issue 1: Public Views

Would the project affect the visual quality of the area, particularly with respect to views from public viewing areas, vistas, or open spaces?

5.2.3.1 Significance Thresholds

Consistent with the FEIR, impacts related to visual quality would be significant if the project would:

- Result in blocking of public views from designated open space areas, roads, or parks or to significant visual landmarks or scenic vistas (Pacific Ocean, downtown skyline, mountains, canyon, waterways)

According to the City's 2022 CEQA Significance Determination Thresholds, identifying how a proposed development would fit or blend with the existing scale and character of the surrounding developed and natural environment is the key to determining significance. A project may meet all of its height, bulk, scale and zoning requirements and still have a significant visual impact on the environment if it is not in character with the surrounding development and natural landforms. Potential impacts to visual quality could result if one or more of the following conditions apply:

- The project would substantially block a view through a designated public view corridor as shown in an adopted community plan, the General Plan, or the Local Coastal Program;
- The project would cause substantial view blockage from a public viewing area of a public resource (such as the ocean) that is considered significant by the applicable community plan; or
- The project exceeds the allowed height or bulk regulations, and this excess results in a substantial view blockage from a public viewing area.

Views from private property are not protected by the California Environmental Quality Act or the City.

5.2.3.2 Analysis

a. FEIR

The FEIR acknowledged several view corridors and a gateway within the OMCP area, with six view corridors, and one gateway located in the project area. The FEIR disclosed that implementation of the OMCP would preserve most of the existing public views of canyons and mesas. Since the canyon view corridors look out over designated open space and Multi-Habitat Planning Areas (MHPA), these areas were assumed to remain undeveloped, and the view corridors were anticipated to be preserved upon implementation of the OMCP land uses. Some of the view corridors were anticipated to also be maintained as they are in City right-of-way along roadways adjacent to areas designated for development.

The FEIR concluded that the OMCP would allow for development and land use changes at several of the proposed community gateways throughout the OMCP. While this was concluded to result in some view blockages, localized public views of these areas were anticipated to be maintained with OMCP implementation. Therefore, implementation of the OMCP was concluded to not result in blockages of views from public viewing areas, vistas, or open spaces, and impacts in the FEIR were concluded to be less than significant.

b. Program-level

Implementation of the program-level components of the Specific Plan would result in future development within the central and northeastern parts of the Specific Plan area (Planning Areas [PAs] 1 through 7, 15 through 22, 24 through 27), which would be located near the six view corridors and accessed by the one gateway location identified in the OMCP and evaluated in the FEIR. The proposed Specific Plan identifies nine view corridors as part of Guiding Principle No. 8. The view corridors would provide views from mesas and canyon edges at Spring and Moody canyons and an uninterrupted view from the Village Core to the canyon rim and the Pacific Ocean consistent with the planned gateway and six perimeter view corridors identified in Figure 5.2-8 of the FEIR.

The topography of the program-level areas and the locations of canyons and views have not changed since the FEIR was prepared and the Specific Plan view corridors are at similar locations as the view corridors identified in the OMCP and FEIR. The nine view corridors identified in the proposed Specific Plan are intended for the same purpose as the six view corridors described in the FEIR, which is to preserve existing views from mesa and canyon edges and to preserve views from the Village Core to the canyon rims and Pacific Ocean. Additionally, a perimeter trail is planned to surround the Specific Plan area, providing public viewing opportunities to the surrounding open space along the perimeter of the Specific Plan area (see Figure 3-11, *Trails Network*). This perimeter trail system provides new access to the six planned view corridors identified in the OMCP. As part of the proposed trail network, an overlook point has been identified south of the Specific Plan area that would be accessible from the proposed perimeter trail. This overlook would provide views toward the Pacific Ocean, San Ysidro, and Mexico. In addition to proposed public trails, public parks would provide additional public viewing opportunities to the surrounding open space, consistent with OMCP Policy 2.1-2(f)(ii), Policy 4.12-1, and Policy 4.12-3. Parks and green space have been sited

along the perimeter of the Specific Plan area where feasible, in addition to within the development footprint, consistent with Policy 7.17-7e.

The OMCP Urban Design Element Section 4.12 addresses view corridors and provides policies and recommendations relating to gateways and view corridors. Although the Specific Plan would result in the development of a largely expansive undeveloped site with existing views from its mesa tops, the development would increase public access to these views and be subject to policies and regulations that would protect these views. Applicable City General Plan (2024) and OMCP policies related to visual resources are provided in Table 5.2-2, *OMCP Policy Consistency Analysis Related to Visual Resources*, with a corresponding analysis demonstrating Specific Plan consistency. A key theme in the OMCP policies related to public viewing areas and vistas for Southwest Village was to ensure the project design maximized opportunities for public access and viewing opportunities to the surrounding open space, including Spring Canyon to the east of the Specific Plan and Moody Canyon which is along the length of the proposed Beyer Boulevard West alignment. As demonstrated in Table 5.2-2, the Specific Plan includes a development framework that maximizes public views to surrounding open space areas from public parks and trails, consistent with applicable General Plan (2024) and OMCP policies.

Table 5.2-2
OMCP Policy Consistency Analysis Related to Visual Resources

Policy from OMCP	Specific Plan Consistency
<p>Land Use Element Policy 2.1-2(f)(ii) Locate neighborhood parks at the end of streets and adjacent to canyons when appropriate to accommodate and enhance public views and vistas.</p>	<p>The Specific Plan neighborhoods would be interspersed with a variety of parks, located to provide view corridors, recreation, and outdoor recreation opportunities for those living nearby. Open space and recreational areas have been planned on the outer edges of the mesa surrounding the project.</p>
<p>Urban Design Element Policy 4.12-1 Protect and enhance major and minor public view corridors and access corridors within Otay Mesa.</p> <p>a. Integrate and coordinate public view areas with public access to open space linkages where appropriate.</p> <p>b. Locate public view areas within parks or trail staging areas when appropriate.</p>	<p>The Site Design section of the Specific Plan encourages the protection of public view corridors through the use of view easements, as noted in Section 3.2.1 Site Design. Guiding Principle No. 7 of the Specific Plan is “Permeate Southwest Village with interconnected opportunities for recreation and interaction through a diversity of active public spaces and amenity enhancements, including a central school, parks, central civic plaza, trails, view corridors, and lookout vistas”. All parks, general open space, and trails would be linked by a system of paseos, sidewalks, and trails that would allow for public view areas (see Figure 3-10, <i>Parks and Trails</i>).</p>
<p>Urban Design Element Policy 4.12-3 Provide public views and vantage points to the surrounding canyon systems within the Southwest and Central Villages. Consider perimeter roads with no development on the canyon side to preserve public access.</p>	<p>The Specific Plan provides a trail plan that includes perimeter trails which would allow public access and vantage points to the surrounding canyon systems.</p>

Policy from OMCP	Specific Plan Consistency
<p>Public Facilities, Services and Safety Element Policy 6.7-2</p> <p>Site and camouflage wireless communication facilities and equipment to reduce impacts to community character.</p>	<p>Future siting of communications infrastructure would be conducted in accordance with the LDC, including Section 141.0420 regulating wireless communications facilities, as well as the City's Wireless Communications Facilities Guidelines, which seek to minimize visual impacts. Adhering to General Plan (2024) policies supporting the City's undergrounding program would also ensure that the visual impacts of new facilities are minimized. Any construction of communications systems associated with future development would occur in accordance with the City's permitting processes and construction standards to avoid or minimize impacts on environmentally sensitive habitat areas and landforms through siting, grading or excavation, and erosion.</p>
<p>Recreation Element Policy 7.1-7e When siting new parks consider the following: (e) Orient and design new parks adjacent to canyon/open space edges, when feasible, to enhance public views and create a buffer between natural open space areas and other build land uses.</p>	<p>As noted above, Guiding Principle No. 7 of the Specific Plan guides the siting of parks and open space in relationship to adjacent canyon/open space edges. A buffer of General Open Space is provided between Conserved Open Space and the development of the Southwest Village.</p>
<p>Conservation Element Policy 8.1-1 Implement the Environmentally Sensitive Lands Regulations related to biological resources and steep hillsides for all new development.</p>	<p>The Specific Plan implements the requirements of the ESL and steep hillsides, as detailed in Sections 5.1, <i>Land Use</i>, and 5.4, <i>Biological Resources</i>.</p>
<p>Conservation Element Policy 8.1-2 Preserve a network of open and relatively undisturbed canyons and adjacent mesa tops containing a full ensemble of native species and providing functional wildlife habitat and movement capability.</p>	<p>The Specific Plan provides for conserved open space, which is comprised of mitigation lands, MHPA, and/or Vernal Pool Habitat Conservation Plan 100 % conserved lands, which would be repopulated with native species. A set of wildlife corridors would be provided across Beyer Boulevard which would provide a continued linkage for wildlife movement across the canyons (Figure 3-21, <i>Beyer Boulevard West Wildlife Crossings, Wildlife Fencing, Retaining Walls and Gates</i>).</p>
<p>Conservation Element Policy 8.1-3 Plan development to minimize grading and relate to the topography and natural features of Otay Mesa.</p>	<p>Due to the unique hillside terrain and sensitive natural resources in the Specific Plan area, modified development standards for grading techniques are proposed in Section 3.7 Grading of the Specific Plan.</p>

LDC = Land Development Code; ESL = Environmentally Sensitive Lands; MHPA = Multi-Habitat Planning Area

The following Specific Plan policies have also been carried forward to maximize public views to vistas and surrounding open space:

- Project Objective – Conserve the surrounding natural environment and respond to the natural topography of the mesas and canyons, maximizing opportunities for unique public views and recreational opportunities where possible.

- Guiding Principle – Emphasize protected views afforded from mesas and canyon edges—an uninterrupted view from the Village Core to the canyon rim and Pacific Ocean
- General Site Design Policy – Locate amenities next to public space and open space to enhance their access and visibility and to allow them to become focal points of the development.
- Streetscape and Public Realm Design Policy – Maximize opportunities to provide public views of the canyons and natural open space areas from public space areas surrounding Southwest Village.
- Streetscape and Public Realm Design Policy – Incorporate pedestrian connections to adjoining residential developments, commercial projects, and open space areas.

The Specific Plan proposes supplemental development regulations that would be in addition to or supersede the LDC. Future discretionary development within the program-level areas would be required to provide a plan with parks and open space areas and be developed consistent with the Specific Plan development standards and the applicable review processes outlined in the Specific Plan, including Site Development Permits (SDP), Neighborhood Development Permits (NDP) or Planned Development Permits (PDP). Specifically, Specific Plan Section 3.2.1, Site Design Policies, Section 3.4, Residential Design Policies, and Section 3.4.1, Architectural Design Policies/Concepts, discuss development standards; block sizes; and form, massing, and articulation of buildings to ensure that the buildings are compatible in relation to one another and with surrounding views. While these proposed development regulations may differ from the LDC standard regulations, they are not expected to result in impacts to views. Further, any future deviations from the proposed development regulations would be required to meet the Findings required for the NDP or PDP that they are appropriate for the location and achieve a more desirable project than the standard development regulations.

c. Project-level

Existing public view opportunities from the project-level area are mostly limited, due to the location of most of the project-level areas within an undeveloped area inaccessible to the public and due to the proximity of the project to the U.S.-Mexico border. However, the OMCP identifies six view corridors and one gateway within the project-level areas (FEIR Figure 5.2-8; SEIR Figure 5.2-1). Consistent with the six view corridors identified on FEIR Figure 5.2-8, parks and green space have been sited along the perimeter of the project-level development area where feasible to provide publicly accessible viewpoints at all six of these planned locations. A segment of the OMCP trail network would be established at the project-level to provide further viewing opportunities at the planned southern and eastern view corridors. The project would thereby establish new public access to these planned viewpoints and gateways through the implementation of the project-level components described below.

Several Beyer Boulevard roadway extension alignment configurations were explored in order to identify the grading design that would result in the least disturbance to biological resources (see SEIR Chapter 4.0, *Project History*). The proposed Beyer Boulevard alignment through a natural open space area was described in the FEIR as consistent with General Plan (2008) Urban Design Element

Policy UD-A.2.c., which states “Recognize that sometimes open spaces prevent the continuation of transportation corridors and inhibit mobility between communities. Where conflicts exist between mobility and open space goals, site specific solutions may be addressed in community plans.” In the case of the Beyer Boulevard extension, the OMCP found the need to provide mobility connections to San Ysidro was required despite the location of the road through an open space area and potential changes to topography. The Specific Plan identifies this segment of Beyer Boulevard through these areas but included a redesign of the road and shift to the alignment to minimize impacts of this roadway and to the surrounding open space areas. The ultimate design would place the roadway at the top of a ridge where the roadway would be more visible, but the design minimizes the width of the roadway through the native habitat areas.

The OMCP noted that “The View Corridor of Moody Canyon would be located along the future alignment for Beyer Boulevard. Moody Canyon includes flat non-native grasslands cut by scrub canyons and has an extensive existing informal trail network. The CPU [Community Plan Update] would retain Moody Canyon as open space land”. The future alignment of the Beyer Boulevard West extension would not substantially change existing western-facing public views from the western part of the Specific Plan area and the planned view corridor along Beyer Boulevard.

The project-level components would also incorporate public opportunities for viewing natural open space located to the west of the project-level area including Moody Canyon. Restoration of Beyer Boulevard slopes with native vegetation would ensure adverse effects to views within Moody Canyon would be avoided. PAs 8 through 14 are located along the western side of the Specific Plan area and do not impact proposed view corridors offering any views toward Spring Canyon. Public spaces have been incorporated along the western edge of the project-level area, providing public use areas along the proposed perimeter trails and views toward the open space. Public spaces along the western project-level area include seating areas, landscaping, shade structures and play areas. These public amenities provide public opportunities for viewing open space to the west toward San Ysidro and the Pacific Ocean and would not substantially impact any OMCP viewpoints consistent with the three western view corridors proposed by the OMCP.

The northernmost portion of the project-level area incorporates two public spaces. A public space at the northwest corner of the project-level area provides seating areas and landscaping for public use offering views to the west along Moody Canyon. Another public space is planned at the northeast corner of the project-level area.

The project-level components are planned consistent with Specific Plan Section 3.2.1, Site Design Policies, Section 3.4, Residential Design Policies, and Section 3.4.1, Architectural Design Policies ~~Concepts~~. These sections of the Specific Plan identify supplemental development regulations related to block sizes and form, height, massing, and articulation of buildings to ensure that the buildings are compatible in relation to one another and with surrounding views. While these proposed development regulations may differ from the LDC regulations, they are not expected to result in impacts to views ~~and must be determined appropriate for this location and achieve a more desirable project than the standard development regulations consistent with SDMC Section 126.0605 findings for a PDP.~~

5.2.3.3 Significance of Impacts

a. Program-level

Implementation of the Specific Plan would result in an increase in accessibility to planned public viewing areas as the project would allow the public access to view corridors and the northern gateway identified by the OMCP. For example, the Specific Plan identifies a proposed park and trail network that would provide public access and viewing opportunities to the open space areas surrounding the Specific Plan area, consistent with the OMCP policy framework (Urban Design Element Policy 4.12-1). The Specific Plan also guides future development in a way that would not impact planned viewpoints to Spring Canyon and Moody Canyon from major roadways. Further, the Specific Plan design regulations are consistent with the intent of the General Plan (2024) and LDC (except for the supplemental development regulations requested as part of the PDP) and, therefore, future development under the Specific Plan would not allow height and bulk restrictions (except for requested and permitted deviations) that would potentially impact views. Therefore, impacts related to blocking public views would be less than significant, similar to the impact conclusions in the FEIR.

b. Project-level

The project-level components would implement a portion of the proposed trail network that would provide public access and viewing opportunities to the open space areas surrounding the Specific Plan area and would site park and open space areas towards the edges of the development to preserve views. Development of the project-level components would increase public accessibility to views, and structures would be built consistent with the Specific Plan, General Plan (2024), and LDC regulations (except for requested and permitted deviations processed and evaluated as part of the project's PDP), therefore not impeding viewpoints from the community. As noted above, the design of the Beyer Boulevard extension considers viewpoints to Moody Canyon and would not impact public views of this open space area. Therefore, impacts related to blocking views at the project-level would be less than significant, similar to the impact conclusions in the FEIR.

5.2.3.4 Mitigation, Monitoring, and Reporting

a. Program-level

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

b. Project-level

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

5.2.4 Issue 2: Compatibility

Would the project's land use changes be compatible with surrounding development in terms of bulk, scale, materials, or style? Would adverse aesthetic impacts result from the project?

5.2.4.1 Significance Thresholds

Consistent with the FEIR, impacts related to visual quality would be significant if the project would:

- Result in a severe contrast with the surrounding neighborhood character.

The following City's 2022 CEQA Significance Determination Thresholds are used to determine whether the project would have a significant environmental impact associated with compatibility:

- The project exceeds the allowable height or bulk regulations and the height and bulk of the existing patterns of development in the vicinity of the project by a substantial margin.
- The project would have an architectural style or use building materials in stark contrast to adjacent development where the adjacent development follows a single or common architectural theme (e.g., Gaslamp Quarter, Old Town).
- The project would result in the physical loss, isolation or degradation of a community identification symbol or landmark (e.g., a stand of trees, coastal bluff, historic landmark) which is identified in the General Plan, applicable community plan or local coastal program.
- The project is located in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections.
- The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).
- The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).
- The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.
- The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).
- Projects that would emit or reflect a significant amount of light and glare. To meet this significance threshold, one or more of the following must apply:

- The project would be moderate to large in scale, more than 50 percent of any single elevation of a building's exterior is built with a material with a light reflectivity greater than 30 percent (see LDC Section 142.07330(a)), and the project is adjacent to a major public roadway or public area.
- The project would shed substantial light onto adjacent, light-sensitive property or land use, or would emit a substantial amount of ambient light into the nighttime sky. Uses considered sensitive to nighttime light include, but are not limited to, residential, some commercial and industrial uses, and natural areas.

While the FEIR Section 5.2, *Visual Effects and Neighborhood Character*, did not include an analysis related to potential light and glare impacts, the City's 2022 CEQA Significance Determination Thresholds address light and glare impacts which are analyzed under this Issue 2.

5.2.4.2 Analysis

a. FEIR

The FEIR found that the current visual landscape of the Southwest District of the OMCP area (e.g., the project area) is characterized by undeveloped mesas with non-native grasslands, transected by the densely vegetated Spring and Moody canyons. The FEIR anticipated a change from undeveloped mesa and canyons to an urbanized, built environment on the mesa surrounded by natural open space. The FEIR stated that the goals, policies, and design guidelines contained in the General Plan (2008) and in the OMCP would avoid future visual impacts in relation to surrounding open space. Specific policies referenced included the 2008 General Plan's Urban Design Element policies addressing development adjacent to natural features (Urban Design Element Policies UD-A.2 and 3), OMCP Recreation Element Policy 7.1-7e suggesting the placement of parks between open space and development as a means to reduce visual inconsistency, and OMCP Conservation Element Policy 8.1-3 regarding grading and natural topography. The FEIR found that the land use and development design guidelines and policies in the OMCP are intended to not result in changes in architecture, urban design, landscaping, or landforms that would negatively affect the visual quality of the OMCP area, or strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projection. Future development was expected to be required to comply with the relevant land use and development design guidelines and policies of the General Plan (2008) and OMCP.

b. Program-level

The Specific Plan land uses within PAs 1 through 7, 15 through 22, 24 through 27 would result in a change in character of the Southwest Village area from mostly undeveloped area to urban uses. This would result in a change in community character, consistent with the finding of the FEIR, however, as noted in that analysis, compliance with land use and development design guidelines and policies in the OMCP would ensure that land use compatibility would not negatively affect the visual quality of the area.

Natural areas outside of the allowable development area for the program-level areas, which includes ESLs, would be preserved via a Covenant of Easement in accordance with SDMC Section 143.0152 Covenants of Easements Pursuant to Environmentally Sensitive Lands Regulations. Consistent with the OMCP policy framework (Urban Design Element Policy 4.12-1), the Specific Plan includes a park and trails plan that maximizes public access and views to the surrounding open space (see also Issue 1).

Development would not negatively affect the visual quality of the area, or strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projection, as development within the program-level areas would provide architectural interest and enhance the visual appearance of the area by incorporating articulation in architecture. The Specific Plan describes building form and massing concepts including design techniques such as façade step-backs, articulation, off-setting planes, unique roof forms, and varied building elevations to create architectural interest (Specific Plan Residential Design Policy 3.4.3, number 5). As further described in Chapter 7.1 of the Specific Plan, future discretionary development review would be performed by the City to ensure that development is consistent with the Specific Plan design concepts and policies (RICK Engineering 2026~~5~~). In addition, the Specific Plan would facilitate development through the use of citywide base zones with specific zone modifications. Structure height maximums in the Specific Plan would range from up to 30 to 40 feet and up to 120 feet within the central mixed-use area of the Specific Plan. Siting the highest density uses within the central portion of the Specific Plan with lower intensity uses around the plan area perimeter would maximize the compatibility of the development with the surrounding natural open space.

Several retaining walls are proposed along Beyer Boulevard West, including an 8-foot retaining wall (approximately 160 linear feet in length), a 12-foot retaining wall (approximately 400 linear feet in length) and a 1- to 16-foot retaining wall at its highest point located along the northern side of the road adjacent to the San Ysidro School District property for a length of approximately 950 linear feet (see Figures 3-21 and 3-24, *Beyer Boulevard Widening between Enright Drive and East Beyer Boulevard – Ultimate Condition*). These retaining walls would be located along the sides of Beyer Boulevard West and would abut manufactured slopes that would be revegetated with native species. When retaining walls are required adjacent to rights of way or sidewalks that are visible to the public, trailing shrubs and vines will be planted along the top of the walls to cascade down and soften the view of the walls consistent with the landscape palette included as Appendix A to the Specific Plan (RICK Engineering 2026~~5~~). Further, as stated in Specific Plan Section 3.5.5 and included as a project design feature in SEIR Chapter 3.0, *Project Description*, any walls greater than 6 feet in height and over 50 linear feet that are visible to the public must include landscape screening to the satisfaction of the City's Development Services Department Director or designee ~~Landscape Analysis Section~~.

Proposed placemaking and wayfinding elements to be implemented by the Specific Plan include architecture design, street frontage, arrival features, thematic lighting and landscaping, street furniture, and enhanced paving. The proposed Village Core is envisioned to reflect its surrounding heritages from both the San Diego region and the Tijuana region. In addition, a Comprehensive Sign Plan would be prepared to address consistency between all proposed signage for the project, including gateway signs, and the citywide sign regulations. This Comprehensive Sign Plan would be proposed as a Neighborhood Use Permit Process Two per SDMC Section 141.1103 to be submitted

during the building permit and site infrastructure process to allow any design that may exceed the allowances of the citywide sign regulation. It is noted that the proposed gateway signs, i.e., neighborhood identification signs, are allowed in the proposed residential zones with approval of the Neighborhood Use Permit per SDMC Section 141.1102. Signage proposed by the project would not result in adverse aesthetic impacts that would be incompatible with the style, bulk, and scale of project.

The Specific Plan includes lighting policies, consistent with SDMC Section 142.0740 Outdoor Lighting Regulations, which would ensure that lighting would not spill a substantial amount of ambient light onto adjacent, light-sensitive properties or land uses. All exterior lighting would be directed inward and downward so as not to disturb adjacent uses. Outdoor lighting adjacent to residential areas would be shielded and directed away from the surrounding residential uses. The program-level components would provide adequate lighting levels for safety while minimizing light spillage and glare.

c. Project-level

The project-level components would include Specific Plan implementation within PAs 8 through 14, construction of Beyer Boulevard West, rough grading within PAs 7 and 15 through 20, and water, sewer and transportation infrastructure improvements that would change the project-level area from a vacant flat mesa area to an urbanized developed area with Specific Plan development. Until subsequent phases of the Specific Plan are developed under the program-level, the project-level area would be an urban landform surrounded by open space lands. However, the project-level components would be consistent with the Specific Plan development standards and according to the land uses proposed in the Specific Plan, which is consistent with the vision of the OMCP.

5.2.4.3 Significance of Impacts

a. Program-level

Implementation of the program-level components would not severely contrast with the surrounding neighborhood character. The Specific Plan has sited the highest intensity uses within the center of the Specific Plan with lower intensity uses around the perimeter, providing consistency with the surrounding development and open space areas. The Specific Plan policy framework would ensure that future development would present a visually consistent, architecturally interesting community that would still be consistent with allowable height, outdoor lighting, and bulk regulations. Therefore, there would be less than significant visual compatibility impacts, similar to the impact conclusions in the FEIR.

b. Project-level

Implementation of project-level components would be consistent with development regulations of the General Plan (2024), Specific Plan, and LDC. Development at the project level would therefore result in less than significant visual compatibility impacts, similar to the impact conclusions in the FEIR.

5.2.4.4 Mitigation, Monitoring, and Reporting

a. Program-level

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

b. Project-level

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

5.2.5 Issue 3: Landform Alteration

Would the project result in a substantial change to natural topography or other ground surface relief feature?

5.2.5.1 Significance Thresholds

Consistent with the FEIR, impacts related to visual quality would be significant if the project would:

- Result in a significant alteration of the natural landform.

The following City's 2022 CEQA Significance Determination Thresholds are used to determine whether the project would have a significant environmental impact associated with changes to natural topography and unique physical features:

1. Landform Alteration Grading

Projects that significantly alter the natural landform. To meet this significance threshold, typically the following conditions must apply:

- a. The project would alter more than 2,000 cubic yards of earth per graded acre by either excavation or fill. Grading of a smaller amount may still be considered significant in highly scenic or environmentally sensitive areas. Excavation for garages and basements are typically not held to this threshold. In addition, one or more of the following conditions (1-3) must apply to meet this significance threshold.
 - i. The project would disturb steep hillsides in excess of the encroachment allowances of the Environmentally Sensitive Lands regulations (LDC Chapter 14, Article 3, Division 1). In evaluating this issue, environmental staff should consult with permit staff.
 - ii. The project would create manufactured slopes higher than ten feet or Steeper than 2:1 (50 percent).
 - iii. The project would result in a change in elevation of steep hillsides as defined by the SDMC Section 113.0103 from existing grade to proposed grade of more than five feet by either excavation or fill, unless the area over which excavation or fill would

exceed five feet is only at isolated points on the site. (A continuous elevation change of five feet may be noticeable in relation to surrounding areas. In addition, such a change may require retaining walls and other features to stabilize slopes, potentially resulting in a manufactured appearance.)

- iv. The project design includes mass terracing of natural slopes with cut or fill slopes in order to construct flat-pad structures. (This item moved from “Development Features” section below.)
- b. However, the above conditions may not be considered significant if one or more of the following apply:
 - i. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed landforms will very closely imitate the existing on-site landform and/or the undisturbed, pre-existing surrounding neighborhood landforms. This may be achieved through “naturalized” variable slopes.
 - ii. The grading plans clearly demonstrate, with both spot elevations and contours, that the proposed slopes follow the natural existing landform and at no point vary substantially from the natural landform elevations.
 - iii. The proposed excavation or fill is necessary to permit installation of alternative design features such as step-down or detached buildings, non-typical roadway or parking lot designs, and alternative retaining wall designs which reduce the project’s overall grading requirements.

5.2.5.2 Analysis

a. FEIR

The FEIR acknowledged that steep hillside encroachments may occur at locations where future development adjoins the Spring and Moody canyon systems. In addition to steep hillside encroachments, the FEIR stated it is also possible that future development would create manufactured slopes higher than ten feet, and/or fill slopes that exceed five feet in height. The FEIR identified future development proposals would be required to demonstrate compliance with ESL Steep Hillside Guidelines or provide alternative design features. Future project compliance with landform grading guidelines contained in the City Grading Regulations, ESL Regulations, Steep Hillside Guidelines of the LDC, and OMCP policies would ensure that impacts associated with alterations to natural topography of the CPU area would be less than significant.

b. Program-level

Future development at the program level is focused within the flat mesa top areas; however, development would still require mass grading to develop the Southwest Village. Grading has been planned to minimize impacts to surrounding topographic areas; however, per the OMCP, future projects would be required to demonstrate compliance with landform grading guidelines contained in the City Grading Regulations, ESL Regulations, and Steep Hillside Guidelines of the LDC.

Western portions of the Spring Canyon complex would be impacted by future development areas at the program level. These areas would involve modification to steep hillsides (slopes with gradients that exceed 25 percent). Other areas of potential steep hillside modification include grading required to install storm drains outfalls to bring drainage to an elevation that would avoid erosion of steep slopes adjacent to the program-level area. These would be temporary impacts to allow for the installation of underground drainage facilities that would be replanted with native vegetation.

Future development in the Specific Plan area would be reviewed to ensure grading plans demonstrate compliance with ESL Steep Hillside Guidelines and/or identify applicability of required alternative design features. Individual projects within the Specific Plan area would be required to demonstrate compliance with landform grading guidelines contained in the City Grading Regulations, ESL Regulations, and Steep Hillside Guidelines of the LDC. Further, implementation of the Specific Plan would not result in any hillside modifications that were not previously contemplated by the OMCP. As outlined in the Specific Plan, future development areas would require a Neighborhood Development Permit if there are no ESL impacts and an SDP where ESL impacts are involved.

c. Project-level

The project-level areas are located within and adjacent to steep hillside areas, which are considered ESL. OMCP Policies 8.1-1 through 8.1-3 require new development to comply with ESL Regulations, preserve a network of canyons and adjacent mesa tops, and minimize grading to relate to the area's natural topography. Refer to Table 5.2-2 for a discussion of consistency with these policies.

Implementation of the project-level components includes specific grading details to allow for site-specific analysis of City regulations relating to changes in landform. Implementation of the project-level components would entail grading in quantities that would exceed the City's threshold of 2,000 cubic yards per graded acre. To determine whether these grading quantities would result in a significant impact to landform, one of four conditions must be met. The first condition is that project grading must disturb steep hillsides in excess of the encroachment allowances of the ESL Regulations and Steep Hillside Guidelines. The FEIR states:

Steep hillside encroachments may occur at locations where future development adjoins the Spring, Moody, and Dennery Canyon systems. In addition to steep hillside encroachments, it is also possible that future development in accordance with the CPU would create manufactured slopes higher than 10 feet, and/or fill slopes that exceed 5 feet in height, thus exceeding the second and third grading significance thresholds as well.

The project-level areas consist largely of existing flat mesa top areas. The easternmost portions of Moody Canyon finger canyons (steep hillsides) are located within the project-level area and would be filled to accommodate development; however, these anticipated grading areas are within the anticipated development footprint of the Specific Plan and would implement the OMCP land use framework that designated surrounding slope areas for open space with the Specific Plan slated for development.

Grading for the Beyer Boulevard extension (Beyer Boulevard West) and the emergency vehicle access (EVA) Road additionally would involve steep hillside encroachment including manufactured slopes higher than 10 feet. The proposed Beyer Boulevard West design was closely evaluated to meet required mobility objectives while minimizing impacts to Moody Canyon to the extent feasible. Grading was shifted south as much as possible to minimize canyon impacts; however, due to constraints associated with an existing landslide zone in addition to the necessity of maintaining roadway geometries, the roadway results in changes to the south side of Moody Canyon. Construction of Beyer Boulevard West would create a slot canyon effect in the location of the roadway, affecting the southern side (north facing slope) of Moody Canyon. Due to impacts to ESL, an SDP would be processed concurrent with the Phase 1 development to implement requested deviation from ESL Regulations and the Steep Hillside Guidelines of the LDC. All slopes associated with Beyer Boulevard West would be contoured to provide a natural design and would be revegetated with native vegetation. Construction of Beyer Boulevard West and the EVA Road would take place with implementation of the project-level components during Phase 1b. The grading design for Beyer Boulevard West and the EVA Road is consistent with the OMCP Conservation Element Policy 8.1-3, which calls for design that prioritizes avoidance of the canyon and minimizes grading to the extent feasible. This would result in the preservation of surrounding canyon networks and compatibility with the surrounding mesa top and open space environment despite a transportation corridor being constructed to allow access to the Southwest Village.

5.2.5.3 Significance of Impacts

a. Program level

The program-level components would result in a less than significant impact related to landform alteration and grading and changes to unique physical features. Future individual projects within the Specific Plan area would be required to demonstrate compliance with landform grading guidelines contained in the City Grading Regulations, ESL Regulations, and Steep Hillside Guidelines of the LDC. Application of these regulatory and guidance documents would ensure that impacts associated with changes to natural topography at the program level would be less than significant, similar to the impact conclusions in the FEIR.

b. Project level

The proposed grading to develop the project-level components is consistent with the City Grading Regulations, ESL Regulations, and Steep Hillside Guidelines of the LDC. In addition, an SDP including necessary findings is required concurrent with the Phase 1 development to implement requested deviations from the ESL Regulations. Application of these regulatory and guidance documents and required permitting would ensure that impacts associated with significant alteration of the natural landform at the project level would be less than significant, similar to the impact conclusions in the FEIR.

5.2.5.4 Mitigation, Monitoring, and Reporting

a. Program level

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

b. Project level

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

5.2.6 Issue 4: Unique Physical Features

Would the project result in a negative visual appearance due to the loss, covering, or modification of any unique physical features such as a natural canyon or hillside slope in excess of 25 percent gradient?

5.2.6.1 Significance Thresholds

Consistent with the FEIR, impacts related to visual quality would be significant if the project would:

- Result in the creation of a negative visual appearance.

To meet this significance threshold, one or more of the following conditions must apply:

- The project would create a disorganized appearance and would substantially conflict with City codes (e.g., a sign plan which proposes extensive signage beyond the City's sign ordinance allowance).
- The project significantly conflicts with the height, bulk, or coverage regulations of the zone and does not provide architectural interest (e.g., a tilt-up concrete building with no offsets or varying window treatment).
- The project includes crib, retaining or noise walls greater than six feet in height and 50 feet in length with minimal landscape screening or berming where the walls would be visible to the public.
- The project is large and would result in an exceeding monotonous visual environment (e.g., a large subdivision in which all the units are virtually identical).
- The project includes a shoreline protection device in a scenic, high public use area, unless the adjacent bluff areas are similarly protected.

These conditions may become more significant for projects which are highly visible from designated open spaces, roads, parks, or significant visual landmarks. The significance threshold may be lower for such projects. Refer to the project's applicable community plan and the Urban Design Element of the City's Progress Guide and General Plan (2024) for more information on visual quality.

5.2.6.2 Analysis

a. FEIR

The FEIR acknowledged that future grading associated with implementation of the OMCP and infrastructure improvements would involve grading and modification of steep hillsides (slopes with gradients in excess of 25 percent) contained within the natural canyon areas. The FEIR found that development consistent with the OMCP has the potential to encroach into ESL steep hillsides and exceed ESL encroachment allowances resulting in modification of unique physical features within the OMCP. However, future projects' compliance with the City's Grading Regulations, General Plan (2008), and OMCP policies would result in less than significant impacts associated with the modification of unique physical features.

b. Program-level

As discussed above under Issue 3, future development at the program level would likely involve modification to steep hillsides (slopes with gradients that exceed 25 percent). However, development in the Specific Plan area would be reviewed to ensure grading plans demonstrate compliance with ESL Steep Hillside Guidelines and/or identify applicability of required alternative design features. Individual projects within the Specific Plan area would be required to demonstrate compliance with landform grading guidelines contained in the City Grading Regulations, ESL Regulations, and Steep Hillside Guidelines of the LDC. Further, implementation of the Specific Plan would not result in any hillside modifications that were not previously contemplated by the OMCP.

c. Project-level

As discussed above under Issue 3, project-level components, such as the construction of Beyer Boulevard West and the EVA Road, would require grading into steep slopes, and the filling of the eastern Moody Canyon finger canyons (steep hillsides) would be required to develop the residential development proposed as part of the project. However, despite these modifications to unique physical features, such as a natural canyon, or hillside slopes, an SDP would be processed concurrently with the Phase 1 development that demonstrates compliance with ESL Regulations and the Steep Hillside Guidelines of the LDC. All slopes associated with Beyer Boulevard West would be contoured to provide a natural design and would be revegetated with native vegetation. Moody Canyon is within the anticipated grading areas of the OMCP, which are within the anticipated development footprint of the Specific Plan and would be necessary to implement the OMCP land use framework that designated surrounding slope areas for open space with the Specific Plan slated for development.

5.2.6.3 Significance of Impacts

a. Program-level

The program-level components would result in a less than significant impact related to changes to unique physical features. Future individual projects within the Specific Plan area would be required

to demonstrate compliance with landform grading guidelines contained in the City Grading Regulation, ESL Regulations, and Steep Hillside Guidelines of the LDC. Application of these regulatory and guidance documents would ensure that impacts associated with changes to unique physical features at the program level would be less than significant, similar to the impact conclusions in the FEIR.

b. Project-level

The anticipated project-level components, such as the construction of Beyer Boulevard West, the EVA Road, and residential development would be consistent with the grading areas anticipated by the OMCP. However, a SDP, including necessary findings is required concurrent with the Phase 1 development to implement requested deviations from ESL Regulations and the Steep Hillside Guidelines of the LDC. Application of these regulatory and guidance documents would confirm that impacts associated with changes to unique physical features at the project-level would be less than significant, similar to the impact conclusions in the FEIR.

5.2.6.4 Mitigation, Monitoring, and Reporting

a. Program-level

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

b. Project-level

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

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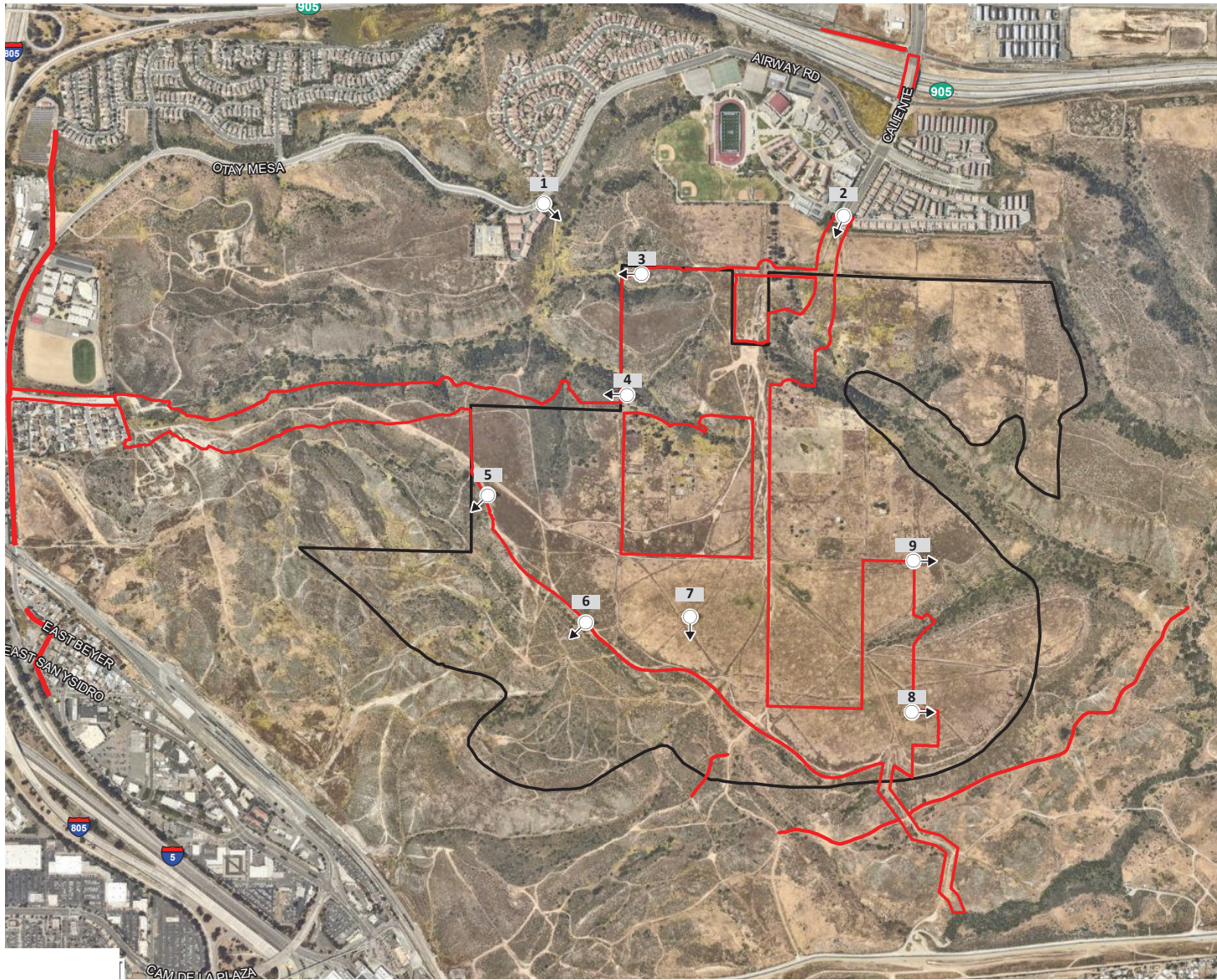


Source: City 2014 RECON 2024

Proposed View Corridors and Gateways

Figure 5.2-1

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- Project-level Area
- Specific Plan Area
- Photo Point



Source: RECON 2020 RECON 2023

Photograph Key Map

Figure 5.2-2



PHOTOGRAPH 1
View Looking Southeast from Otay Mesa Road



PHOTOGRAPH 2
View Looking Southwest from Caliente Avenue

Source: RECON 2020 RECON 2023

Existing Site Photographs

Figure 5.2-2a



PHOTOGRAPH 3
View Looking West from within the Specific Plan Area



PHOTOGRAPH 4
View Looking West from within the Specific Plan Area

Source: RECON 2020 RECON 2023

Existing Site Photographs

Figure 5.2-2b

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PHOTOGRAPH 5
View Looking Southwest from within the Specific Plan Area



PHOTOGRAPH 6
View Looking Southwest from within the Specific Plan Area

Source: [RECON 2020](#) [RECON 2023](#)

Existing Site Photographs

Figure 5.2-2c

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PHOTOGRAPH 7
View Looking South from within the Specific Plan Area



PHOTOGRAPH 8
View Looking East from within the Specific Plan Area

Source: RECON 2020 RECON 2023

Existing Site Photographs

Figure 5.2-2d

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PHOTOGRAPH 9
View Looking East from within the Specific Plan Area

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Source: RECON 2020 RECON 2023

5.3 Air Quality/Odor

The information in this section updates the air quality/odors information in the Otay Mesa Community Plan (OMCP) Final Environmental Impact Report (FEIR), with an emphasis on changes in circumstances, to existing conditions, regulatory requirements, project details, and new information since the FEIR was prepared and addresses whether those changes would result in new or substantial changes to air quality/odor impacts. The impact analysis includes a summary of the conclusions of the FEIR, followed by an analysis of the potential impacts related to the implementation of the program-level and project-level components of the project and if there are any substantial changes to the level of environmental impact significance or changes to FEIR mitigation. The air quality/odor analysis is based on the Air Quality Analysis included as Appendix B-1.

5.3.1 Existing Conditions

As discussed in FEIR Section 5.3, *Air Quality/Odor*, the OMCP area is in the San Diego Air Basin (SDAB) and air quality measurements were reported between 2008 and 2012 for ozone, carbon monoxide (CO), nitrogen dioxide (NO₂), sulfur dioxide (SO₂), and particulate matter with a diameter of 10 microns or less (PM₁₀) from the Otay Mesa-Paseo International monitoring station and the Otay Mesa-Richard J. Donovan Correctional Facility (Otay Mesa-Donovan monitoring station). The FEIR noted that the SDAB was a non-attainment area for the federal and state ozone standards, state PM₁₀ standard, and state particulate matter with a diameter of 2.5 microns or less (PM_{2.5}) standard. The SDAB was classified as a state attainment area and as a federal maintenance area for CO and the federal and state standards for NO₂, oxides of sulfur (SO_x), and the previous standard for lead were met. The SDAB was also in attainment for the state standards for vinyl chloride, hydrogen sulfides, sulfates, and visibility-reducing particulates when the FEIR was prepared.

The SDAB remains classified as a non-attainment area for state and federal ozone standards, the state PM₁₀ standard, and the state PM_{2.5} standard, and meets all other criterion pollutant standards, similar to air quality conditions when the FEIR was prepared. Updated existing air quality conditions between the years 2020 and 2022 include pollutant measurements from the Otay Mesa-Donovan monitoring station located at 480 Alta Road, approximately six miles northeast of the project site. This is the nearest station to the project site that measures a range of pollutants and was one of the monitoring stations where existing air quality information was obtained during FEIR preparation. The Otay Mesa-Donovan monitoring station continues to measure ozone, NO₂, and PM_{2.5} concentrations, as shown in Table 5.3-1, *Air Quality Measurements at the Otay Mesa-Donovan Air Quality Monitoring Station*.

The FEIR noted that the OMCP area is adjacent to numerous industrial operations; however, there were no known sources of specific, long-term odors, such as wastewater treatment plants or animal rendering facilities at that time. Similarly, there are no wastewater treatment plants or animal rendering facilities or other odorous operations that are noticeable at the project site under existing conditions.

**Table 5.3-1
Air Quality Measurements at the Otay Mesa-Donovan Air Quality Monitoring Station**

Pollutant/Standard	2020	2021	2022
Ozone			
Federal Max 8-hour (ppm)	0.100	0.068	0.076
Days 2008 Federal 8-hour Standard Exceeded (0.075 ppm)	4	0	1
Days 2015 Federal 8-hour Standard Exceeded (0.070 ppm)	10	0	2
State Max 8-hour (ppm)	0.100	0.068	0.076
Days State 8-hour Standard Exceeded (0.07 ppm)	11	0	2
Max 1-hour (ppm)	0.113	0.085	0.114
Days State 1-hour Standard Exceeded (0.09 ppm)	3	0	1
Nitrogen Dioxide			
Max 1-hour (ppm)	0.056	0.061	0.0646
Days State 1-hour Standard Exceeded (0.18 ppm)	0	0	0
Days Federal 1-hour Standard Exceeded (0.100 ppm)	0	0	0
Annual Average (ppm)	0.008	0.008	0.007
PM_{2.5}¹			
Federal Max Daily (µg/m ³)	--	--	30.7
Measured Days Federal 24-hour Standard Exceeded (35 µg/m ³)	--	--	0
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m ³)	--	--	--
Federal Annual Average (µg/m ³)	--	--	--
State Max Daily (µg/m ³)	66.8	31.7	26.4
State Annual Average (µg/m ³)	13.9	12.4	--

ppm = parts per million; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less;

µg/m³ = micrograms per cubic meter; -- = Not available.

¹ Calculated days value. Calculated days are the estimated number of days that a measurement would have been greater than the level of the standard had measurements been collected every day. The number of days above the standard is not necessarily the number of violations of the standard for the year.

Source: California Air Resources Board (CARB) 2024a.

5.3.2 Regulatory Framework

The regulatory framework was discussed in FEIR Section 5.3.1.2, which included the National Ambient Air Quality Standards (NAAQS), the California Clean Air Act (CCAA), the State Implementation Plan (SIP), and the Regional Air Quality Standards (RAQS). The RAQS also include related Transportation Control Measures (TCMs) prepared by the San Diego Association of Governments (SANDAG), as established by the regional San Diego Air Pollution Control District (SDAPCD). Since the FEIR was prepared, there have been updates to the NAAQS and RAQS and TCMs, which are further described below. The current ambient air quality standards are shown in Table 5.3-2, *Ambient Air Quality Standards*, which include updated national standards for ozone and PM_{2.5}. Other regulatory information in the FEIR related to air quality remains unchanged and can be reviewed in FEIR Section 5.3.1.2.

**Table 5.3-2
Ambient Air Quality Standards**

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Ozone ⁸	1 Hour	0.09 ppm (180 µg/m ³)	Ultraviolet Photometry	-	Same as Primary Standard	Ultraviolet Photometry
	8 Hour	0.070 ppm (137 µg/m ³)		0.070 ppm (137 µg/m ³)		
Respirable Particulate Matter (PM ₁₀) ⁹	24 Hour	50 µg/m ³	Gravimetric or Beta Attenuation	150 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	20 µg/m ³		-		
Fine Particulate Matter (PM _{2.5}) ⁹	24 Hour	No Separate State Standard		35 µg/m ³	Same as Primary Standard	Inertial Separation and Gravimetric Analysis
	Annual Arithmetic Mean	12 µg/m ³	Gravimetric or Beta Attenuation	9.0 µg/m ³	15.0 µg/m ³	
Carbon Monoxide (CO)	1 Hour	20 ppm (23 mg/m ³)	Non-dispersive Infrared Photometry	35 ppm (40 mg/m ³)	-	Non-dispersive Infrared Photometry
	8 Hour	9.0 ppm (10 mg/m ³)		9 ppm (10 mg/m ³)	-	
	8 Hour (Lake Tahoe)	6 ppm (7 mg/m ³)		-	-	
Nitrogen Dioxide (NO ₂) ¹⁰	1 Hour	0.18 ppm (339 µg/m ³)	Gas Phase Chemi- luminescence	100 ppb (188 µg/m ³)	-	Gas Phase Chemi- luminescence
	Annual Arithmetic Mean	0.030 ppm (57 µg/m ³)		53 ppb (100 µg/m ³)	Same as Primary Standard	
Sulfur Dioxide (SO ₂)	1 Hour	0.25 ppm (655 µg/m ³)	Ultraviolet Fluorescence	75 ppb (196 µg/m ³)	-	Ultraviolet Fluorescence; Spectro- photometry (Pararosaniline Method)
	3 Hour	-		-	0.5 ppm (1,300 µg/m ³)	
	24 Hour	0.04 ppm (105 µg/m ³)		0.14 ppm (for certain areas) ¹¹	-	
	Annual Arithmetic Mean	-		0.030 ppm (for certain areas) ¹¹	-	
Lead ¹¹	30 Day Average	1.5 µg/m ³	Atomic Absorption	-	-	High Volume Sampler and Atomic Absorption
	Calendar Quarter	-		1.5 µg/m ³ (for certain areas)	Same as Primary Standard	
	Rolling 3-Month Average	-		0.15 µg/m ³		

Pollutant	Averaging Time	California Standards ¹		National Standards ²		
		Concentration ³	Method ⁴	Primary ^{3,5}	Secondary ^{3,6}	Method ⁷
Visibility Reducing Particles	8 Hour	-	Beta Attenuation and Transmittance through Filter Tape	No National Standards		
Sulfates	24 Hour	25 µg/m ³	Ion Chromatography			
Hydrogen Sulfide	1 Hour	0.03 ppm (42 µg/m ³)	Ultraviolet Fluorescence			
Vinyl Chloride ¹¹	24 Hour	0.01 ppm (26 µg/m ³)	Gas Chromatography			

ppm = parts per million; ppb = parts per billion; µg/m³ = micrograms per cubic meter; - = not applicable.

- ¹ California standards for ozone, carbon monoxide (except 8-hour Lake Tahoe), sulfur dioxide (1 and 24 hour), nitrogen dioxide, particulate matter (PM₁₀, PM_{2.5}, and visibility reducing particles), are values that are not to be exceeded. All others are not to be equaled or exceeded. California ambient air quality standards are listed in the Table of Standards in Section 70200 of Title 17 of the California Code of Regulations.
- ² National standards (other than ozone, particulate matter, and those based on annual arithmetic mean) are not to be exceeded more than once a year. The ozone standard is attained when the fourth highest 8-hour concentration measured at each site in a year, averaged over three years, is equal to or less than the standard. For PM₁₀, the 24-hour standard is attained when the expected number of days per calendar year with a 24-hour average concentration above 150 µg/m³ is equal to or less than one. For PM_{2.5}, the 24-hour standard is attained when 98 percent of the daily concentrations, averaged over three years, are equal to or less than the standard.
- ³ Concentration expressed first in units in which it was promulgated. Equivalent units given in parentheses are based upon a reference temperature of 25°C and a reference pressure of 760 torr. Most measurements of air quality are to be corrected to a reference temperature of 25°C and a reference pressure of 760 torr; ppm in this table refers to ppm by volume, or micromoles of pollutant per mole of gas.
- ⁴ Any equivalent measurement method which can be shown to the satisfaction of the Air Resources Board to give equivalent results at or near the level of the air quality standard may be used.
- ⁵ National Primary Standards: The levels of air quality necessary, with an adequate margin of safety to protect the public health.
- ⁶ National Secondary Standards: The levels of air quality necessary to protect the public welfare from any known or anticipated adverse effects of a pollutant.
- ⁷ Reference method as described by the U.S. Environmental Protection Agency. An "equivalent method" of measurement may be used but must have a "consistent relationship to the reference method" and must be approved by the U.S. Environmental Protection Agency.
- ⁸ On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 ppm.
- ⁹ On February 7, 2024, the national annual PM_{2.5} primary standard was lowered from 12.0 µg/m³ to 9.0 µg/m³. The existing national 24-hour PM_{2.5} standards (primary and secondary) were retained at 35 µg/m³, as was the annual secondary standard of 15 µg/m³. The existing 24-hour PM₁₀ standards (primary and secondary) of 150 µg/m³ were also retained. The form of the annual primary and secondary standards is the annual mean, averaged over 3 years.
- ¹⁰ To attain the 1-hour national standard, the 3-year average of the annual 98th percentile of the 1-hour daily maximum concentrations at each site must not exceed 100 ppb. Note that the national standards are in units of ppb. California standards are in units of ppm. To directly compare the national standards to the California standards the units can be converted from ppb to ppm. In this case, the national standard of 100 ppb is identical to 0.100 ppm.
- ¹¹ The Air Resources Board has identified lead and vinyl chloride as 'toxic air contaminants' with no threshold level of exposure for adverse health effects determined. These actions allow for the implementation of control measures at levels below the ambient concentrations specified for these pollutants.

Source: CARB 2024b.

5.3.2.1 Federal

The NAAQS were updated on December 14, 2012, when the primary annual PM_{2.5} standard was updated from 15 to 12 micrograms per cubic meter (µg/m³) and again on February 7, 2024 when the primary annual PM_{2.5} primary standard was lowered from 12.0 to 9.0 µg/m³. On October 1, 2015, the national 8-hour ozone primary and secondary standards were lowered from 0.075 to 0.070 parts per million (ppm). As a result, the national standard for ozone was updated to require that the fourth-highest 8-hour ozone concentration per year, averaged over three years, does not meet or exceed 0.070 ppm. These updated standards are reflected above in Table 5.3-2.

5.3.2.2 Local

The SDAPCD regulates air quality in the SDAB through implementation of the RAQS and related TCMs, which seek to protect public health and the environment by improving air quality and reducing ground-level ozone in the County of San Diego (County; SDAPCD 2022a). TCMs continue to implement measures to reduce emissions from transportation sources, such as improving access to transit, vanpools, and High-Occupancy Vehicle lanes, as well as improving bicycle and traffic signal infrastructure. The RAQS and TCMs when the FEIR was prepared were adopted in 2009 and were updated in 2022 and 2023, respectively. The updated 2022 RAQS and updated 2023 TCMs complement regional actions addressing greenhouse gas emissions and climate change (SDAPCD 2022a).

5.3.3 Issue 1: Plan Consistency

Would the project obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP?

5.3.3.1 Significance Thresholds

Consistent with the FEIR, impacts related to air quality would be significant if the project would:

- Obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP.

According to the City of San Diego's (City's) 2022 Significance Determination Thresholds, the impact would be significant if a project would conflict with or obstruct implementation of the applicable air quality plan. The 2022 RAQS is the current applicable air quality plan for the SDAB. The California Air Resources Board (CARB) mobile source emission projections and SANDAG growth projections that are used to develop the RAQS and associated portions of the SIP are based on population and vehicle trends as well as land use plans developed by cities and the County. As such, projects that propose development that is consistent with or less dense than the growth anticipated by local community or general plans would be consistent with the RAQS. If a project proposes development that is greater than that anticipated in the local plan and SANDAG's growth projections upon which the RAQS is based, the project would be in conflict with the RAQS and SIP and may have a potentially significant impact on air quality. This situation would warrant further analysis to determine if the

project and the surrounding projects exceed the growth projections used in the RAQS for the specific subregion.

5.3.3.2 Analysis

a. FEIR

The FEIR concluded that implementation of the 2014 OMCP land use plan analyzed in the FEIR would result in fewer emissions than the previously adopted OMCP land use plan upon which the RAQS for the SDAB at the time was based (see FEIR Section 5.3.3). The FEIR found that while area and mobile emissions under the then-proposed 2014 OMCP would exceed project-level thresholds, emissions would be less than area and mobile emissions identified under the previously adopted OMCP for all criteria pollutants. As the primary goal of the 2009 RAQS was to reduce ozone precursor emissions, and the FEIR concluded the 2014 OMCP would result in reduced emissions compared to the previously adopted OMCP, the 2014 OMCP was concluded to not obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the SIP and impacts were identified as less than significant.

b. Program-level

The RAQS and TCMs were updated in 2022 and 2023, respectively, and were prepared based on the assumptions for existing land uses which included the land uses identified in the most recently amended 2017 OMCP, which included decreases in development assumptions compared to the 2014 OMCP when the FEIR was prepared. Buildout of the program-level elements would include future development of Planning Areas (PAs) 1 through 7, 15 through 22, and 24 through 27, which are a part of the overall Southwest Village Specific Plan (Specific Plan). As shown in Table 5.3-3, *Adopted and Proposed Specific Plan Land Uses and Traffic Comparison*, adoption of the Specific Plan would result in a decrease in the amount of average daily trips (ADT) compared to what was assumed in the OMCP for the Specific Plan area. As a result, as shown in Table 5.3-4, *Total Maximum Operational Emissions for the Specific Plan*, operational emissions associated with the proposed Specific Plan would be less than those associated with the adopted OMCP land uses for the Specific Plan for all criteria pollutants. Thus, because implementation of the Specific Plan land uses would not result in an increase in operational emissions, future buildout of Specific Plan PAs 1 through 7, 15 through 22, and 24 through 27 would be consistent with assumptions contained in the RAQS, which are developed to anticipate emissions of planned land uses in adopted General Plans and Community Plans.

**Table 5.3-3
Adopted and Proposed Specific Plan Land Uses and Traffic Comparison**

Land Use	OMCP		Proposed Specific Plan	
	Adopted Land Uses			
	Amount	ADT	Amount	ADT
Single-Family	1,400 units	14,000	1,158 units	11,580
Multi-Family (under 20 du/acre)	2,240 units	17,920	2,503 units	20,024
Multi-Family (over 20 du/acre)	2,240 units	13,440	1,469 units	8,814
School	1,268 students	3,677	1,268 students	3,677

Land Use	OMCP		Proposed Specific Plan	
	Adopted Land Uses		Proposed Specific Plan	
	Amount	ADT	Amount	ADT
Parks	40 acres ¹	2,000	<u>18,147.6</u> acres ²	<u>905880</u>
Commercial	190,800 sf ³	13,356	175,000 sf	12,250
Total	-	64,393	-	57,25025

OMCP = Otay Mesa Community Plan; ADT = average daily trips; du/acre = dwelling units per acre; sf = square feet

¹ Estimated value for adopted OMCP park acreage is specific to the traffic analysis and does not reflect the population-based park demand presented in the OMCP and FEIR.

² Parks acreage based on land use plan for Phases 2 and 4 and does not include 5 acres of joint-use parks.

³ Commercial building area for OMCP based on Traffic Analysis Zone data for the Specific Plan area; no specific building area was presented in the OMCP or FEIR.

Source: Appendix J-1

**Table 5.3-4
Total Maximum Operational Emissions for the Specific Plan**

Condition	Source	Pollutant (pounds per day)					
		ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Winter							
OMCP Adopted Land Uses	Mobile	194	121	1,290	4	375	97
	Area	170	<1	<1	<1	<1	<1
	Energy	<1	<u>19</u>	<u>84</u>	<1	<u>24</u>	<u>24</u>
	Total¹	3664	14022	1,2994	4	3775	987
Proposed Specific Plan	Mobile	168	104	1,111	3	322	83
	Area	<u>1478</u>	<1	<1	<1	<1	<1
	Energy	<1	<u>16</u>	<u>74</u>	<1	<1	<1
	Total¹	3165	12105	1,1192	3	3243	843
<i>Change</i>		<u>-5049</u>	<u>-196</u>	<u>-18079</u>	-1	-53	-14
Summer							
OMCP Adopted Land Uses	Mobile	196	110	1,366	4	375	97
	Area	201	3	348	<1	<1	<1
	Energy	<u>14</u>	<u>19</u>	<u>84</u>	<1	<u>24</u>	<u>24</u>
	Total¹	3987	13244	1,72345	4	3776	987
Proposed Specific Plan	Mobile	169	95	1,176	3	322	83
	Area	175	3	305	<1	<1	<1
	Energy	<1	<u>16</u>	<u>74</u>	<1	<1	<1
	Total¹	3454	11498	1,4884	3	3243	843
<i>Change</i>		-53	<u>-186</u>	<u>-2354</u>	-1	-53	-14
<i>Significance Threshold</i>		137	250	550	250	100	67

ROG = reactive organic gas; NO_x = oxides of nitrogen; CO = carbon monoxide; SO₂ = sulfur dioxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; OMCP = Otay Mesa Community Plan

¹ Totals may not sum due to rounding.

Source: Appendix B-1

c. Project-level

Buildout of the project-level elements of the project would include construction and operation of Phase 1, which would include PAs 8 through 14 comprising the Vesting Tentative Map, construction of an extension of Beyer Boulevard connecting the Specific Plan area to San Ysidro, rough grading within Phase 2 (PAs 15 through 20) and Phase 4 (PA 7) to allow for a balanced grading operation, in addition to other water, sewer and transportation infrastructure improvements. Development of PAs 8 through 14 within the Specific Plan area are included in the overall Specific Plan land uses and traffic and operational emissions shown in Tables 5.3-3 and 5.3-4 above and would not conflict with or obstruct the implementation of air quality plans. While the project-level elements include areas outside the Specific Plan area related to infrastructure improvements, these components would not result in increases in land use development or related traffic and air pollutant emissions and were considered at the conceptual level as part of the OMCP.

5.3.3.3 Significance of Impacts

a. Program-level

Buildout of program-level areas would not conflict with or obstruct the implementation of air quality plans. Impacts would be less than significant, similar to the impact conclusions in the FEIR.

b. Project-level

Buildout of project-level areas would not conflict with or obstruct the implementation of air quality plans. Impacts would be less than significant, similar to the impact conclusions in the FEIR.

5.3.3.4 Mitigation, Monitoring, and Reporting

a. Program-level

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

b. Project-level

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

5.3.4 Issue 2: Criteria Pollutants

Would the project result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation?

5.3.4.1 Significance Thresholds

Consistent with the FEIR, impacts related to air quality would be significant if the project would:

- Result in emissions that would violate any air quality standard or contribute substantially to an existing or projected air quality violation; or
- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standards ([AAQS]; (including the release of emissions which exceed quantitative thresholds for ozone precursors)?

SDAPCD screening thresholds are provided in the City's 2022 CEQA Significance Determination Thresholds as a guideline to be considered on a case-by-case basis with other substantial evidence in light of the whole record to determine if the project may have a significant air quality impact. "Other substantial evidence" may include factors such as the proximity of sensitive receptors. The SDAPCD does not provide specific numeric thresholds for determining the significance of air quality impacts under the California Environmental Quality Act (CEQA) specifically. However, the SDAPCD does specify Air Quality Impact Analysis trigger levels for new or modified stationary sources (SDAPCD Rules 20.1, 20.2, and 20.3). The SDAPCD does not consider these trigger levels to represent adverse air quality impacts, rather, if these trigger levels are exceeded by a project, the SDAPCD requires an air quality analysis to determine if a significant air quality impact would occur. While these trigger levels do not generally apply to mobile sources or general land development projects, for comparative purposes these levels are used to evaluate the increased emissions that would be discharged to the SDAB if the project were approved.

The SDAPCD trigger levels are also utilized in the City's 2022 CEQA Significance Determination Thresholds as one of the considerations when determining the potential significance of air quality impacts for projects within the City. The air quality impact screening levels used in this analysis are shown in Table 5.3-5, *Air Quality Impact Screening Levels*.

**Table 5.3-5
Air Quality Impact Screening Levels**

Pollutant	Emission Rate		
	Pounds/Hour	Pounds/Day	Tons/Year
NO _x	25	250	40
SO _x	25	250	40
CO	100	550	100
PM ₁₀	--	100	15
Lead	--	3.2	0.6
VOC, ROG	--	137	15
PM _{2.5} ¹	--	67	10

NO_x = oxides of nitrogen; SO_x = oxides of sulfur; CO = carbon monoxide; PM₁₀ = particulate matter with a diameter of 10 microns or less; VOC = volatile organic compound;

ROG = reactive organic gas; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

¹ The City does not specify a threshold for PM_{2.5}. Threshold here is based on SDAPCD Rules 20.1, 20.2, 20.3

Source: SDAPCD, Rules 20.1, 20.2, 20.3; City 2022.

5.3.4.2 Analysis

a. FEIR

The FEIR reported that emissions resulting from the implementation of the OMCP would potentially exceed daily SDAPCD emissions thresholds and result in a cumulatively considerable net increase of criteria pollutants during both construction and long-term operation of future development projects (see FEIR Section 5.3.4). Although the analysis of construction impacts demonstrated that construction-level impacts would likely not exceed the daily emissions thresholds, the FEIR concluded that impacts would be cumulatively considerable and unavoidable due to the possibility that multiple projects could be under construction simultaneously and could thereby cumulatively exceed the SDAPCD screening thresholds. Under long-term operating conditions, the FEIR determined that air quality emissions would be reduced under the OMCP compared to the previously adopted community plan but also concluded that emissions under the OMCP still would exceed the SDAPCD operational thresholds. Because air emissions from future developments within the OMCP area could not be adequately quantified at the time the FEIR was certified due to the fact that the OMCP is a policy document and specific development was not proposed, this impact was disclosed as significant and unavoidable. The FEIR identified Mitigation Framework AQ-1 and AQ-2, which require the incorporation of best available control measures and reasonable mitigation to reduce emission levels. The FEIR concluded that even with implementation of Mitigation Framework AQ-1 and AQ-2, impacts due to potential violation of air quality standards, and a potential cumulatively considerable net increase of criteria pollutants for which the region is in non-attainment would be significant and unavoidable. A statement of overriding considerations was adopted for this impact.

b. Program-level

Construction

Construction associated with future development under the program-level elements of the project would result in short-term emissions. Program-level construction emissions cannot be specifically quantified given that the future construction schedules and details are not known. To simulate the range of potential emissions that would occur, the FEIR evaluated two hypothetical construction projects. These hypothetical projects included a 1-acre, multi-family, residential project that may be typical in the more developed portions of the OMCP area and the development of a large-scale project that would occur in the undeveloped portions of the OMCP area, such as the Specific Plan area. The daily construction emissions associated with either of these two hypothetical projects would not exceed the applicable regional emissions thresholds, as shown in Table 5.3-6, *Sample Project Daily Construction Emissions*. These thresholds are designed to provide limits below which project emissions would not significantly change regional air quality. Therefore, as construction emissions associated with program-level development are anticipated to be below these limits, future program-level construction would not result in regional emissions that would exceed the NAAQS or California Ambient Air Quality Standards (CAAQS) or contribute to existing violations. Although it is not anticipated that construction emissions would exceed the applicable thresholds, because the exact construction schedule and details are not known for future development

implemented under the Specific Plan, program-level construction emissions would have the potential to exceed criteria pollutant thresholds.

**Table 5.3-6
Sample Project Daily Construction Emissions
(pounds per day)**

Project	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Small Project	76	45	27	<1	8	5
Large Project	90	111	59	<1	23	15
<i>Significance Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>

ROG = reactive organic gas; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

Source: Appendix B-1.

Operational

Operational emissions associated with the program-level elements of the project would result from mobile sources, area sources, and energy sources. As shown in Table 5.3-4, total operational emissions associated with buildout of the Specific Plan would exceed the applicable thresholds for criteria pollutants, including reactive organic gas (ROG), CO, PM₁₀, and PM_{2.5}. Therefore, operational emissions from Specific Plan buildout could contribute to exceedances of federal or state air quality standards, including for pollutants for which the SDAB is in non-attainment (ozone [precursors ROG and NO_x] and PM₁₀).

c. Project-level

Construction

Construction of the project-level components of the project was modeled to include construction of 920 residential units within PAs 8-14, other improvements related to trails, a temporary pump station/sewer pump station associated with Phase 1a, all project-level grading areas, construction of Beyer Boulevard and Caliente Avenue, and construction of the emergency vehicle access (EVA) road. As shown in Table 5.3-7, *Maximum Daily Project-level Construction Emissions*, the total projected construction maximum daily emission levels for each criteria pollutant for each activity of construction would not exceed the applicable regional emissions thresholds. Note that this is a conservative analysis that assumed separate construction fleets would be used for all construction activities and that all construction activities would occur simultaneously. Therefore, as project construction emissions would be below the applicable thresholds, project-level construction would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations.

**Table 5.3-7
Maximum Daily Project-level Construction Emissions
(pounds per day)**

Activity/Phase	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
PAs 8-14 and Grading Maximum Daily Emissions	37	80	72	<1	18	10
Other Facility Improvements Maximum Daily Emissions	15	144	157	<1	38	12
<i>Beyer Boulevard/Caliente Avenue</i>	4	33	37	<1	11	3
<i>State Route 905 On-Ramp</i>	4	38	42	<1	4	2
<i>Sewer/Water Pipelines</i>	4	39	43	<1	12	4
<i>EVA Road</i>	3	33	36	<1	11	3
Maximum Daily Emissions	52	224	229	<1	57	23
<i>Significance Threshold</i>	137	250	550	250	100	67

ROG = reactive organic gas; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less; PAs = Planning Areas; EVA = emergency vehicle access

Source: Appendix B-1

Operational

Emissions from residential uses during operations would include mobile sources and area sources (landscape equipment, consumer products, and architectural coatings). The temporary sewer pump station was modeled as a light industrial land use, representative of the proposed equipment energy demands. Emissions associated with the pump station would include area sources (landscape equipment) and minimal energy sources (natural gas consumption). Project-level operational emissions modeling included the development of 920 residential units (142 multi-family detached units evaluated as single-family and 778 multi-family attached units evaluated as mid-rise apartments), a temporary sewer pump station, and approximately 32.1 acres of paved roads associated with Phase 1. Project-level operational emissions were compared to the City's project-level thresholds to determine the significance of air quality impacts (see Table 5.3-54).

Table 5.3-8, *Summary of Project-level Operational Emissions*, provides a summary of the operational emissions generated by the project. As shown, project-level operational emissions are projected to be less than the City's project-level significance thresholds for all criteria pollutants. Therefore, project-level operational emissions would not result in regional emissions exceeding the NAAQS or CAAQS or contribute to existing violations.

**Table 5.3-8
Summary of Project-level Operational Emissions
(pounds per day)**

Source	Emissions					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Winter						
Mobile Sources	28	21	189	<1	42	11
Area Sources	24	<1	<1	<1	<1	<1
Energy Sources	<1	<u>2</u> <1	<1	<1	<1	<1
Total	52	241	1890	<1	42	11
Summer						
Mobile Sources	28	19	200	<1	42	11
Area Sources	29	1	52	<1	<1	<1
Energy Sources	<1	<u>2</u> <1	<1	<1	<1	<1
Total	57	220	2532	<1	42	11
<i>Project-level Significance Threshold</i>	137	250	550	250	100	67

ROG = reactive organic gas; NO_x = oxides of nitrogen; CO = carbon monoxide; SO_x = oxides of sulfur; PM₁₀ = particulate matter with a diameter of 10 microns or less; PM_{2.5} = particulate matter with a diameter of 2.5 microns or less

Source: Appendix N

5.3.4.3 Significance of Impacts

a. Program-level

Construction

Although it is not anticipated that construction emissions would exceed the applicable thresholds, because the exact construction schedule and details are not known for future development implemented under the Specific Plan, program-level construction emissions impacts would be significant, similar to the impact conclusions in the FEIR.

Operational

As future development allowed by the Specific Plan would generate operational emissions that would result in regional emission levels that could exceed state and federal air quality standards, program-level operational emissions impacts would be significant, similar to the impact conclusions in the FEIR.

b. Project-level

Construction

Buildout of project-level components would not conflict with or obstruct the implementation of air quality plans, and impacts would be less than significant. While the FEIR identified significant and unavoidable construction-related air quality impacts, project-level impacts would be less than significant.

Operational

As total operational emissions associated with the project-level components would not result in regional emissions that would exceed the NAAQS or CAAQS or contribute to existing violations, impacts would be less than significant. While the FEIR identified significant and unavoidable operational air quality impacts, project-level impacts would be less than significant.

5.3.4.4 Mitigation, Monitoring, and Reporting

a. Program-level

FEIR Mitigation Framework AQ-1 would be carried forward as mitigation measure SP-AQ-1 for future development in the program-level areas.

SP-AQ-1: Control Measures/Technology

For projects that would exceed daily construction emissions thresholds established by the City, best available control measures/technology shall be incorporated to reduce construction emissions to below daily emission standards established by the City. 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.

FEIR Mitigation Framework AQ-2 would be carried forward to future development within the Specific Plan area as mitigation measure SP-AQ-2.

SP-AQ-2: Buffer Sensitive Receptors

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.

b. Project-level

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

5.3.4.5 Significance After Mitigation

a. Program-level

It is not known at the program level if the implementation of mitigation measures SP-AQ-1 or SP-AQ-2 would reduce emissions to a level that is less than significant. Similar to the conclusions in the FEIR, impacts would remain significant at the program level. No new significant impacts or substantial increases in previously identified impacts would occur and no new mitigation has been identified that would reduce the impact to less than significant.

5.3.5 Issue 3: Sensitive Receptors

Would the project expose sensitive receptors to substantial pollutant concentration, including air toxics such as diesel particulates?

5.3.5.1 Significance Thresholds

Consistent with the FEIR, impacts related to air quality would be significant if the project would:

- Expose sensitive receptors to substantial pollutant concentration, including air toxics such as diesel particulates.

As adopted by the South Coast Air Quality Management District in their CEQA Air Quality Handbook (Chapter 4), a sensitive receptor is a person in the population who is particularly susceptible to health effects due to exposure to an air contaminant. Sensitive receptors (and the facilities that house them) in proximity to localized CO sources, toxic air contaminants, or odors are of particular concern. Examples include long-term health care facilities, rehabilitation centers, convalescent centers, retirement homes, residences, schools, playground, childcare centers, and athletic facilities.

The City's 2022 CEQA Significance Determination Thresholds state that where sensitive receptors may be affected, the NAAQS/CAAQS (refer to Table 5.3-2) should be used in the analysis. For the purposes of CO hotspot screening, the City's 2022 CEQA Significance Determination Thresholds state the analysis should follow current accepted protocol by CARB and/or the SDAPCD. There is no current CO hotspot screening protocol published by SDAPCD or CARB; therefore, this analysis relies on modeling completed as part of the FEIR pursuant to these guidelines as well as a screening threshold adopted by the Sacramento Metropolitan Air Quality Management District. San Diego County and the Sacramento Metropolitan area share similar urban characteristics, including high traffic volumes, freeway-dominated transportation networks, and comparable vehicle emission profiles; as a result, the Sacramento Metropolitan Air Quality Management District's threshold is used to assess the potential for CO hotspots in the project vicinity in the absence of a local standard.

5.3.5.2 Analysis

a. FEIR

Carbon Monoxide Hot Spots

The FEIR disclosed that there were three intersections with a potential for CO "Hot Spots": Otay Mesa Road at Innovative Way; Old Otay Mesa Road at Beyer Road; and Otay Valley Road and Heritage Road (see FEIR Section 5.3.5). The analysis concluded that the CO concentrations at these intersections would not exceed the AAQS. Therefore, the FEIR concluded that implementation of the OMCP would result in less than significant impacts with respect to CO hot spots.

Diesel Particulate Matter

With respect to diesel particulate matter (DPM), the FEIR disclosed that acute health risks due to DPM would be less than significant (see FEIR Section 5.3.5). For long-term carcinogenic risks associated with DPM, the FEIR reported that the excess cancer risk would be less than ten in one million, which is a threshold commonly applied by agencies in California for non-carcinogenic risks. The FEIR also found that the maximum chronic hazard index at any of the modeled receivers is 0.19, which is below the significance threshold of 1.0. As such, the FEIR found that DPM impacts affecting sensitive receptors would be less than significant.

Stationary Sources/Collocation

The FEIR evaluated potential impacts to sensitive receptors from stationary sources. The FEIR found that the OMCP would allow for the establishment of new businesses that have the potential to emit toxic air contaminants and imposed a mitigation measure (FEIR Mitigation Framework AQ-3) to require compliance with Assembly Bill 2588 prior to the establishment of any new source of toxic air contaminants within the OMCP area. Nonetheless, the FEIR concluded that these impacts would be significant and unavoidable.

Potential impacts due to collocation also were evaluated in the FEIR because the OMCP would allow residential, commercial, and industrial uses in proximity to one another. Air quality impacts discussed in the FEIR include DPM emitted by heavy trucks and diesel engines, chromium emitted by chrome platers, and perchloroethylene emitted by dry cleaning operations. The FEIR noted that the OMCP contains policies and performance standards to avoid and/or reduce potential impacts associated with the collocation of diverse land uses. While compliance with the OMCP and General Plan (2008) policies, along with local, state, and federal regulations were found to reduce potential impacts, the FEIR concluded that future projects may result in significant impacts due to the introduction of sensitive uses (residential uses, schools, parks) within the buffer distances of certain facilities with stationary source air emissions. Although FEIR Mitigation Framework AQ-4 would be implemented with future development projects in the OMCP, collocation impacts were identified as significant and unavoidable because it could not be determined in the absence of a detailed evaluation of future implementing development projects whether the proposed mitigation would reduce all impacts to below a level of significance. A statement of overriding considerations was adopted for this impact.

b. Program-level

Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Sensitive receptors near the project area include existing residential uses and a school to the north. Additionally, as development within the Specific Plan area is phased, the project would involve residential and school uses that could be occupied as construction activities continue.

Carbon Monoxide Hot Spots

As shown in Table 5.3-3, the Specific Plan would generate less traffic when compared to the adopted land uses. Thus, intersection volumes would be less than those modeled in the CO hot spot analysis in the FEIR. In addition, intersection volumes would be far less than the 31,600 vehicle trips per hour screening threshold recommended by the Sacramento Metropolitan Air Quality Management District. In conclusion, the program-level elements of the project would not result in a CO hot spot.

Diesel Particulate Matter

Construction of the project would result in short-term diesel exhaust emissions from heavy-duty equipment. Project construction would result in the generation of DPM emissions from the use of off-road diesel construction equipment required for site grading and earthmoving, trenching, asphalt paving, and other construction activities. Other construction-related sources of DPM include material delivery trucks and construction worker vehicles; however, these sources are minimal relative to construction equipment. Not all construction worker vehicles would be diesel-fueled and most DPM emissions associated with material delivery trucks and construction worker vehicles would occur off-site. It should also be noted that all construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation. This regulation, which applies to all off-road diesel vehicles 25 horsepower or greater, limits unnecessary idling to five minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements. For the purposes of this analysis, PM₁₀ exhaust emissions from the California Emissions Estimator Model were used to estimate DPM emissions. Over the approximate 11-year construction period, the project would result in a maximum of 0.39 ton per year of exhaust PM₁₀. The annual concentration was then used to calculate the excess cancer risk associated with exposure to construction DPM. It was calculated that the excess cancer risk would be 1.15 in one million. DPM generated by Specific Plan construction is not expected to create conditions where the probability is greater than 10 in 1 million of contracting cancer, which is the threshold utilized in the FEIR. Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations associated with DPM during construction that could result in excess cancer risks.

The CARB guidelines (CARB 2005) indicate that siting new sensitive land uses within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day should be avoided when possible. The project site is located more than 500 feet from Interstate 805 (I-805) and State Route 905 (SR-905). Roadways within 500 feet of the project site would carry far below 100,000 vehicles per day.

Therefore, the project would not expose sensitive receptors to substantial pollutant concentrations from particulate matter generated by vehicles on a heavily traveled roadway.

In conclusion, the program-level components would not expose sensitive receptors to substantial pollutant concentrations associated with DPM during construction. The project would also not expose sensitive receptors to toxic air contaminants from vehicles on heavily travelled roadways.

Stationary Sources/Collocation

The project site is not located in the vicinity of the common stationary sources included in Table 5.3-9, *CARB Land Use Siting Constraints*, but has the potential to include a gas station or dry cleaners in proximity to sensitive uses such as a residence or school. Specifically, future development in PAs 24 through 27 could lead to a gas station, dry cleaner, or other use identified in Table 5.3-9 being sited closer to sensitive receptors than recommended by CARB. Therefore, program-level development could expose sensitive receptors to a stationary source of pollutants should a gas station, dry cleaner, or other use identified in CARB Land Use Siting Constraints be proposed within the Specific Plan.

**Table 5.3-9
CARB Land Use Siting Constraints**

Source Category	Recommended Buffer Distance (feet)
Distribution Centers (that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week)	1,000
Chrome Platers	1,000
Dry Cleaners using Perchloroethylene (1 machine)	300
Dry Cleaners using Perchloroethylene (2 machines)	500
Dry Cleaners using Perchloroethylene (3 or more machines)	Requires consultation with APCD
Large Gas Station (3.6 million gallons or more per year)	300

APCD = Air Pollution Control District

Source: Appendix B-1

c. Project-level

Sensitive land uses include schools and schoolyards, parks and playgrounds, daycare centers, nursing homes, hospitals, and residential communities. Sensitive receptors near the project area include existing residential uses and a school to the north.

Diesel Particulate Matter

Emissions associated with construction of the project-level components were included in the analysis of Specific Plan construction emissions. As discussed above, the excess cancer risk would be less than the screening threshold of 10 in 1 million, and adverse effects to sensitive receptors from

exposure to construction-related DPM would not occur. Additionally, the project-level areas are located more than 500 feet from I-805 and SR-905. Roadways within 500 feet of the project area would carry less than 100,000 vehicles per day. Therefore, the project-level components would not expose sensitive receptors to substantial pollutant concentrations from heavily traveled roadways.

Carbon Monoxide Hot Spots

As shown in Table 5.3-3, the project would generate less traffic than the adopted land uses. Thus, intersection volumes would be less than those modeled in the CO hot spot analysis and far less than the 31,600 vehicle trips per hour screening threshold. In conclusion, the project would not result in a CO hot spot.

Stationary Sources/Collocation

The project-level components are not located in the vicinity of the common stationary sources included in Table 5.3-9, and would not include the development of a gas station or dry cleaners in proximity to sensitive uses such as a residence or school. Thus, the project-level components would not result in siting incompatible uses closer to sensitive receptors than recommended by CARB. The project-level components would not expose sensitive receptors to a stationary source of pollutants such as a gas station, dry cleaner, or other use identified in CARB Land Use Siting Constraints as these uses are not part of the project-level components.

5.3.5.3 Significance of Impacts

a. Program-level

Implementation of the program-level components would not expose sensitive receptors to substantial pollutant concentrations associated with DPM during construction or from substantial pollutant concentrations from heavily traveled roadways, and would not result in a CO hot spot. Impacts would therefore be less than significant. However, should a gas station, dry cleaner, or other use identified in CARB's Land Use Siting Constraints be proposed within the program-level areas, a significant impact related to exposure of sensitive receptors could occur, similar to the impact conclusions in the FEIR.

b. Project-level

As the project-level components would not expose sensitive receptors to construction-related DPM or DPM from heavily travelled roadways, would not result in a CO hot spot, or include stationary sources of toxic emissions, impacts would be less than significant. While the FEIR identified significant and unavoidable sensitive receptor impacts, project-level impacts would be less than significant.

5.3.5.4 Mitigation, Monitoring, and Reporting

a. Program-level

The following program-level mitigation measures SP-AQ-3 and SP-AQ-4 are provided consistent with the FEIR Mitigation Framework AQ-3 and AQ-4, with modifications to clarify references to the SEIR, where appropriate. Impacts related to toxic air contaminants would apply to potential development within PAs 24 through 27 where there is potential for specified uses such as a gas station, dry cleaner, or other use with siting constraints identified by CARB, as detailed in the following measures.

SP-AQ-3: Public Notice

Prior to the issuance of building permits for any new facility that would have the potential to emit toxic air contaminants, in accordance with Assembly Bill 2588, an emissions inventory 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 FEIR Section 5.3.5.1 [b and 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 Air Pollution Control District (APCD) that demonstrates how the facility will reduce health risks to less than significant levels within five years of the date the plan.

SP-AQ-4: Health Risk Assessment

Prior to the issuance of building permits for any project within the Specific Plan area containing any of the following facilities, or that proposes locating the facility closer to an air quality sensitive receptor than the recommended corresponding buffer distances, the project shall be required to prepare a health risk assessment (HRA) with a Tier I analysis in accordance with current APCD HRA Guidelines and the Office of Environmental Health Hazard Assessment (OEHHA) Air Toxics "Hot Spots" Program Risk Assessment Guidelines (SDAPCD 2022b; OEHHA 2015), or more recent guidance at the time of implementation.

This applies to:

- Distribution Centers that accommodate more than 100 trucks per day, more than 40 trucks with operating transport refrigeration units per day, or where transport refrigeration unit operations exceed 300 hours per week (1,000 feet buffer)
- Chrome platers (1,000 feet buffer)
- Dry Cleaners using Perchloroethylene, 1 machine (300 feet buffer)
- Dry Cleaners using Perchloroethylene, 2 machines (500 feet buffer)
- Dry Cleaners using Perchloroethylene, 3 machines (Requires consultation with APCD)
- Large Gas Station, 3.6 million gallons or more per year (300 feet buffer)

All required HRAs shall include:

1. The estimated maximum 70-year lifetime cancer risk;
2. The estimated maximum non-cancer chronic health hazard index; and
3. The estimated maximum non-cancer acute health hazard index.

Risk estimates shall each be made for the off-site point of maximum health impact, the maximally exposed individual resident, and the maximally exposed individual worker. 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 non-cancer chronic and acute risk isopleths (contours). The HRA shall identify best available control technology required to reduce risk to less than 10 in 1,000,000.

b. Project-level

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

5.3.5.5 Significance After Mitigation

a. Program-level

While mitigation measures SP-AQ-3 and SP-AQ-4 would reduce the potential impacts associated with exposure to air toxics, no specific projects or improvements are proposed within the program-level areas; therefore, it cannot be determined whether the proposed mitigation would reduce all impacts to below a level of significance. Therefore, impacts related to exposure to air toxics would be considered significant and unmitigated at the program level, consistent with the impact conclusions in the FEIR. No other mitigation measures have been identified to reduce this impact to less than significant.

5.3.6 Issue 4: Odors

Would the project create objectionable odors affecting a substantial number of people?

5.3.6.1 Significance Thresholds

Consistent with the FEIR, impacts related to air quality would be significant if the project would:

- Create objectionable odors affecting a substantial number of people.

According to the City's 2022 CEQA Significance Determination Thresholds, the significance of potential odor impacts should be based on what is known about the quantity of the odor compound(s) that would result from the project's proposed use(s), the types of neighboring uses

potentially affected, the distance(s) between the project's point source(s) and the neighboring uses such as sensitive receptors, and the resultant concentration(s) at the receptors. For a project proposing placement of sensitive receptors near an existing odor source, a significant odor impact would be identified if the project site is closer to the odor source than any existing sensitive receptor where there has been more than one confirmed or three confirmed complaints per year (averaged over a three-week period) about the odor source. For projects proposing placement of sensitive receptors near a source of odors where there are currently no nearby existing receptors, the determination of significance would be based on the distance and frequency at which odor complaints from the public have occurred in the vicinity of a similar odor source at another location.

5.3.6.2 Analysis

a. FEIR

The FEIR found that there were no known significant odor generators on or near the OMCP area (see FEIR Section 5.3.6). Although the OMCP area is adjacent to numerous industrial operations, there are no known sources of specific, long-term odors, such as wastewater treatment plants or animal rendering facilities. The OMCP area is also over 1,000 feet from the Otay Landfill. The FEIR found that while the OMCP would allow a variety of land uses, none of the identified land uses are typically associated with the creation of objectionable odors. The FEIR found that the OMCP would not result in any new sources of odor that would affect sensitive receptors and the potential for odor impacts was found to be less than significant.

b. Program-level

The program-level components do not include heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses and a school; however, exposure to odors associated with project construction would be short term and temporary in nature. The two proposed sewer pump stations required to serve the project would be located within enclosed structures that would be equipped with proper odor control systems and scrubber fans, as these components are standard industry requirements to ensure odor management in accordance with the SDAPCD Rule 51. All potentially odorous air from inside the sewer pump station would be treated using proven technology consisting of chemical and/or biological treatment processes before any air is discharged to the atmosphere outside of the sewer pump stations. With full treatment of all potentially odorous air, it is not anticipated that odors would be perceptible.

c. Project-level

The project-level components do not include heavy industrial or agricultural uses that are typically associated with odor complaints. During construction, diesel equipment may generate some nuisance odors. Sensitive receptors near the project site include residential uses and a school; however, exposure to odors associated with project construction would be short term and temporary in nature. The proposed temporary sewer pump station associated with construction of the first 200 units of the project-level components would be located within an enclosed building that

would be equipped with proper odor control systems and scrubber fans to comply with industry standard requirements for these facilities in accordance with SDAPCD regulations, including Rule 51, regarding nuisance emissions. All potentially odorous air from inside the sewer pump station would be treated using industry standard proven technology consisting of chemical and/or biological treatment processes before any air is discharged to the atmosphere outside of the sewer pump station. With full treatment of all potentially odorous air, it is not anticipated that odors would be perceptible beyond the facility.

5.3.6.3 Significance of Impacts

a. Program-level

Odor-related impacts would be less than significant, similar to the impact conclusions in the FEIR.

b. Project-level

Odor-related impacts would be less than significant, similar to the impact conclusions in the FEIR.

5.3.6.4 Mitigation, Monitoring, and Reporting

a. Program-level

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

b. Project-level

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

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