



THE CITY OF SAN DIEGO

ADDENDUM

Project No. 673818
Addendum to EIR No. 30330/304032
SCH No. 2004651076

SUBJECT: **BDM MIXED-USE:** COMMUNITY PLAN AMENDMENT (CPA) to redesignate the 13.44-acre project site from Community-Commercial – Residential Prohibited to Community Commercial – Residential Permitted, REZONE from CC-2-3 to CC-3-6, VESTING TENTATIVE MAP (VTM), SITE DEVELOPMENT PERMIT (SDP), NEIGHBORHOOD DEVELOPMENT PERMIT (NDP), -PUBLIC RIGHT-OF-WAY VACATION, and PUBLIC SERVICE EASEMENT VACATION to allow the construction of 430 multi-family residential dwelling units, including 52 affordable units, and approximately 6,000 square feet of commercial use. The project would request allowable deviations from applicable development regulations with respect to street frontage, front setback, and street side setback. The site is within the Otay Mesa Community Plan Area/Community Plan Implementation Overlay Zone Type "A"; Airport Compatibility Overlay Zone (Brown Field)/Airport Influence Area Review Area 2/FAA Part 77 Noticing Area; Mobility Zone 4; and Very High Fire Hazard Severity Zone. (LEGAL DESCRIPTION: Lots 1, 2, 3, 4, 5, A and C of Handler Commercial, in the City of San Diego, County of San Diego, State of California) The site is not included on any Government Code listing of hazardous waste sites. Applicant: BDM Investments, LLC.

I. SUMMARY OF ORIGINAL PROJECT

Otay Mesa East – Mitigated Negative Declaration

The Otay Mesa East project is located south of Otay Mesa Road and included a total of 45.5 acres. The BDM Mixed-Use project site is located within the approved Otay Mesa East project (Project No. 108628) area. See Figure 1, *Otay Mesa East Project*.

The Otay Mesa East project included a Rezone, Vesting Tentative Map (VTM No 138-1761), Otay Mesa Development District Ordinance Amendment, and Resource Protection Ordinance Permit. A Vesting Tentative Map (VTM), Site Development Permit (SDP), and Rezone for an Extension of Time was approved on November 9, 2006 by the San Diego Planning Commission. Since the Resource Protection Ordinance (RPO) regulations were replaced with the Environmentally Sensitive Lands (ESL) Regulations of the San Diego Municipal Code, the RPO Permit was replaced with the SDP permit. The SDP applies to the site until amended. The Otay Mesa East Mitigated Negative Declaration (MND) (MND No. 3159, SCH No. 2003051060; Project No. 108628) was adopted on July 3, 2003, and the Otay Mesa East project was approved by City of San Diego Council on September 16, 2003. Two ordinances (Otay Mesa Development District Ordinance Amendment and Rezone for an Extension of Time) required for the Otay Mesa East project was finalized on July 3, 2003 and the Otay

Mesa East project was approved and the MND certified by City of San Diego Council on September 29, 2003.

The Otay Mesa East project rezoned a 45.5-acre vacant project site from A1-10 (Agricultural) to Otay Mesa Development District – Commercial Subdistrict (OMDD-C). That project further included the subdivision of 13 legal lots, consisting of nine commercial lots (Lots 1 through 8 and 12), with 1,302 parking spaces on 32.1 developable acres; three open space lots (Lots 9, 10, and 13); and construction of a private underground sewer pump station in the northeast corner of the Otay Mesa East project site (Lot 11). The preservation of a 1.3-acre wildlife corridor and Multi-Habitat Planning Area (MHPA) in the northeast corner of the Otay Mesa East project site adjacent to an existing six-foot wildlife underground tunnel as open space to protect the MHPA on the southern boundary of the site was also a part of the Otay Mesa East project. (See Figure 2, *MHPA Map*, for the location of the MHPA in relation to the proposed project.) An additional six acres on the eastern boundary of the Otay Mesa East project site was designated as open space to include a fenced preserve for 22 existing vernal pools located at Otay Mesa Road and Corporate Center Drive.

Approval of VTM No 138-1761 allowed grading of a portion of the Otay Mesa East project site. A Final Subdivision Map No. 16340 was completed in 2019 for the Handler Commercial that includes Lots 1 to 5 and Lots A, B and C. The proposed BDM Mixed Use project is located in the northwestern area of the approved Otay Mesa East project. The entire 13.44-acre BDM Mixed-Use project was graded in 2020 except for 0.01 acre of Diegan coastal sage scrub located within the property but east of the MHPA preserve fence in accordance with the approved VTM and Grading Permit. The Otay Mesa East MND included mitigation measures for Land Use, Biological Resources, Historical Resources, Paleontological Resources, Water Quality. As stated above, the entire project site except for 0.1 acre of Diegan coastal sage scrub was graded in 2020 and thus, all mitigation measures included in the Mitigation Monitoring Reporting Program (MMRP) from the MND were implemented.

Otay Mesa Community Plan Update

Subsequent to the approval of the Otay Mesa East project, the Otay Mesa Community Plan (OMCP) was updated. The Otay Mesa Community Plan Update (OMCPU) Final Program Environmental Impact Report (PEIR) (Project No. 30330/304032; SCH No. 2004651076) (hereinafter referred to as the CPU PEIR) was certified by the San Diego City Council on March 11, 2014, Resolution No. R-308810. The OMCPU involved an update to the Otay Mesa Community Plan, a General Plan Amendment, rescission of the Otay Mesa Development District, adoption of a Rezone Ordinance to replace the Otay Mesa Development District with citywide zoning and creation of two new Community Plan Implementation Overlay Zones (CPIOZs), amendments to the City's Land Development Code (LDC), and an update of the Otay Mesa Community Plan Public Facilities Financing Plan (PFFP). In accordance with California Environmental Quality Act (CEQA) Guidelines Section 15168, the CPU PEIR examined the environmental impacts of the OMCPU.

The OMCPU provides for a long-range, comprehensive policy framework for growth and development in the Otay Mesa community during a 2062 horizon year build-out addressed by this plan. The OMCPU designates new land uses to create villages, activity centers, and industrial/employment centers along major transportation corridors, while strengthening cultural and business linkages to Tijuana, Mexico, via the Otay Mesa Port of Entry. The land use element establishes a number of land use planning goals for the OMCPU area, such as providing a

distribution of land uses that provides sufficient capacity for a variety of uses, facilities, and services needed to serve the planning area; providing distinct villages that include places to live, work, and recreate; providing diversified commercial uses that serve local, community, and regional needs; and providing sufficient industrial land capacity to maintain Otay Mesa as a subregional employment center. The OMCPU reflects elements contained in the City's 2008 General Plan, with goals and policies for each element. The General Plan elements addressed in the OMCPU are: Land Use; Mobility; Urban Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation.

The CPU PEIR concluded that the OMCPU would result in significant and unmitigated environmental impacts to air quality, greenhouse gas (GHG) emissions, noise, traffic/circulation, and utilities. The following issue areas were determined to be significant but mitigated to below a level of significance: land use, biological resources, historical resources, human health/ public safety/ hazardous materials, hydrology/water quality, geology/soils, and paleontological resources. All other impacts analyzed in the CPU PEIR were determined to be less than significant. Implementation of the OMCPU requires subsequent approval of public or private development proposals (i.e., future development) to carry out the land use plan and demonstrate compliance with policies presented in the OMCPU, as well as the mitigation framework, as applicable. With adoption of the OMCPU, it is now known as the OMCP.

The CPU PEIR contained an analysis of cumulative impacts (Section 6.0 of the PEIR), as required by CEQA. This cumulative impacts analysis relies on the cumulative impact analysis of the General Plan PEIR and also included specific analyses of cumulative effects associated with each of the environmental issues areas addressed in the PEIR. The cumulative impact analysis in the PEIR remains sufficient for the purposes of CEQA Guidelines Section 15162, and no additional cumulative effects analysis is needed.

Per the OMCP, the site is designated Community Commercial- Residential Prohibited and zoned CC-2-3 (see Figure 3, *Otay Mesa Community Plan Land Use Map*). The site is within the CPIOZ Type "A".

II. SUMMARY OF PROPOSED PROJECT

The BDM Mixed-Use project site is located in the Otay Mesa Community Plan area of the City of San Diego. The approximately 13.44-acre project site is situated south of Otay Mesa Road, east of Emerald Crest Court, southwest of Corporate Center Drive, and north of State Route (SR) 905 (see Figure 4, *Location Map*). The project site includes Assessor's Parcel Numbers (APNs) 645-410-0300 to 645-410-0900. The project area also includes a portion of the Emerald Crest Court right-of-way (ROW) south of Otay Mesa Road, as well as the Corporate Center Drive right-of-way south of Otay Mesa Road. The improvements in the ROW of Otay Mesa Road and Emerald Crest Court, as well as the vacated portion of Corporate Center Drive, would include water, sewer, and transportation infrastructure. Subsurface work for the sewer force main in the area proximate to the MHPA culvert would require excavation of seven feet to 10 feet; however, this would not conflict with the MHPA culvert. The top of the MHPA undercrossing culvert is located 15feet below ground surface (DWG #28063-D).

The BDM Mixed-Use project proposes construction of a mixed-use development consisting of 430 multi-family dwelling units, including 52 affordable units, and 6,000 square feet of commercial use.

The project would include half-width improvements for Emerald Crest Court, as well as a vacation of the proposed extension of Corporate Center Drive south of Otay Mesa Road. Access to the project would be provided via two new private driveways along Emerald Crest Court and one new driveway via the proposed private Corporate Center Drive cul-de-sac, south of Otay Mesa Road. Parking would be provided in surface parking areas located throughout the project site. Figure 5, *Site Plan*, shows the proposed site plan.

The project would be composed of five buildings. Building 1 would contain the 6,000 square feet of commercial retail space in one level totaling 20 feet in height and would be located in the northwest corner of the project site. Building 2 would be located on the west side of the project site and contain the 52 affordable units as a mix of one-, two-, and three-bedroom layouts and 2,180 square feet of amenity space in three stories totaling 33 feet in height. Building 3 would be four stories totaling 44 feet in height and contain a mix of one-, two-, and three-bedroom units at market rate in the north-central portions of the project site as well as 2,700 square feet of amenity space on the first level of the building. Building 4 is located in the south-central portion of the project site and would contain a mix of market rate studio, one-, two-, and three-bedroom units in four stories totaling 41 feet in height. Building 5 would be three stories totaling 31 feet in height and is located on the east side of the project site and contains a mix of one-, two-, and three-bedroom units as well as 2,640 square feet of residential amenity space that would be located on the first level. The project would provide 630 residential surface parking spaces and 13 commercial retail surface parking spaces for a total of 643 parking spaces. The project would also provide a total of 235 bicycle spaces and 45 motorcycle spaces.

The project includes a Landscape Plan that follows the guidelines and design recommendations of the OMCP. The Landscape Plan includes a mix of low-water use and climate appropriate plants that are well-adapted to the climate of San Diego. Entrance to the parking lot would feature rows of large flowering or deciduous shade trees. Landscaped islands would also occur throughout the parking lot, planted with medium-sized evergreen shade trees. Street trees would be planted along Otay Mesa Road, as well as shrubs, grasses, and landcovers. Landscaping throughout the project site would also include accents trees, evergreen screening trees, shrubs, grasses, and artificial turf recreational areas. Adjacent to the California Department of Transportation (Caltrans) ROW, the project proposes screening with solid walls, fencing, or a combination thereof. For areas exposed to SR 905/Caltrans ROW, screening treatment would be provided in the form of evergreen plantings that would be spaced to ensure 100 percent screening. The MHPA occurs in the extreme eastern portion of the project and extends off-site to the northeast. In accordance with Multiple Species Conservation Program (MSCP) Management Directive NW-3, landscape screening would occur within the project site adjacent to the MHPA. Specifically, the Landscape Plan includes native evergreen plant materials spaced to ensure 100 percent screening. Since the buildings are buffered from off-site native habitat by developed roadways, the project is not subject to any traditional brush management requirements.

The project would implement pedestrian improvements to increase walking opportunities. Pedestrian improvements, including sidewalk connections between buildings and on-site amenities and to the public sidewalks on the perimeter of the site, would be constructed to enhance pedestrian connectivity. The project would provide non-contiguous sidewalks and landscaped parkways along Otay Mesa Road, connecting to the project's internal streets and walkways. This connectivity encourages access to the nearest bus stop located within walking distance on

westbound Otay Mesa Road, east of Corporate Center Drive. Additionally, pedestrian access to the site would be improved by the addition of a six-foot-wide concrete paseo through the project's interior streets and walkways, connecting residential and retail commercial buildings and providing resident access to community spaces and other on-site recreational opportunities, and other amenities.

Earthwork for the project would result in approximately 2,193 cubic yards of cut and 65,467 cubic yards of fill with 63,274 cubic yards of import. Maximum depth of cut would be ten feet associated with a storm drain vault. Maximum height of fill slopes would be 12 feet. The project proposes retaining walls along the majority of the southern property line extending around the southeast corner and then along a small portion of the south-east property line where development would occur. Approximately 1,400 linear feet of retaining walls would be provided and would range from two feet to 8.5 feet in height. The project would also include a wall around the detention basin that would be three feet in height, as well as a small screening wall six feet in height at the artificial turf area north of the pool facing Otay Mesa Road (see Figure 6, *Vesting Tentative Map*).

The project is requesting a CPA to redesignate the project site from Community-Commercial – Residential Prohibited to Community Commercial – Residential Permitted to allow for development of the project as a mixed-use project, a REZONE from CC-2-3 to CC-3-6 to allow for the proposed mix of residential and retail uses, a VTM to consolidate the site into five lots, a SDP due to MHPA located on a portion of the project site, NDP for deviations to street frontage and setbacks, a PUBLIC ROW VACATION for a portion of Corporate Center Drive, and a PUBLIC SERVICE EASEMENT VACATION for public storm drains located in two areas within the development footprint.

The project is being processed under an Affordable/In-fill Housing & Sustainable Building Expedite Program and is therefore, eligible to request allowable deviations from applicable development regulations pursuant to a Process 2 NDP per LDC Regulations provided the Finding in Sections 126.0404(a) and (f), and Section 126.0505(a) and the supplemental findings in Section 126.0505(b) through (m). The project is requesting the following deviations as summarized on the table below.

Municipal Code Regulation	SDMC Language	Required	Proposed Deviation
Table 131.05E	Minimum Street Frontage	25 feet for a lot	The proposed Lot 5 has zero street frontage
Table 131.05E	Front Setback Requirement	Maximum of 10 feet	Proposed maximum set back is 30'-5" feet along Emerald Crest Court and 182'-10" along Corporate Centre Drive
Table 131.05E	Street Side Setback	Maximum of 10 feet along Otay Mesa Road	Proposed maximum set back is 38'-9" feet along Otay Mesa Road

III. ENVIRONMENTAL SETTING

Except for 0.01 acre east of the MHPA preserve fence, the project site has been fully graded in accordance with a previously approved Vesting Tentative Map (No. 362532). The site is currently undeveloped and is characterized by flat topography. Elevations vary from approximately 520 feet

above mean sea level (AMSL) at the west end to approximately 502 feet AMSL at the east section of the project site. The project site is located in a developing area. Surrounding land uses include multi-family residential uses to the northwest; open space to the north; office and commercial uses to the northeast; open space to the east; multi-family residential to the west; and SR-905 to the south, as well as the California Terraces Planning Area 61 multi-family residential development that is currently under construction. (See Figure 4, *Location Map*.)

The project site is designated Community Commercial – Residential Prohibited in the Otay Mesa Community Plan and zoned CC-2-3. Additionally, the project is located in CPIOZ Type A, Airport Influence Area (AIA) Review Area 2 (Brown Field), Airport Compatibility Overlay Zone (Brown Field), Federal Aviation Administration (FAA) Part 77 Noticing Area (Brown Field), and Very High Fire Hazard Severity Zone.

The project site is within the City's MSCP area. The MSCP identifies areas to be preserved, known as the MHPA. The eastern portion of the site is shown as within the City's MHPA mapping area; however, the surficial portion of the MHPA within the project footprint has already been graded for development in accordance with previous approvals for the Otay Mesa East project and the subsurface 72-inch-wide culvert wildlife crossing would not be altered by the project. This portion is still considered MHPA and no action to remove or revise the boundary is included with this project (e.g., MHPA Boundary Line Correction). The original project did not identify impacts to the MHPA. The boundary of the MHPA in this location is to accommodate a wildlife crossing under Otay Mesa Road. Community Plan Circulation Element roadways are considered a conditionally compatible use in the MHPA. Both Otay Mesa Road (Six-Lane Prime Arterial) and Corporate Center Drive (Four-Lane Collector) were identified as circulation element roadways in the OMCP at the time of the original project approval and grading for the VTM. As indicated in Section I, *Summary of Original Project*, the site was previously approved for development and this above-ground area was graded in anticipation of Corporate Center Drive construction¹. The MHPA is located east of the proposed.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the CPU PEIR No. 30330/304032/SCH No. 2004651076 per Resolution No. R-308810 on March 11, 2014. Based on all available information in light of the entire record, the analysis in this Addendum, and pursuant to Section 15162 and 15164 of the State CEQA Guidelines, the City has determined the following:

- There are no substantial changes proposed in the project which will require major revisions of the previous environmental document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- Substantial changes have not occurred with respect to the circumstances under which the project is undertaken which will require major revisions of the previous environmental

¹ Circulation Element Roadways, such as Corporate Center Drive when this area was graded, are allowed uses in the MHPA.

document due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

There is no new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous environmental document was certified as complete or was adopted, that shows any of the following:

- a) The project will have one or more significant effects not discussed in the previous environmental document;
- b) Significant effects previously examined will be substantially more severe than shown in the previous environmental document;
- c) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d) Mitigation measures or alternatives which are considerably different from those analyzed in the previous environmental would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

Based upon a review of the current project, none of the situations described in Sections 15162 and 15164 of the State CEQA Guidelines apply. No changes in circumstances have occurred, and no new information of substantial importance has manifested, which would result in new significant or substantially increased adverse impacts as a result of the project. Therefore, this Addendum to the OMCPU PEIR has been prepared in accordance with Section 15164 of the CEQA State Guidelines. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

This Addendum includes the environmental issues analyzed in detail in the previously certified PEIR as well as the project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy of the PEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

The CPU PEIR identified significant impacts related to land use, air quality, biological resources, transportation/circulation, geology/soils, historical resources, hydrology/water quality, paleontological resources, human health/public safety/hazardous materials, noise, utilities, and greenhouse gas emissions. All impacts would be mitigated to below a level of significance, except air quality, transportation/circulation, noise, utilities and GHG emissions that would be significant and unmitigated.

This Addendum includes the subsequent impact analysis to demonstrate that environmental impacts associated with the proposed project are consistent with or not greater than the impacts disclosed in the previously certified PEIR. This Addendum includes the environmental issues analyzed in detail in the previously certified PEIR, as well as the subsequent project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy

of the PEIR relative to the project and documents that the proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental document.

The following analysis indicates there would be no new significant impacts, nor would there be an increase in the severity of impacts resulting from the project. Further, there is no new information in the record or otherwise available indicating that there are substantial changes in circumstances that would require major changes to the PEIR. A comparison of the project’s impacts related to those of the certified CPU PEIR is provided below in Table 1, *Impact Assessment Table*.

Table 1, Impact Assessment Table

Issue Area	Otay Mesa CPU PEIR	Otay Mesa CPU Mitigation	Project	Project Level New Mitigation?	Project Resultant Impacts
Land Use	Significant but Mitigated	Yes	No New Impacts	No	Less than Significant
Visual Effects and Neighborhood Character	Less than Significant	No	No New Impacts	No	Less than Significant
Air Quality/Odor	Significant, Unmitigated	Yes	No New Impacts	No	Less than Significant
Biological Resources	Significant but Mitigated	Yes	No New Impacts	Yes	Significant but Mitigated
Historical Resources	Significant but Mitigated	Yes	No New Impacts	Yes	Significant but Mitigated
Human Health/Public Safety/Hazardous Materials	Significant but Mitigated	Yes	No New Impacts	No	Less than Significant
Hydrology/Water Quality	Significant but Mitigated	Yes	No New Impacts	No	Less than Significant
Geology/Soils	Significant but Mitigated	Yes	No New Impacts	No	Less than Significant
Energy Conservation	Less than Significant	No	No New Impacts	No	Less than Significant
Noise	Significant, Unmitigated	Yes	No New Impacts	No	Less than Significant
Paleontological Resources	Significant but Mitigated	Yes	No New Impacts	No	Less than Significant
Traffic/Circulation	Significant, Unmitigated	Yes	No New Impacts	No	Less than Significant
Public Services	Less than Significant	No	No New Impacts	No	Less than Significant
Utilities	Significant, Unmitigated	Yes	No New Impacts	No	Less than Significant
Water Supply	Less than Significant	No	No New Impacts	No	Less than Significant
Population and Housing	Less than Significant	No	No New Impacts	No	Less than Significant
Agricultural and Mineral Resources	Less than Significant	No	No New Impacts	No	Less than Significant
Greenhouse Gas Emissions	Significant, Unmitigated	Yes	No New Impacts	No	Less than Significant

Land Use

CPU PEIR

Land Use Plan Conflict

The CPU PEIR found that the goals, policies, and programs of the OMCP were consistent with existing applicable local land use plans, policies, and regulations. This includes consistency with the City General Plan, San Diego Association of Governments (SANDAG) Regional Comprehensive Plan, SANDAG 2050 Regional Transportation Plan, Brown Field Master Plan and Airport Land Use Compatibility Plan (ALUCP), and City's MSCP Subarea Plan (MSCP discussed in Issue 4 below). No inconsistencies were identified, and land use impacts were determined to be less than significant.

Specific to the ALUCP, the General Plan and the Municipal Code provide policies for land use compatibility with ALUCPs that would be implemented for future development. The OMCP requires all future development proposals to demonstrate consistency with the adopted ALUCP.

Land Use Compatibility

The OMCP places residential and industrial uses in proximity to one another and allows for the conversion of some industrial uses to residential, which could have potential impacts associated with the collocation or interface of incompatible land uses. The OMCP contains policies and performance standards to avoid and/or reduce potential impacts associated with collocation of diverse land uses, such as residential and industrial uses. Three locations within the OMCP are identified as areas that would include the interface of industrial and residential uses. The first location, a small area of medium density residential (within the Northwest District), would be adjacent to a larger tract of light industrial designated land (within the Airport District). The second area is between the Central District and the South District, where the Central Village Specific Plan Area would be located west of land designated for industrial uses (business park) and separated by Cactus Road. The third area includes development within the Business Park-Residential permitted land use category, which would be placed into a CPIOZ to ensure appropriate interface treatments in this location. Future development projects would be required to comply with the collocation policies of the General Plan and Community Plan. Through implementation of the measures identified in Section 5.6 (Human Health/Public Safety/Hazardous Materials) of the CPU PEIR, the potential environmental impacts resulting from change in land use designations in accordance with the OMCP was found to be less than significant.

Regulation Consistency

The Land Use Section of the CPU PEIR also addresses the City's policies included in the OMCP's Conservation Element directed at implementing ESL regulations, the MSCP, and the Biology Guidelines. The development footprint of the OMCP encroaches into ESL areas. The CPU PEIR Mitigation Framework LU-1a states that future public and private development proposals would be required to comply with the ESL regulations through a Site Development Permit. Additionally, all subsequent projects in the Community Plan area would be subject to review in accordance with CEQA, at which time appropriate site-specific mitigation in accordance with the CPU's PEIR Mitigation Framework measures BIO-1 through BIO-4 would be identified for impacts to sensitive biological resources covered under ESL. For other resource areas covered under the ESL regulations, such as steep hillsides and floodplains, future projects would be designed to ensure compliance with the supplemental regulations and any other regulatory requirements to ensure that no impacts would

occur. Therefore, at the program-level, the CPU PEIR determined that the OMCP would not be in conflict with the purpose and intent of the ESL regulations and potential impacts would be below a level of significance.

Given the presence of historical resources distributed throughout the Community Plan area, implementation of the OMCP has the potential to result in significant impacts to historical resources. The OMCP includes several policies aimed to reduce impacts to historical resources within the Community Plan area, as well as development regulations required for projects within areas covered by CPIOZ Type A that address archaeological resources. Additionally, incorporation of the Mitigation Framework LU-1b, which states future development project types that are consistent with the OMCP, base zone regulations, and the supplemental regulations for CPIOZ Type A and can demonstrate that there are no archaeological resources present on the project site, can be processed ministerially and would not be subject to further environmental review under CEQA. Development proposals that do not comply with the CPIOZ Type A supplemental regulations shall be subject to discretionary review in accordance with CPIOZ Type B and the Mitigation Framework HIST-1 in Section 5-5, Historical Archaeological Resources.

The City's Brush Management Regulations are intended to minimize wildland fire hazards through implementation of prevention activities and programs. 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.

Environmental Plan Consistency

The CPU PEIR included an analysis of potential impacts due to a conflict with the City's MSCP Subarea Plan in CPU PEIR Subsection 5.1, Land Use. As stated in the CPU PEIR, future development in the Community Plan area would be evaluated at the project-level for consistency with the MHPA Land Use Adjacency Guidelines. The CPU PEIR found that, although implementation of the OMCP would introduce land uses adjacent to MHPA that 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 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. Mitigation Framework LU-2 requires that all subsequent development projects implemented in accordance with the OMCP adjacent to designated MHPA areas shall comply with the Land Use Adjacency Guidelines of the MSCP in terms of land use, drainage, access, toxic substances in runoff, lighting, noise, invasive plant species, grading, and brush management requirements. Projects adjacent to designated MHPA would be evaluated and specific mitigation measures would be identified to reduce impacts to below a level of significance.

The CPU PEIR identified that future projects within the OMCP area would be required to comply with the LDC. This includes brush management for structures within 100 feet of native or naturalized vegetation. The City's Brush Management Regulations are intended to minimize wildland fire hazards through implementation of prevention activities and programs. 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, as project would continue to be required to comply with the LDC with the adoption of the OMCPU. Impacts would be less than significant.

Project

Land Use Plan Consistency

City of San Diego General Plan

The General Plan Land Use and Street System map shows the project site as located within the Commercial, Employment, Retail, and Services land use. The General Plan allows for changes in a Community Plan land use designation when that change will assist in enhancing and implementing the community's vision. The project would provide multi-family residential development that would enhance the viability of the existing and planned commercial uses, including the 6,000 square feet of commercial use included in the project. The redesignation of approximately 13.44 acres to allow for medium-high density residential development and 6,000 square feet of retail commercial uses would result in approximately 27 acres remaining in the community for strictly community commercial uses. Thus, a distribution of land uses that provide sufficient capacity for a variety of uses, facilities, and services needed to serve Otay Mesa would be available, consistent with the Land Use Element goal of the General Plan.

Additionally, the proposal would implement General Plan policies for balanced communities including:

- Provide affordable housing throughout the City so that no single area experiences a disproportionate concentration. (LU-H.2)
- Maintain or increase the City's supply of land designated for various residential densities as community plans are being prepared, updated, or amended. (LU-C.3)

The General Plan also has policies that aim to provide a variety of housing types and sizes with varying levels of affordability in residential and village developments and different types of land uses within a community to offer a diverse mix of uses. The proposed amendment would include affordable housing opportunities consistent with policies in the Housing Element of the General Plan, including:

- Seek attainment of community balance with respect to utilization of affordable housing resources. (HE-1.1)
- Encourage location of affordable housing opportunities throughout all sections of the City by encouraging mixed-income development. (HE-1.8)

Otay Mesa Community Plan

The project proposes the construction of 430 multi-family dwelling units, including 52 affordable units, and 6,000 square feet of commercial use. The project includes a CPA to change the land use

designation from Community Commercial – Residential Prohibited to Community Commercial – Residential Permitted.

The project would be consistent with OMCP policies pertaining to housing, specifically Housing Policy 2.2-3 to include housing units that are sized to meet the household family sizes anticipated in Otay Mesa by providing studio, one-, two- and three-bedroom units. The project would also be consistent with Housing Policies 2.2-5: Develop housing at different density ranges to provide housing affordable to all income levels and 2.2-6: Promote affordable housing development through the provision of a variety of housing types by including 52 affordable units in a multifamily apartment building. Additionally, the project would be consistent with Community Commercial Policies 2.3-1: Maintain lands for existing commercial development within Otay Mesa to serve the residential and employment communities and 2.3-2: Maintain Community Commercial areas in Otay Mesa to support the development of retail, office and other commercial services to serve surrounding areas, as it would provide 6,000 square feet of commercial space to be utilized by the community. The OMCP CPIOZ includes all industrial and commercial properties within Otay Mesa and is required to ensure protection of sensitive resources, construction of the circulation infrastructure, and conformance with the appropriate polices from the Urban Design Element. The project site is located within the CPIOZ Type A per the land use plan for the OMCP. The project would comply and be consistent with all of the standards and regulations of CPIOZ Type A. Impacts would be less than significant.

The OMCP provides opportunities for a variety of housing types catering to a diversity of economic needs including market rate, workforce, and affordable housing. The land use designations and design guidelines are intended to help improve Otay Mesa’s image, provide a diversity of housing for all income levels, and implement the City of Villages strategy. The project would provide a variety of housing unit types, including 52 affordable units, thereby providing opportunities for economic diversity. The project would increase the housing density in the area and add commercial space resulting in implementing the City of Village strategy. The project would benefit the community and surrounding area and uses. With the proposed CPA, the project would be consistent with the General Plan and land use polices. Impacts would be less than significant.

San Diego Association of Governments 2021 Regional Plan

SANDAG’s 2021 Regional Plan (Regional Plan) provides a long-term blueprint for the San Diego region that seeks to meet regulatory requirements; address traffic congestion; and create equal access to jobs, education, healthcare, and other community resources. The Regional Plan combines the Regional Transportation Plan, Sustainable Communities Strategy (SCS), and Regional Comprehensive Plan. At the heart of the Regional Plan is a transformed regional transportation system centered on the fundamental idea that increased personal mobility can help drive future economic prosperity regionwide, create opportunities for advancement for more people across our region, and improve the overall quality of life for everyone.

The vision of the Regional Plan is a fast, fair, and clean transportation system and a resilient region. To achieve this vision, the Regional Plan sets forth three goals: the efficient movement of people and goods by providing alternatives to driving; access to affordable, reliable, and safe mobility options for everyone by prioritizing improved access to basic needs and economic opportunities for people with the least access; and healthier air and reduced GHG emissions regionwide by focusing growth

and development in the region's urbanized areas, where there are existing and planned transportation options.

Land uses and zoning associated with the project include high-density multi-family residential and neighborhood-serving commercial retail uses. The residential component of the project would provide for housing to serve employment uses in the project area. The proposed commercial uses in concert with high-density residential development would allow for residents to access some daily needs without automobile use. The project provides and supports multi-modal transportation options, including pedestrian and bicycle mobility. The project is within walking distance to several employment areas and includes a non-contiguous and landscaped sidewalk on Otay Mesa Road, as well as Emerald Crest Court and Corporate Center Drive, thereby promoting walking as an option to vehicle travel. The project would stripe a buffer for the existing Class II bike lane along Otay Mesa Road, expanding opportunities for safe bicycle travel for future project residents. Residents/employees of the project are provided access to an existing bus stop less than a block from the site, which provides access to business and industrial parks, as well as larger retail centers. Schools, entertainment uses, and parks are located in within a two-mile-radius of the project site. As such, the project results in development that supports transit and has access to many services and amenities via walking and bicycling, thereby reducing automobile use, meeting the goals of providing alternatives to driving and reducing GHG emissions.

Thus, the BDM Mixed Use project directly supports one of the Regional Plan's core strategies – incentivize sustainable growth and development. In response to the need for housing equity, the project provides both affordable and market-rate housing. With respect to climate resilience, the project implements the City's CAP through implementation of a project specific CAP Consistency Checklist. Relative to mobility, the project locates 430 multi-family residential units within walking distance of existing transit service and supports bicycle and pedestrian mobility. Additionally, the project contributes to the availability and affordability of housing located proximate to transit and jobs, furthering the goals of the Regional Housing Needs Assessment (RHNA).

Brown Field Airport Land Use Compatibility Plan

The project site is approximately 1.5 miles southwest of the Brown Field Municipal Airport and is located within Review Area 2 of the Brown Field AIA and FAA Part 77 Noticing Area. As discussed in Section 5.1.3.1 of the CPU PEIR, all projects within the Community Plan area must 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 within the AIA for Brown Field.

Implementation of this policy would ensure that future projects developed in accordance with the OMCP, including the proposed BDM Mixed-Use project, would be consistent with the adopted ALUCP for Brown Field and related policies and regulations. Although the project site is within the ALUCP compatibility zone area for Brown Field, the proposed project would not include elevated features that could interfere with navigable airspace. The project received Determinations of No Hazard to Air Navigation from the FAA stating that the project would have no substantial adverse effect to air navigation. Implementation of the project would not result in a safety hazard for people working in the project area, nor would it affect aircraft operations at Brown Field. Therefore, no land use inconsistency relative to the ALUCP for Brown Field would result from implementation of the project.

Land Use Compatibility

The proposed project would provide affordable and market-rate housing in an appropriate location within the Otay Mesa Community and would add neighborhood-serving commercial uses. The density would be comparable to the densities in the Southwest District and the neighboring Northwest District.

The project site is located in a developing area. Surrounding land uses include multi-family residential uses to the northwest; open space to the north; office and commercial uses to the northeast; open space to the east; multi-family residential to the west; and SR-905 to the south, as well as the California Terraces multi-family residential development that is currently under construction. The project would reflect and be compatible with the development trend along Otay Mesa Road. Furthermore, the project would be consistent with the land use and development design guidelines and policies in the CPU that are intended to ensure that development within the CPU area would not strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projection.

The project would implement pedestrian improvements to increase walking opportunities. Pedestrian improvements, including sidewalk connections between buildings and on-site amenities and to the public sidewalks on the perimeter of the site, would be constructed to enhance pedestrian connectivity. The project would provide non-contiguous sidewalks and landscaped parkways along Otay Mesa Road, connecting to the project's internal streets and walkways. This connectivity allows for direct access to the bus stop located on Otay Mesa Road. Additionally, pedestrian access to the site would be improved by the addition of a six-foot-wide concrete paseo through the project's interior streets and walkways, connecting residential and retail commercial buildings and providing resident access to community spaces and other on-site recreational opportunities, and other amenities.

Regulation Consistency

As discussed in the CPU PEIR, all future projects implemented in accordance with the OMCP are required to incorporate measures into site plans in accordance with the City's Brush Management Regulations and Landscape Standards pursuant to General Plan and Community Plan policies intended to reduce the risk of wildfires. The project site's proximity to native vegetation in the undeveloped land to the east could present wildland fires as a significant threat. The project has been reviewed by the City's Fire Rescue Department and Landscape Planning and has been found consistent with all applicable polices and regulations. Compliance with policies and regulations would reduce the impacts related to exposure of people or structures to a significant risk of loss, injury, or death from wildland fires to less than significant. Impacts would be less than significant. No mitigation measures are required.

Relative to Historical Resources, in accordance with the OMCP Mitigation Framework for Historical Archaeological Resources (Mitigation Framework HIST-1), a Cultural Resources Letter Report was prepared for the Otay Mesa East project MND that determined that the project site is situated within prehistoric site CA-SDI-6941 a lithic scatter site that contains artifact concentrations. When SR-905 was constructed, a Management Plan was prepared in lieu of testing sparse lithic scatters that was accepted by the City, Caltrans, and the State Historic Preservation Officer (SHPO). The Otay Mesa East project site was surveyed as part of the SR-905 project and no artifact or loci of site CA-SDI-6941 were identified within the project area. However, given the poor ground visibility during the SR-905

study and as a result of working with City staff, implementation of a monitoring program was required for the Otay Mesa East project.

The project site has been previously graded in accordance with a previously approved VTM. The Geotechnical Investigation prepared by GEOCON, Inc. (December 29, 2017) for the project found that the project site is underlain by undocumented fill at a depth of three feet, topsoils at a depth of one to four feet, and Very Old Paralac Deposits. The project would involve approximately 2,193 cubic yards of cut at a depth of eight feet; some grading would occur within native material. Based on these findings and the prior disturbance of the site, the project site is not likely to contain archaeological resources. However, because some grading would occur within native material, potential impacts to unknown subsurface archaeological resources could occur. The project would require Mitigation Framework HIST-1 be implemented during grading activities.

Relative to the City's ESL regulations pertaining to biological resources, as discussed under Biological Resources, below, the project would not impact sensitive biological resources. The ESL regulations also specify development requirements inside and outside of the MHPA. The MHPA preserve occurs east of the graded site and would not be directly impacted. The project would not bisect or otherwise fragment sensitive habitat on -or off-site. However, development adjacent to the MHPA must ensure that indirect impacts to the MHPA are minimized. Because the project would occur adjacent to MHPA land, conformance with the adjacency guidelines would be required.

Environmental Plan Consistency

In accordance with CPU PEIR Mitigation Framework BIO-2, which requires future projects to prepare site-specific biological resources surveys for projects that may impact areas within the MHPA, the Biological Letter prepared for the project (Alden Environmental, Inc., January 3, 2023, included as Appendix B to this Addendum) addresses the projects impacts to the MSCP through the MSCP's Management Directives, and evaluates the potential for indirect impacts to the adjacent MHPA as summarized below.

MSCP Management Directives

The project complies with the General Management Directives of the MSCP Subarea Plan (Section 1.5.2) as it observes and maintains the existing MHPA to the east, without incursion. As such, there would be no impacts to sensitive biological resources. Additionally, Section 1.5.3 of the Subarea Plan includes a management directive specific to the MHPA adjacent to the site. This directive (NW-3) states the following:

The wildlife crossings under Otay Mesa Road and SR-905 are the only link from south to north Otay Mesa. These crossings must be kept free of debris, and illegal encampments. Provide screening of this area along both sides from residential and other adjacent development, and provide limited cover for wildlife within the crossing area that is compatible with border patrol activities. Restrict night lighting near this crossing.

The project also complies with specific Management Directive NW-3 as it avoids the adjacent MHPA and ensures that the existing fence and planted screening vegetation would remain unaffected. The off-site sewer and water connections in Otay Mesa Road to the north also would have no impact to the MHPA as it is already a developed roadway. The sewer force main would require excavation work above the MHPA culvert; however, this would not

conflict with the MHPA culvert and would not impact the undercrossing. In this way, the project would have no impact upon the wildlife undercrossing at Otay Mesa Road.

Conditions and ASMD's for MSCP Covered Species

Coastal California Gnatcatcher

MSCP Area Specific Management Directives for the coastal California gnatcatcher (CAGN) must 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 MHPA may occur between March 1 and August 15.

Project conformance with MHPA Land Use Adjacency Guidelines would ensure that the project minimizes edge effects on the CAGN including fire protection measures (i.e., the fencing between the project and the MHPA). The project site is already graded and, therefore, would not include clearing of occupied CAGN habitat. Minimization of disturbance during the nesting period (i.e., construction noise) would be addressed through project compliance with the MHPA Land Use Adjacency Guideline for Noise.

The project would implement CPU PEIR Mitigation Framework LU-2 that requires future projects adjacent to the MHPA areas to comply with Land Use Adjacency Guidelines. As stated, and discussed below, the project would comply with Land Use Adjacency Guidelines.

MHPA Land Use Adjacency Guidelines

Drainage. *All new and proposed parking lots and developed areas in and adjacent to the preserve 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. This can be accomplished using a variety of methods including natural detention basins, grass swales or mechanical trapping devices. These systems should be maintained approximately once a year, or as often as needed, to ensure proper functioning. Maintenance should include dredging out sediments if needed, removing exotic plant materials, and adding chemical-neutralizing compounds (e.g., clay compounds) when necessary and appropriate.*

During construction, the project would employ the use, as applicable, of structural and non-structural Best Management Practices, Best Available Technology, and sediment catchment devices downstream of paving activities to reduce potential drainage impacts associated with construction. Additionally, the project design complies with the Standard Urban Stormwater Management Plan and Municipal Stormwater Permit criteria of the State Water Resources Control Board and City. The project would also be conditioned to maintain and monitor the stormwater discharge facility that outfalls onto open space on the east side of the property (a portion of which is within the MHPA) to ensure that no erosional impacts occur on the adjacent parcel. If erosional impacts do occur onto adjacent open space, adjustments shall be made to the flow spreader stormwater outfall facility to prevent further erosional impacts from occurring to the satisfaction of the Parks and Recreation

Department. Further, the project would be conditioned that stormwater outfall inspection reports with site photos be submitted twice a year to Parks and Recreation Open Space Division.

Hardscape associated with the built project would result in runoff, which could significantly impact water quality in the MHPA. These potential drainage impacts would be avoided through the incorporation of biofiltration basins throughout the project that would collect and treat all water before it is discharged through an outfall with an energy dissipator into the natural drainage on site in the MHPA. As such, the project would not have any drainage issues that would affect the MHPA.

Toxics. *Land uses, such as recreation and agriculture, that use chemicals or generate by-products such as manure, that 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 should 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 should be incorporated into leases on publicly owned property as leases come up for renewal.*

No trash, oil, parking, or other construction/development related material/activities would be located outside approved project impact limits. No staging/storage areas for equipment and materials would be located within or adjacent to the MHPA. All construction related debris would be removed off site to an approved disposal facility. As such, the project would not release toxins into the adjacent 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.*

Lighting adjacent to the MHPA would be directed away/shielded and would be consistent with City Outdoor Lighting Regulations per LDC Section 142.0740. As such, the project would not result in a significant lighting impact to the adjacent MHPA.

Noise. *Uses in or adjacent to the MHPA should be designed to minimize noise impacts. Berms or walls should be constructed adjacent to commercial areas, recreational areas, and any other use that may introduce noises that could impact or interfere with wildlife utilization of the MHPA. Excessively noisy uses or activities adjacent to breeding areas must incorporate noise reduction measures and be curtailed during the breeding season of sensitive species. Adequate noise reduction measures should also be incorporated for the remainder of the year.*

The CAGN is known to occur to the east of the project, within the MHPA. This area also has the potential to support other sensitive bird species. The birds in this area are already subject to noise from the adjacent Otay Mesa Road and SR 905. Given the existing noise, along with the fact that the project is a low-noise producing residential/commercial

development, noise from the built project is not expected to be of sufficient volume or duration to interfere with the CAGN or wildlife utilization of the adjacent MHPA.

Construction related noise from such sources as clearing, grading, and construction vehicular traffic could result in significant, temporary noise related impacts to the CAGN that was observed in the MHPA to the east. The project would comply with this Land Use Adjacency Guideline for construction related noise as explained below.

Construction noise that exceeds the maximum levels allowed will be avoided during the breeding season for the CAGN (March 1 through August 15). If construction is proposed during the breeding season for the species, a U.S. Fish and Wildlife Service (USFWS) protocol survey will be conducted in order to determine species presence/absence. If a protocol survey is not conducted, presence will be assumed with implementation of noise attenuation and biological monitoring. When applicable (i.e., habitat is occupied or if presence of the CAGN is assumed), and consistent with Mitigation Framework LU-2, adequate noise reduction measures will be incorporated as follows:

Prior to the issuance of any grading permit the City Manager (or appointed designee) will verify that the MHPA boundaries and the following project requirements regarding the CAGN are shown on the construction plans:

No clearing, grubbing, grading, or other construction activities will occur within 500 feet of the MHPA between March 1 and August 15 (gnatcatcher breeding season) until the following requirements have been met to the satisfaction of the City Manager:

A. A qualified biologist (possessing a valid Federal Endangered Species Act (FESA) Section 10(a)(1)(A) Recovery Permit) shall survey appropriate habitat (coastal sage scrub) areas within the MHPA that lie within 500 feet of the project footprint and would be subject to construction noise levels exceeding 60 decibel (dB) hourly average for the presence of the gnatcatcher. If no appropriate habitat is present then the surveys will not be required. If appropriate habitat is present, gnatcatcher surveys shall be conducted pursuant to USFWS protocol survey guidelines within the breeding season prior to commencement of any construction. If gnatcatchers are present within the MHPA, the following conditions must be met:

I. Between March 1 and August 15, no clearing, grubbing, or grading of occupied CAGN habitat will be permitted within the MHPA. Areas restricted from such activities shall be staked or fenced under the supervision of a qualified biologist; and

Between March 1 and August 15, no construction activities will occur within any portion of the site where construction activities would result in noise levels exceeding 60 dB hourly average at the edge of occupied CAGN habitat within the MHPA. An analysis showing that noise generated by construction activities would not exceed 60 dB hourly average at the edge of occupied habitat must be completed by a qualified acoustician (possessing current noise engineer license or registration with monitoring noise level experience with listed animal species)

and approved by the City Manager at least two weeks prior to the commencement of construction activities. Prior to commencement of construction activities during the breeding season, areas restricted from such activities will be staked or fenced under supervision of a qualified biologist; or

- II. At least two weeks prior to commencement of construction activities and under direction of a qualified acoustician, noise attenuation measures (e.g., berms, walls) will be implemented to ensure that noise levels resulting from construction activities do not exceed 60 dB hourly average at the edge of habitat (within the MHPA) occupied by the CAGN. Concurrent with commencement of construction activities and construction of necessary noise attenuation facilities, noise monitoring will be conducted at the edge of occupied habitat area within the MHPA to ensure that noise levels do not exceed 60 dB hourly average. If the noise attenuation techniques implemented are determined to be inadequate by the qualified acoustician or biologist, then the associated construction activities will cease until such time that adequate noise attenuation is achieved or until the end of the breeding season (August 16).
- B. If CAGNs are not detected within the MHPA during the protocol survey, the qualified biologist will submit substantial evidence to the City Manager and applicable wildlife agencies which demonstrates whether or not mitigation measures such as noise walls are necessary between March 1 and August 15 as follows:
- I. If evidence indicates high potential for CAGN presence based on historical records or site conditions, Condition A.III shall be adhered to as specified above.
 - II. If evidence concludes that no impacts to this species are anticipated, no mitigation measures would be necessary.

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 boundaries to direct public access to appropriate locations and reduce domestic animal predation.*

The existing preserve area fence along the edge of the MHPA would remain in place as a barrier.

Invasives. *No invasive non-native plant species shall be introduced into areas adjacent to the MHPA.*

During construction, invasive, non-native plants transported to the site on construction equipment or vehicles (e.g., seeds on undercarriages) could colonize areas disturbed by construction activities, and those species could potentially spread into the Conservation Area. Additionally, invasive plant species already present on site in the project impact area could spread into the adjacent MHPA during construction activities.

Vehicles and equipment brought to the site would be washed at an appropriate off-site location/facility prior to entering the site, and no construction activities will be located

outside approved construction limits. Furthermore, all construction related debris would be removed off site to an approved disposal facility.

The project would follow San Diego Municipal Code (SDMC) Landscape Standards (Section 1.3) and not use invasive species, which would prevent their introduction to areas adjacent to the MHPA. Alden reviewed the proposed landscape constructions documents and found that the proposed plant palette adjacent to the MHPA boundary would be appropriate.

Brush Management. *New 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 pad and outside of the MHPA. Zone 2 may be located in the MHPA upon granting of an easement to the City (or other acceptable agency) except where narrow wildlife corridors require it to be located outside of the MHPA. Brush management zones will not be greater in size than is currently required by the City's regulations. Initial thinning of woody vegetation shall not exceed 50 percent coverage of the existing vegetation prior to implementation of Brush Management activities. Additional thinning and pruning shall be done consistent with City standards to obtain minimum vertical and horizontal clearances and shall avoid/minimize impacts to covered species to the maximum extent possible. For all new development, regardless of the ownership, brush management in the Zone 2 area will be the responsibility of a homeowners association or other private party. For existing and approved projects, the brush management zones, standards and locations, and clearing techniques will not change from those required under existing regulations*

All required brush management would occur within the project limits and would not encroach into the adjacent MHPA.

Grading/Land Development. *Manufactured slopes associated with site development shall be included within the development footprint for projects within or adjacent to the MHPA.*

The project has been previously graded to the limits of the MHPA preserve and does not involve any additional significant manufactured slopes, grading, or landform alteration. The project would employ a City-approved, qualified biological monitor that would be on site during project construction activities to ensure compliance with all of the Land Use Adjacency Guidelines.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR relative to Land Use. CPU PEIR identified Mitigation Framework LU-1a, LU-1b, and LU-2. The site contains ESL (including MHPA) and therefore Mitigation Framework LU-1a requires the project undergo a discretionary review and provide a site-specific biology report. Pursuant to Mitigation Framework LU-1b, it has been demonstrated no archaeological resources are present on the site and a discretionary review is not triggered due to archaeological resources. Mitigation Framework LU-2 is being carried forward onto this project via a standard condition that requires compliance with the MHPA Land Use Adjacency Guidelines. The project would not result in a new significant Land Use impact, nor would a substantial increase in the severity of Land Use impacts from that described in the CPU PEIR result.

Visual Effects and Neighborhood Character

CPU PEIR

Impacts relative to Visual Effects and Neighborhood Character are address in Section 5.2 of the CPU PEIR.

Public Views

The OMCU PEIR identifies public viewpoints from roadways, designated open space areas, and other public use areas (primarily schools and parks). Of these public viewpoints identified in the PEIR, the proposed project site is located within the viewshed of SR-905 and Otay Mesa Road that are directly adjacent to the site. Development of the site in accordance with the OMCP would have been assumed to partially block views of visual resources from these public viewpoints. The PEIR specifically identifies the OMCPU allows for development along SR-905 that would block views of visual resources. Impacts were identified as less than significant because the majority of views of canyons and mesas would be preserved.

To prevent impacts to views of public resources, the CPU has been designed to include designated view corridors and gateways, identifying 25 view corridors and ten gateways. Also, the CPU includes policies and project design features to implement the proposed view corridors and gateways. The CPU would allow for development and land use changes at several of the proposed community gateways. While this would result in some view blockage of the gateway areas, the visual importance of gateways would be tied to a localized area, not a long- range view. The gateways would be located along City roadways, and therefore, localized public views of these areas would be maintained with CPU implementation. With the inclusion of project design features called out in the CPU, view blockage impacts would be less than significant.

Compatibility

The CPU PEIR found that implementation of the CPU would result in a more urbanized visual character of the area. However, the proposed intensification of uses was not considered a significant change to the visual character. The land use and development design guidelines and policies in the CPU are intended to ensure that development within the CPU area would not result in architecture, urban design, landscaping, or landforms that would negatively affect the visual quality of the area, or strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projection. Future development would be required to comply with the relevant land use and development design guidelines and policies of the General Plan and CPU. In addition, development in areas designated for commercial and industrial uses on properties that have been previously graded and developed with structures that conform to the Urban Design Element of the OMCP would be subject to review in accordance with CPIOZ Type A. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B. Therefore, impacts would be less than significant.

Landform Alteration

Specific grading quantities associated with future development in accordance with the CPU land uses were not known at the time of the CPU PEIR. It was generally concluded, however, that future development would entail grading in quantities that would exceed the City's threshold of 2,000 cubic

yards per graded acre. In order 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. 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 five feet in height, thus exceeding the second and third grading significance thresholds as well. Future projects 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. Therefore, impacts would be less than significant.

Unique Physical Features

As discussed above, future grading associated with implementation of the CPU 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. Future projects implemented in accordance with the CPU would be required to comply with the goals and policies of the General Plan pertaining to the preservation and enhancement of natural landforms, including canyons and steep hillsides. The General Plan Conservation Element indicates that ESL regulations shall be enforced to limit grading and alteration of steep hillsides to prevent landform impacts and preserve the City's form. The CPU includes Conservation Element Policies 8.1-1 through 8.1-3 related to landform alteration. These policies require the implementation of the ESL regulations related to biological resources and steep hillsides for all new development. Additionally, future projects implemented in accordance with the CPU would be required to preserve a network of open and relatively undisturbed canyons and relate to the topography and natural features of the CPU area. Future projects' compliance with the City's Grading Regulations, General Plan, and CPU policies would ensure that impacts associated with the modification of unique physical features would be less than significant.

The land use and development design guidelines and policies included in the OMCP are intended to ensure that development within the Community Plan area would not result in architecture, urban design, landscaping, or landforms that would negatively affect the visual quality of the area, or strongly contrast with the surrounding development or natural topography through excessive bulk, signage, or architectural projection. Future development would be required to comply with the relevant land use and development design guidelines and policies of the General Plan and OMCP. In addition, development in areas designated for commercial and industrial uses on properties that have been previously graded and developed with structures that conform to the Urban Design Element of the Otay Mesa Community Plan would be subject to review in accordance with a CPIOZ Type A. Development proposals that do not comply with the CPIOZ Type A supplemental regulations would be subject to discretionary review in accordance with CPIOZ Type B, and that review can ensure that land use and development guidelines are considered and incorporated, as applicable. Therefore, impacts associated with Visual Effects and Neighborhood Character were found to be less than significant.

Based on the analysis in the CPU PEIR, the OMCP has been designed to include designated view corridors and gateways in order to prevent impacts to views of public resources. Also, the OMCP includes policies and project design features that are to be implemented at the project level to protect identified view corridors and gateways. The CPU PEIR determined that, with the inclusion of

specific policies and required project design features, impacts would be less than significant. While implementation of the OMCP will result in a change in character for the community – transitioning from areas of undeveloped mesas and non-native grasslands to urban uses – the intensification of uses was not considered a significant change to the visual character.

Project

Public Views

The project site is located within public views from Otay Mesa Road and SR-905, which were identified as public viewpoint locations in the OMCP EIR. The project site is within an area assumed to be developed with Community Commercial – Residential Prohibited land uses in the OMCP and in accordance with the existing CC-2-3 zone, which has a height limit of 45 feet and a maximum floor-to-area ratio (FAR) of 0.3 with an FAR bonus of 0.75 and a minimum FAR of 0.56 for residential uses. The project includes a land use change to Community Commercial – Residential Permitted and a rezone to CC-3-6, which has a 65-foot height limit and a maximum FAR of 0.30 with an FAR bonus of 2.0 and a minimum FAR of 1.0 for residential uses. The proposed project would result in a visual change within a public viewpoint location from that of a commercial center to a mixed residential and commercial use project. The project would be composed of five buildings with building heights ranging from 20 feet to 44 feet in height and an FAR of 0.75. Thus, building heights and FAR would be comparable to what could occur under the existing zone.

As discussed above, the OMCPU Urban Design Element identifies 25 view corridors and ten gateways. Impacts would be less than significant.

Compatibility

The project site is located in the Southwest District, which is primarily characterized by undeveloped land and residential uses. The OMCP allows for development uses within the Southwest District that primarily include residential and neighborhood-serving commercial uses and services. The project site has been previously graded and development of the graded site would improve the visual compatibility of the site. Residential development is located to the northwest of the project site. The project proposes 430 residential units and 6,000 square feet of commercial spaces in five buildings that would range in heights of one, three, and four stories. The residential development to the northwest is three stories in height and the commercial retail uses to the northeast range from one to two stories. The project's largest buildings would be four stories in height, taller but similar in size and scale to what exists in the surroundings. The project would develop with residential and commercial uses, which are already present in the surrounding area. Impacts would be less than significant.

Landform Alteration

The project site has been previously graded in accordance with approved VTM No. 138-1761. Additional grading associated with the project would total 2,193 cubic yards of cut at a maximum depth of 10 feet (for the storm drain vault) and 65,467 cubic yards of fill at a depth of 12 feet and maximum height of fill slope is 12 feet. Proposed grading would not affect the site's generally flat topography and would not change the current view of the project site. As stated in the CPU PEIR, the project would be required to comply with the relevant land use development design guidelines and policies of the General Plan and CPU and would not result in significant impacts to landform alteration. Impacts would be less than significant.

Unique Physical Features

The project site does not include any unique physical features, such as a natural canyon or hillside slopes. The project would be required to comply with the City's relevant land use development regulations and would not result in a negative visual appearance due to the loss, covering, or modification of any unique physical features. Impacts would be less than significant.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR relative to Visual Effects and Neighborhood Character. The project would not result in any new significant Visual Effects and Neighborhood Character impacts from that described in the CPU PEIR, nor would a substantial increase in the severity of Visual Effects and Neighborhood Character impacts from that described in the CPU PEIR result.

Air Quality

CPU PEIR

Air Quality impacts are evaluated in Section 5.3 of the CPU PEIR.

Plan Consistency

The CPU PEIR concludes that the change in the land uses under the OMCP and the traffic generated by future development in the OMCP would result in fewer emissions than the previously adopted Community Plan upon which the then-current Regional Air Quality Strategy (RAQS) was based. Thus, the CPU PEIR concluded that the OMCP would not obstruct or conflict with the implementation of the San Diego RAQS or applicable portions of the State Implementation Plan (SIP), and impacts would be less than significant.

Criteria Pollutants

A criteria pollutant analysis of air emissions conducted as part of the CPU PEIR determined that emissions due to construction would not exceed applicable thresholds. However, the CPU PEIR states that, if several future projects were to occur simultaneously, there is a potential for the combination of multiple projects to exceed significance thresholds. While it is not anticipated that construction activities under the OMCP would result in significant air quality impacts, air emissions from future developments within the OMCP area could not be adequately quantified at the time the OMCPU was drafted; therefore, impacts were concluded to be significant and unmitigated. Similarly, as air emissions from the future developments with respect to operational impacts could not be adequately quantified at the time of the OMCPU was drafted, operational air quality impacts associated with future projects were determined to be significant and unmitigated.

Sensitive Receptors

Relative to the potential for harmful concentrations of carbon monoxide (CO) to occur in areas of congested intersections, the CPU PEIR concludes that increases of CO due to the OMCP would be below Federal and State standards. Therefore, there would be no harmful concentrations of CO; localized air quality emission would not exceed applicable standards and would not result in a significant impact to sensitive receptors.

Based on the analysis and modeled results conducted for the OMCP with regard to future health risks associated with toxic air emissions (primarily from traffic-generated diesel exhaust emissions) and buildout of the OMCP, the CPU PEIR concludes that development of future land uses within the Community Plan area would not expose future residents or workers to significant cancer risk from traffic generated diesel exhaust emissions. Per the CPU PEIR, the site is within an area that exceeds a 1 in 1 million cancer risk exposure to residents and 1 in 1 million cancer risk worker exposure (see PEIR Figure 5.3-2).

The CPU PEIR concludes that industrial uses could generate air pollutants. Without appropriate controls, air emissions associated with planned industrial uses would represent a significant adverse air quality impact. Any new facility proposed that would have the potential to emit toxic air contaminants would be required to evaluate toxic air problems resulting from the facility's emissions. If the facility poses a potentially significant public health risk, then the facility would submit a risk reduction audit and plan to demonstrate how the facility would reduce health risks. Specific project-level design information would be needed to determine stationary source emission impacts. Therefore, at the program-level, impacts would be potentially significant.

The CPU PEIR requires mitigation measures (AQ-1 through AQ-4) for impacts to air quality. Mitigation Measure AQ-1 applies to projects that exceed daily construction emissions thresholds established by the City of San Diego. Mitigation Measure AQ-2 would apply to projects that significantly impact air quality. Mitigation Measure AQ-3 applies to projects that have the potential to emit toxic air emissions. Mitigation Measure AQ-4 pertains to projects that contain certain facilities identified in Table 5.3-7 of the CPU PEIR, which, if located proximate to residential and other sensitive uses, could expose sensitive receptors to toxic air emissions.

The OMCP would place residential, commercial, and industrial uses in proximity to one another, which has the potential for air quality impacts associated with the collocation of incompatible land uses. The OMCP contains policies and performance standards to avoid and/or reduce potential impacts associated with collocation of diverse land uses. Future development projects would be required to comply with the collocation policies of the General Plan and OMCP, which are necessary to reduce or avoid potential air quality impacts. While compliance with the OMCP and General Plan policies, along with local, State, and Federal regulations, would reduce potential impacts, the CPU PEIR concludes that future projects may result in sensitive uses (residential uses, schools, and parks) being located in areas where toxic air emissions may occur. Therefore, there would be a potential that sensitive receptors would be exposed to toxic air emissions and impacts were found to be potentially significant. The CPU PEIR includes a Mitigation Framework to reduce the potential impacts associated with exposure to air toxics but concludes that it could not 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 significant and unavoidable.

Project

An *Air Quality Technical Report* was prepared by BlueScape Environmental February 14, 2023) for the proposed project. A copy of that report can be found in Appendix A to this Addendum.

Plan Consistency

The RAQS is the applicable regional air quality plan that sets forth the San Diego Air Pollution Control District's (SDAPCD's) strategies for achieving the National Ambient Air Quality Standard (NAAQS) and California Ambient Air Quality Standard (CAAQS). The San Diego Air Basin (SDAB) is designated non-attainment for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and oxides of nitrogen (NO_x), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and by extension to maintaining and improving air quality. The RAQS, in conjunction with the transportation control measures (TCM), were most recently adopted in 2016 as the air quality plan for the region.

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG's growth projections and/or the general plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

The project site is designated as Commercial, Employment, Retail, and Services in the General Plan, with an auto orientation and prohibited residential use zone (CC-2-3), and as Community Commercial – Residential Prohibited land use in the Otay Mesa Community Plan. The project proposes a CPA to allow for the construction of a mixed-use residential and commercial project, with a pedestrian orientation (CC-3-6). According to the OMCP, the Community Commercial designation allows for shopping areas with retail, service, civic, and office uses with a floor area ratio of 0.3. Therefore, an approximately 176,000-square foot commercial use could be constructed under the adopted land use designations. Applying a trip generation rate of 70 trips per 1,000 square feet for a commercial land use (CRA 2022), a retail use would generate 12,320 daily trips, which is significantly greater than the trips generated by the proposed project (2,820 daily trips). Therefore, the project would generate less emissions than the adopted land use designation upon which the current RAQS is based, and it can be concluded that the project would not obstruct or conflict with the implementation of the RAQS.

Site development would support the overall projected increase in the development potential within the OMCP area, consistent with SANDAG regional and OMCP growth projections and with the applicable environmental goals and objectives contained in the General Plan and the OMCP. Any development at the proposed project site is expected to be required to implement policies, actions, and design guidelines that support General Plan concepts such as increased walkability, enhanced pedestrian and bicycle networks, improved connections to transit, and sustainable development and green building practices. Any development would be consistent with the SDAPCD's regional goals of improving the balance between jobs and housing, and integrating land uses near major

transportation corridors such as the 905 freeway. Therefore, the project would be consistent with the RAQS and SIP. Impacts would be less than significant.

Criteria Pollutants

Construction of the project would generate temporary air pollutant emissions. These impacts are associated with fugitive dust [particulate matter 2.5 micrometers or less in aerodynamic diameter (PM_{2.5}) and particulate matter 10 micrometers or less in aerodynamic diameter (PM₁₀)] from soil disturbance and exhaust emissions (NO_x and CO) from heavy construction vehicles. Site preparation and grading would involve the greatest concentration of heavy equipment use and the highest potential for fugitive dust emissions. Table 2, *Maximum Daily Construction Emissions*, and Table 3, *Maximum Annual Construction Emissions*, show modeled maximum daily and annual emissions occurring during the construction period at the site, with a comparison of each year’s daily and annual impacts to the City of San Diego CEQA screening level thresholds. Development of the project would be required to comply with SDAPCD Rule 55, which identifies fugitive dust standards and is required to be implemented at all construction sites located within the SDAB.

Table 2, Maximum Daily Construction Emissions

Year	ROG	NO _x	CO	SO ₂	Total PM ₁₀	Total PM _{2.5}
	lb/day					
2023	3.97	70.4	38.1	0.221	10.2	5.14
2024	51.3	18.3	27.1	0.075	4.79	1.73
Screening Threshold (lb/day)	137	250	550	250	100	67
Exceeds Threshold (Yes/No)?	No	No	No	No	No	No

Source: Appendix A.

See Appendix A for CalEEMod ver. 2020.4.0 computer model output for the daily emissions shown. The higher lb/day value between Winter and Summer results is shown for each pollutant.

Table 3, Maximum Annual Construction Emissions

Year	ROG	NO _x	CO	SO ₂	Total PM ₁₀	Total PM _{2.5}
	tons/year					
2023	0.36	3.12	3.41	0.011	0.674	0.269
2024	1.30	1.04	1.56	0.004	0.257	0.095
Screening Threshold (tons/yr)	15	40	100	40	15	10
Exceeds Threshold (Yes/No)?	No	No	No	No	No	No

Source: Appendix A.

See Appendix A for CalEEMod ver. 2020.4.0 computer model output for the annual emissions shown

All criteria pollutant emissions are below the daily and annual screening level thresholds, as analyzed for each year of construction. As such, air quality impacts from the construction of this development would be less than significant.

Operational emissions would include emissions from electricity consumption (energy sources), vehicle trips (mobile sources), area sources, landscape equipment and evaporative emissions as the structures are repainted over the life of the mixed-use development. The majority of operational emissions are associated with vehicle trips to and from the site. Average daily trips (ADTs) from the Traffic Analysis Memorandum (CRA 2022) were used in the CalEEMod modeling. Table 4, *Maximum Daily Operational Emissions* and Table 5, *Maximum Annual Operational Emissions*, summarize emissions associated with operation of the project site.

Table 4, Maximum Daily Operational Emissions

Category	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
	(lb/day)					
Area (Total)	11.2	0.406	35.3	0.002	0.195	0.195
Energy (Natural Gas)	0.096	0.822	0.363	0.005	0.066	0.066
Mobile (Total)	6.91	6.31	56.3	0.120	13.1	3.54
Total	18.2	7.54	91.9	0.127	13.3	3.80
Screening Threshold (lb/day)	137	250	550	250	100	67
Exceeds Threshold (Yes/No)?	No	No	No	No	No	No

Source: Appendix A.

See Appendix A for CalEEMod ver. 2020.4.0 computer model output. The higher lb/day value between Winter and Summer results is shown for each pollutant.

Table 5, Maximum Annual Operational Emissions

Category	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
	(tons/year)					
Area (Total)	1.95	0.037	3.17	0.0002	0.018	0.018
Energy (Natural Gas)	0.175	0.150	0.066	0.001	0.012	0.012
Mobile (Total)	1.20	1.23	10.4	0.021	2.32	0.630
Total	3.17	1.42	13.6	0.022	2.35	0.660
Screening Threshold (tons/yr)	15	40	100	40	15	10
Exceeds Threshold (Yes/No)?	No	No	No	No	No	No

Source: Appendix A.

See Appendix A for CalEEMod ver. 2020.4.0 computer model output.

As shown in Tables 4 and 5, the operational emissions associated with this development would not exceed the City of San Diego CEQA screening level thresholds for ROG, NO_x, CO, oxides of sulfur (SO_x), PM₁₀ or PM_{2.5}. Therefore, the scenario's operational air quality impacts (including impacts related to criteria pollutants, sensitive receptors and violations of air quality standards) would be less than significant under CEQA.

Sensitive Receptors

The closest sensitive receptors to the project site are an apartment complex within about 200 feet; San Ysidro High School, approximately one-half mile southeast; and a home-based childcare facility within about 0.8 mile to the northwest of the project site. Due to the short-term construction duration and the limited construction emissions, there is very low potential for fugitive dust or Diesel Particulate Matter (DPM) due to construction activities to impact sensitive receptors. The scenario's total construction DPM emissions are not of a magnitude and duration that could create substantial concentrations or significant air toxic risks to the nearest sensitive receptors during construction. Compliance with the SDAPCD rules and regulations would reduce the fugitive dust emissions during construction and associated impacts to sensitive receptors. The operating emissions would be negligible and would not have the potential to impact sensitive receptors. Therefore, the development's construction and operation air pollutant emissions would not expose sensitive receptors to substantial pollutant concentrations and would result in a less than significant impact.

For new sensitive land uses that are sited within 500 feet of a freeway or urban roads with 100,000 or more vehicles per day, consideration is needed for the higher impacts that may occur near these freeways/roadways. The California Air Resources Board (CARB) provides guidance for strategies that can be implemented to reduce the exposure to air pollution near heavily traveled roadways (CARB 2017).

Since the risk at the multi-family buildings may exceed 10 in one million without reducing potential exposures, the Project would include design features, such as Minimum Efficiency Reporting Value 13 (MERV-13) filters that are required to comply with the 2019 Building Energy Efficiency Standards (CEC 2019). All units would be equipped with a heating, ventilation, and air conditioning (HVAC) unit with air filters capable of meeting MERV-13 or better. MERV-13 filters are capable of filtering particles ranging from 1.0 to 10.0 parts per million (ppm) in size by more than 90 percent (CARB 2017). With the provision of MERV-13 filters or better, the potential incremental increase in cancer risk would be expected to be reduced to below significant risk levels.

Construction of the project would involve the use of diesel-powered construction equipment. Diesel exhaust odors may be noticeable temporarily at adjacent properties; however, construction activities would be temporary and are not considered significant. The proposed future residential and commercial designations of the site would not include industrial or agricultural uses that are typically associated with objectionable odors. Therefore, impacts associated with objectionable odors would be less than significant.

As demonstrated above, neither the construction nor the operation of the project would result in substantial quantities of air contaminants being emitted beyond the boundaries of the premises. The proposed future residential and commercial designations of the site is in keeping with the land use designations of adjacent properties and would not add substantial quantities beyond the

existing land use quantities into the region. Therefore, impacts associated with air contaminant emissions beyond the boundaries of the premises would be less than significant.

Because the CPU PEIR concluded that emissions from future developments within the Community Plan area could not be adequately quantified, air quality impacts related to both construction and operational emissions would be significant and unmitigated. Thus, the CPU PEIR included a Mitigation Framework that would be required for future projects. However, because the proposed project does not exceed daily construction emissions thresholds, would not significantly impact air quality, does not propose construction of a facility that would emit toxic air contaminants or inappropriately locate an air quality-sensitive receptor, the mitigation measures presented in the OMCP would not apply.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR. The CPU PEIR identified Mitigation Framework AQ-1, AQ-2, AQ-3 and AQ-4. Project-related emissions would not exceed the SDAPCD and City of San Diego thresholds during either construction or operation. The project would not conflict with the SIP, AQMP, or RAQS, nor would it produce objectionable odors. No significant or adverse Air Quality impacts would occur with construction or operation of the proposed project. The project would be required to comply with SDAPCD guidelines during grading and ground-disturbing activities, reducing fugitive dust. Therefore, Mitigation Framework AQ-1, AQ-2, AQ-3 and AQ-4 are not applicable to the project. The project would not result in any new significant air quality impacts or a substantial increase in the severity of Air Quality impacts from those described in the CPU PEIR. No mitigation measures related to Air Quality would be required.

Biological Resources

CPU PEIR

Impacts to Biological Resources are addressed in Section 5.4 of the CPU PEIR.

Sensitive Plants, Animals, and Habitat

The CPU PEIR found that implementation of the OMCP has the potential to significantly impact sensitive plants and animals directly through the loss of habitat or indirectly by placing development adjacent to the MHPA. Specifically, impacts to Tier I, II, IIIA, and IIIB habitats were found to be significant. These sensitive habitats include: maritime succulent scrub, native grassland, Diegan coastal sage scrub, non- native grassland, riparian scrub, vernal pools, and basins with fairy shrimp. Impacts to wetlands and other jurisdictional water resources would also be significant. Impacts to 17 species of sensitive plants would be potentially significant. Impacts to coastal California gnatcatcher, Quino checkerspot butterfly, San Diego fairy shrimp, Riverside fairy shrimp, San Diego horned lizard, Belding's orange-throated whiptail, western burrowing owl, coastal cactus wren, northern harrier, Cooper's hawk, golden eagle, least Bell's vireo, and southern California rufous-crowned sparrow would be potentially significant.

The CPU PEIR concluded that future projects would be required to implement Mitigation Framework included in Mitigation Measure BIO-1 (and BIO-3), that requires site-specific biological surveys to

determine if sensitive species are present on site. Furthermore, Mitigation Framework BIO-1 states that if burrowing owls are identified on a future project then the project is required to conduct a habitat assessment. If burrowing owl habitat or signs are encountered on or within 150 meters of the project site, breeding season surveys shall be conducted. If occupancy is determined then site-specific avoidance and mitigation measures shall be developed. Implementation of the Mitigation Framework would reduce impacts to sensitive plants and animals to below a level of significance.

Migratory Wildlife

The CPU PEIR concluded that future development, including construction or extension of Community Plan Mobility Element roadways, utility lines, and/or temporary construction activities within the MHPA, has the potential to interfere with nesting, reduce foraging habitat, and obstruct wildlife movement as a result of noise, construction activities, habitat loss and/or fragmentation. The CPU PEIR concluded that any direct or indirect impacts to migratory wildlife nesting, foraging, and movement would be significant. THE CPU PEIR included Mitigation Measure BIO-2, which required future projects to prepare site-specific biological resources surveys for projects that may impact areas within the MHPA. Compliance with the OMCPU policies and development standards and regulation as well as Mitigation Framework BIO-2 would reduce impacts at the program-level to below a level of significance.

MSCP

The OMCP was found to be consistent with the vision for the Otay Mesa MHPA, as the open space network would remain intact and the OMCP incorporates policies for adhering to the Specific Management Directives. No significant impacts relating to MSCP consistency would occur.

The PEIR identified developments proposed adjacent to the MHPA could result in direct impacts to significant biological resources. To ensure avoidance or reduction of the potential MHPA impacts resulting from new development adjacent to the MHPA, future projects would be required to comply with Mitigation Framework LU-2 included in Section 5.1 (Land Use) of the CPU PEIR. This Mitigation Framework LU-2 reinforces compliance with the MHPA Land Use Adjacency Guidelines.

Invasive Plants

The PEIR identified future projects allowed under the OMCPU would potentially result in impacts associated with the introduction of invasive species into the MHPA. Mitigation Framework LU-2 requires that landscape plans for future projects not contain any exotic plant/invasive species and include an appropriate mix of native species that would be used adjacent to the MHPA. With the requirement that Mitigation Framework LU-2 be implemented at the project level, as applicable, the CPU PEIR found that potential impacts at the Community Plan level would be reduced to below a level of significance.

Wetlands

The CPU PEIR concluded that impacts to wetlands, vernal pools, and other jurisdictional water resources would be potentially significant and that future projects that cannot demonstrate compliance with CPIOZ Type A because impacts to wetlands/jurisdiction resources cannot be avoided shall be required to implement Mitigation Framework BIO-4. Mitigation Framework BIO-4 requires compliance with U.S. Army Corps of Engineers (USACE) Clean Water Act Section 404 requirements and special conditions, California Department of Fish and Wildlife (CDFW) Section 1602 Streambed Alteration Agreement requirements and special conditions, and the City of San

Diego ESL Regulation for minimizing impacts to wetlands. With implementation of Mitigation Framework BIO-4 by future projects, impacts would be less than significant.

Project

In accordance with CPU PEIR Mitigation Framework BIO-1, a *Biological Letter* was prepared by Alden Environmental, Inc. (Alden) (January 3, 2023) for the proposed project. A copy of that report can be found in Appendix B to this Addendum.

Alden surveyed the project site on August 29, 2021, to map existing vegetation communities, search for special status plant species, list plant and animal species observed or detected, and photograph the site. Special attention was paid to the area east of the project site that is within the MHPA. This portion is still considered MHPA and no action to remove or revise the boundary is included with this project (e.g., MHPA Boundary Line Correction). The original project did not identify impacts to the MHPA. The boundary of the MHPA in this location is to accommodate the Otay Mesa Road wildlife undercrossing. Community Plan Circulation Element roadways are considered a conditionally compatible use in the MHPA. Both Otay Mesa Road (Six-Lane Prime Arterial) and Corporate Center Drive (Four-Lane Collector) were identified as circulation element roadways in the OMCP at the time of the original project approval and grading for the VTM. The off-site sewer and water connections to the north would occur within the already developed Otay Mesa Road.

Sensitive Plants, Animals, and Habitat

The majority of project site is developed land (Tier IV) that is not sensitive habitat; however, there is 0.01 acre of sensitive Diegan coastal sage scrub habitat (Tier II) on the east side of the MHPA preserve fence. There is also a small amount of off-site development to the south, adjacent to State Route 905. This area supports roadway landscaping. The MHPA (as delineated by the existing preserve fences) is outside of the project footprint and would not be disturbed. The buffer distance between the project impact footprint and the freshwater marsh would be seven feet to the north and 130 feet to the south. The closest proposed built project feature would be the roundabout of the entry drive, which would be 21 feet from the freshwater marsh. Impacts include the permanent project development as well as temporary impacts associated with an approximately 10-foot wide construction buffer area and off-site sewer and water connections in Otay Mesa Road to the north. The adjacent coastal sage scrub and freshwater marsh communities to the east would be avoided and protected by observing the existing MHPA preserve area fencing. The adjacent coastal sage scrub and freshwater marsh communities would be avoided and protected by observing the existing MHPA preserve area fencing. As such, there would be no impact to sensitive vegetation communities and mitigation would not be required.

Sensitive plant species are those that are considered Federal, State, or California Native Plant Society (CNPS) rare, threatened, or endangered; MSCP Covered Species; or MSCP Narrow Endemic species. Narrow Endemic species are a subset of MSCP Covered Species. The project site has been graded and does not support any sensitive plant species. There would be no significant direct impacts to sensitive plant species. Mitigation would not be required.

Sensitive animal species are those that are considered Federal or State threatened or endangered; MSCP Covered Species; or MSCP Narrow Endemic species. No sensitive animal species were found on site as it is a graded site. The Federal listed as threatened coastal California gnatcatcher (CAGN;

Polioptila californica californica) has been observed off-site within the Diegan coastal sage scrub habitat to the east. There would be no significant direct impacts to sensitive animal species.

There is a potential indirect noise impact to the CAGN during project construction. This impact would be avoided through conformance with the specific CAGN MHPA Land Use Adjacency Guidelines discussed above in Land Use (Mitigation Framework LU-2). With compliance with Mitigation Framework LU-2, the project would have no significant impact upon sensitive animal species.

Migratory Wildlife and Nesting Birds

All migratory bird species that are native to the U.S. or its territories are protected under the federal Migratory Bird Treaty Act (MBTA), as amended under the Migratory Bird Treaty Reform Act of 2004. The MBTA is intended to protect migratory birds but it does not mandate specific protections. Typically, protection of migratory birds through the MBTA is provided through restrictions on disturbance of active bird nests during the nesting season. In addition, the USFWS commonly places restrictions on disturbances allowed near active raptor nests. As a general/standard condition, the project must comply with the MBTA and impacts would be less than significant.

Vegetation has been removed from the site and there is no on-site vegetation with potential to support birds and their nests. While there is no suitable nesting habitat on-site, the off-site MHPA area to the east supports suitable nesting habitat for sensitive bird species, including the CAGN. The project site is graded; therefore, the project would not directly impact the nesting of birds the City considers sensitive. Indirect noise impacts to the CAGN, or other sensitive avian species that may be present in the MHPA off-site to the east, would be addressed through project compliance with the MHPA Land Use Adjacency Guideline for Noise discussed above under Land Use. Therefore, the project would not interfere with nesting, reduce foraging habitat, or obstruct wildlife movement as a result of noise, construction activities, habitat loss and/or fragmentation. Impacts would be less than significant.

MSCP

The project site is within the City's MSCP Subarea. The MSCP identifies areas to be preserved, known as the MHPA. The eastern portion of the project site is shown as within the City's MHPA mapping area; however, the portion of the MHPA within the project footprint represents a subsurface wildlife corridor connection via a culvert undercrossing and previously graded area as described under Section III, Environmental Setting. The off-site sewer and water connections in Otay Mesa Road to the north would have no impact to the MHPA. The sewer force main would require excavation work above the MHPA culvert; however, this would not conflict with the MHPA culvert and would not impact the undercrossing. The surface MHPA located east of the proposed project limits and is delineated by an existing chain link fence installed by the City and Caltrans. The project would not grade or remove sensitive habitats or otherwise directly impact covered species within the MHPA. As such, the project impact would be less than significant.

The City adopted the Vernal Pool Habitat Conservation Plan (VPHCP) in October 2017, after the CPU PEIR was certified therefore, the VPHCP was not addressed in the analysis provided in the CPU PEIR. The project site is not located in or adjacent to the CPHCP conservation area.

Wetlands

No potential Waters of the U.S., Waters of the State, and/or City Wetlands would be affected by the project, as none are present on-site. All work associated with the project would occur on top of the existing graded pad area.

The project site was graded in accordance with a previously approved Vesting Tentative Map for the Otay Mesa East project, and that project, like the proposed project, included a new private drive off Otay Mesa Road along the site's eastern boundary. The project would include the new private drive with surface parking beyond the gate in the south. Buffer distances between the current project impact footprint and the freshwater marsh would be seven feet in the north and 130 feet in the south. The closest built project feature would be the entry drive roundabout before the gate, which would be 21 feet from the freshwater marsh.

The off-site MHPA and the freshwater marsh wetland habitat therein would not be impacted by the project directly, and potential indirect effects would be addressed through project compliance with the MHPA Land Use Adjacency Guidelines as discussed above under Land Use (see Mitigation Framework LU-2). The buffer distances are considered adequate to protect the freshwater marsh because no sensitive plant or animal species have been reported in the freshwater marsh, and the project would comply with the MHPA Land Use Adjacency Guidelines to protect the MHPA from: 1) potential drainage issues; 2) potential issues with toxins; 3) significant night lighting impacts; 4) human intrusion by not affecting the preserve fencing barrier; and 5) the introduction of invasive species.

No impacts to potential Waters of the U.S., Waters of the State, and/or City Wetlands would occur because no such features occur on-site. As such, the project does not require agency permitting or City wetland deviation findings. Mitigation would not be required.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR relative to Biological Resources. The CPU PEIR included Mitigation Framework BIO-1, BIO-2, BIO-3, and BIO-4. In accordance with Mitigation Framework BIO-1 and BIO-3 a site-specific biological resources survey report was conducted for the project and the project was analyzed in accordance with CEQA Significant Thresholds. The project would not result in direct impacts on sensitive wildlife species and therefore Mitigation Framework BIO-2 does not apply to the project. Mitigation Framework BIO-4 does not apply to the project as the project would not result in any direct impacts to City, State or Federally regulated wetlands. Mitigation Framework LU-2 is being carried forward onto this project via a standard condition that requires compliance with the MHPA Land Use Adjacency Guidelines. The project is consistent with all CPU PEIR measures relevant to sensitive plant, animal species, migratory birds, the MSCP, and the MHPA. The project would not result in any new significant Biological Resource impacts or a substantial increase in the severity of Biological Resource impacts from those described in the CPU PEIR.

Historical Resources

CPU PEIR

The CPU PEIR evaluated impacts to historical resources in Section 5.5.

Prehistoric or Historical Impacts

The CPU PEIR found that due to the number and density of prehistoric and historical resources in the Community Plan area, future development has the potential to result in the loss of resources, which would be a significant impact at the program level. Impacts from future development on the built environment would occur at the project level. Any alteration, relocation, or demolition associated with future development that would affect historic buildings, structures, objects, landscapes, and sites would represent a potential significant impact to historical resources.

Given the presence of historical resources distributed throughout the Community Plan area, the CPU PEIR found that implementation of the OMCP has the potential to result in significant impacts to historical resources. The OMCP includes several policies aimed to reduce impacts to historical resources within the Community Plan area, as well as development regulations required for projects within areas covered by CPIOZ Type A that address archaeological resources. Additionally, implementation of the Mitigation Framework for Historical Archaeological Resources (Mitigation Framework HIST-1) and Historic Building, Structures, and Object (Mitigation Framework HIST-2) detailed in the CPU PEIR would reduce impacts associated with future development projects to below a level of significance. Mitigation Measure HIST-1 required that, prior to issuance of any permit for a future development project implemented in accordance with the OMCP area that could directly affect an archaeological resource, steps shall be taken to determine: (1) the presence of archaeological resources and (2) the appropriate mitigation for any significant resources that may be impacted by a development activity. Sites may include, but are not limited to, residential and commercial properties, privies, trash pits, building foundations, and industrial features representing the contributions of people from diverse socio-economic and ethnic backgrounds. Sites may also include resources associated with prehistoric Native American activities.

Mitigation Framework HIST-2 requires that the City determine historical significance of any future development that would directly or indirectly impact a building/structure in excess of 45 years. The evaluation of historical architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity.

Religious or Sacred Uses

The CPU PEIR concluded that Impacts on sacred or religious places could result during construction activities associated with implementation of the CPU. Impacts to known resources and those not yet found and formally recorded, could occur anywhere within the CPU. Future grading of original in situ soils could also expose buried historical archaeological resources and features including sacred sites. Potential impacts to historical resources associated with construction of future projects implemented in accordance with the CPU, would be considered significant. Future development implemented in accordance with the CPU and the supplemental development regulations for CPIOZ Type A (ministerial) would not be required to incorporate the Mitigation Framework measures and alternatives adopted in conjunction with the certification of this PEIR. However, for future development subject to review under CPIOZ Type B (discretionary), implementation of the Mitigation

Framework measures adopted in conjunction with the certification of this PEIR would be required as outlined in Mitigation Framework HIST-1. Therefore, the program-level impact related to religious or sacred uses would be reduced to below a level of significance.

Human Remains

Impact thresholds for human remains depend on whether sites or places containing human remains occur within the potential impact area of a project. Although Native American human remains have not been identified in the CPU area, there is a potential for human remains to be encountered during future construction activities associated with implementation of the CPU. All future development implemented in accordance with the CPU would be subject to the development review process to ensure compliance with Federal, State and local criteria for the appropriate treatment of human remains. Any impacts would therefore be considered significant. The discovery of human remains also demands that certain laws and protocols be followed before proceeding with any action that might disturb the remains further. If human remains are discovered, then the provisions set forth in California Public Resources Code Section 5097.98 and State Health and Safety Code Section 7050.5 would be implemented in consultation with the assigned Most Likely Descendant as identified by the NAHC. Impacts to known resources and those not yet found and formally recorded could occur anywhere within the CPU. Future grading of original in situ soils could also expose buried human remains. Potential impacts to historical resources associated with construction of projects implemented in accordance with CPU would be considered significant. Mitigation Framework HIST-1 would be required. Future development implemented in accordance with the CPU and the supplemental development regulations for CPIOZ Type A (ministerial) would not be required to incorporate the Mitigation Framework measures and alternatives adopted in conjunction with the certification of this PEIR. However, for future development subject to review under CPIOZ Type B (discretionary), implementation of the Mitigation Framework measures adopted in conjunction with the certification of this PEIR would be required as outlined in HIST-1 above. Therefore, the program-level impact related to human remains would be reduced to below a level of significance.

Project

Prehistoric or Historical Impacts

In accordance with the OMCP Mitigation Framework for Historical Archaeological Resources (Mitigation Framework HIST-1), a Cultural Resources Letter Report was prepared for the Otay Mesa East project MND that determined that the project site is situated within prehistoric site CA-SDI-6941 a lithic scatter site that contains artifact concentrations. When SR-905 was constructed, a Management Plan was prepared in lieu of testing sparse lithic scatters that was accepted by the City, Caltrans, and the SHPO. The Otay Mesa East project site was surveyed as part of the SR-905 project and no artifact or loci of site CA-SDI-6941 were identified within the project area. However, given the poor ground visibility during the SR-905 study and as a result of working with City staff, implementation of a monitoring program was required for the Otay Mesa East project.

The project site has been previously graded in accordance with a previously approved VTM. The Geotechnical Investigation prepared by GEOCON, Inc. (December 29, 2017) for the project found that the project site is underlain by undocumented fill at a depth of three feet, topsoils at a depth of one to four feet, and Very Old Paralac Deposits. The project would involve approximately 2,193 cubic yards of cut at a depth of eight feet; some grading would occur within native material. Based on

these findings and the prior disturbance of the site, the project site is not likely to contain archaeological resources. However, because some grading would occur within native material, potential impacts to unknown subsurface archaeological resources could occur. Mitigation Framework HIST-1 would be required to reduce potential impacts to below a level of significance.

Religious or Sacred Uses

As stated above, the project site has been previously graded, and earthwork required for project construction would be unlikely to impact any religious or sacred uses. Impacts would be less than significant.

Human Remains

The project site has been previously graded and earthwork for project construction is not likely to disturb any human remains. Impacts would be less than significant.

Conclusion

The CPU PEIR included Mitigation Framework HIST-1 and HIST-2. The above initial determination satisfies the requirements of Mitigation Framework HIST-1 of the CPU PEIR. However, because the project would include grading into native materials Mitigation Framework HIST-1, which requires monitoring during grading activities, would be implemented as part of the project. Mitigation Framework HIST-2 related to historic buildings, structures and object and does not apply to the project as the project site is undeveloped and does not contain any buildings, structures, or objects.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the Otay Mesa CPU PEIR relative to Historic Resources. The project would not result in any new significant Historical Resources impacts or a substantial increase on the severity of impacts to Historical Resources from that described in the CPU PEIR.

Human Health/Public Safety/Hazardous Materials

CPU PEIR

The CPU PEIR evaluated human health relative to public safety and hazardous materials impacts in Section 5.6. Section 5.3, Air Quality of the CPU PEIR evaluated health risk associated with toxic air contaminants. (see discussion above in this Addendum under Air Quality). The CPU PEIR found that the OMCP would have significant impacts associated with wildfires, aircraft hazards, and hazardous sites and presented a Mitigation Framework, requiring Mitigation Measures HAZ-1, HAZ-2, and HAZ-3 to be implemented at the project level in order to reduce impacts to below a level of significance.

Health and Safety Hazards

Health Hazards

As indicated above, the PEIR discussed health hazards in several sections. Refer to those other discussions, as well as the below wildlife and airport discussions, for additional details.

Wildfire Hazards

The CPU PEIR found that future development projects that would implement the OMCP would have the potential to result in significant impacts related to wildland fires requiring implementation of Mitigation Framework HAZ-1 to reduce impacts related to wild land fires to below a level of significance. This mitigation framework measure requires future projects to incorporate sustainable development and other measures into site plans in accordance with the City's Brush Management Regulations, and Landscape Standards pursuant to General Plan and OMCP policies intended to reduce the risk of wildfires. In addition, the Mitigation Framework sets forth that future projects shall be reviewed for compliance with the 2010 California Fire Code, Section 145.0701 through 145.0711 of the LDC, and Chapter 7 of the California Building Code.

Aircraft Hazards

The CPU PEIR found that future development projects associated with the OMCP would have the potential to result in significant impacts related to airport operations at the Abelardo L. Rodriguez International Airport and Brown Field Municipal Airport and identified Mitigation Framework HAZ-2 to reduce impacts. Mitigation Framework HAZ-2 requires that the City inform project applicants for future development concerning the existence of the Part 77 imaginary surfaces and Terminal Instrument Procedures and FAA requirements. The mitigation framework also requires the City to inform project applicants when proposed projects meet the Part 77 criteria for notification to the FAA as identified in City of San Diego Development Services Department Information Bulletin 520. It also prohibits the City from approving ministerial projects that require FAA notification without a FAA determination of "No Hazard to Air Navigation" for the project. Lastly, the mitigation framework states the City shall not recommend approval of subsequent development projects that require FAA notification without a FAA determination of "No Hazard to Air Navigation" for the project until the project can fulfill State and Airport Land Use Commission (ALUC) requirements. With implementation of Mitigation Framework HAZ-2, the PEIR identified potential future project aircraft hazards impacts would be reduced to below a level of significance.

Hazardous Substances

The CPU proposes new uses near existing industrial development or existing properties of environmental concern, as well as industrial and commercial land use designations that would allow certain business and industrial operations to generate, transport, or temporarily store hazardous waste within the vicinity of residential uses. Additionally, trucks serving local businesses would expose residents to hazards associated with the release of hazardous materials (i.e., spillage; accidents, and explosions) that would be transported through the CPU area. The designation of truck routes within the CPU area along with roadway improvements in conjunction with buildout of the circulation network would reduce the potential risk of exposure from hazardous materials to residents as a result of transporting hazardous materials. Implementation of the policies contained in the General Plan, CPU, and regulations imposed by Federal, State, and local agencies, including the Environmental Protection Agency (EPA), Resource Conservation and Recovery Act (RCRA), California Department of Health Services (DHS), County of San Diego Department of Environmental Health (DEH), and Caltrans, would reduce potential impacts to below a level of significance. Disclosure of adherence to the requirements outlined in the City's Municipal Code related to minimizing potential impacts from hazardous materials, as well as any regulations imposed by Federal, State and other local agencies would be required during the discretionary review process.

Hazardous Sites

The CPU PEIR identified that Community Plan area contained hazardous material sites pursuant to Government Code Section 65962.5 and that these sites, along with any unknown hazardous sites within the Community Plan area, would have potentially significant impacts on future development and land uses within the Community Plan area. The CPU PEIR identified Mitigation Framework HAZ-3 to reduce impacts, which requires the preparation of a Phase I Site Assessment prior to the approval of implementing development and to require that all on-site contamination be avoided or remediated in compliance with local, state, and federal regulations. The CPU PEIR concluded that with compliance to General Plan and OMCP policies and local, State, and Federal regulations, as well as implementation of Mitigation Framework HAZ-3, potential impacts associated with hazardous sites would be reduced to below a level of significance. Mitigation Framework HAZ-3 requires that a Phase I Site Assessment be completed in accordance with Federal, State, and local regulations for any property identified on a list compiled pursuant to Government Code Section 65962.5. Per the mitigation framework, the report shall include an existing condition survey, detailed project description, and specific measures proposed to preclude upset conditions (accidents) from occurring. If hazardous materials are identified, a Phase II risk assessment and remediation effort shall be conducted in conformance with federal, state, and local regulations per the mitigation framework. With compliance with regulations and Mitigation Framework HAZ-3, hazardous site impacts would be reduced to below a level of significance.

Project

Health and Safety Hazards

Health Hazards

Refer to the Air Quality analyses above, as well as the wildlife and airport, discussions below.

Wildfire Hazards

As discussed in the CPU PEIR and presented in Mitigation Framework HAZ-1, all future projects implemented in accordance with the OMCP shall be required to incorporate sustainable development and other measures into site plans in accordance with the City's Brush Management Regulations, Landscape Standards pursuant to General Plan, and OMCP policies intended to reduce the risk of wildfires.

The project site is directly bordered by Otay Mesa Road to the north and SR-905 to the south, as well as Emerald Crest Court to the west. Past these roadways, developed areas exist to the northwest and northeast. The project site's proximity to large areas of native vegetation in the undeveloped land to the south past SR-905 and north of the site past Otay Mesa Road could present wildland fires as a significant threat. The project includes a Landscape Plan that features a mix of climate-appropriate plants that are well adapted to the climate of San Diego, and also includes an irrigation system that conforms to the City of San Diego Landscape Ordinance and Land Development Manual Standards. The design of the irrigation system would provide adequate support for the vegetation to be added to the project site, reducing the potential for wildfires. In addition, the project would follow fire management policies, rules, and regulations established by the City of San Diego, County of San Diego Office of Emergency Services, and the California Department of Forestry and Fire Protection such as policies and regulations addressing wildfire evacuation and fire prevention.

Compliance with those policies, rules, and regulations would reduce the impacts related to exposure of people or structures to a significant risk of loss, injury, or death from wildland fires to less than significant. Impacts would be less than significant. No mitigation measures are required.

Aircraft Hazards

As discussed in Section 5.6.3 of the CPU PEIR, future projects developed in accordance with the OMCP have the potential to conflict with FAA requirements and result in a significant aircraft hazards impact. The project is located within AIA Review Area 2 and the FAA Part 77 Notification Area for Brown Field. In accordance with CPU PEIR Mitigation Framework HAZ-2, an FAA No Hazard notification request was processed for the project. The FAA concluded that the project poses no hazard to air navigation in a letter dated February 4, 2022 (included as Appendix C). Therefore, implementation of the project would not result in a safety hazard for people working in the project area. Impacts would be less than significant. No mitigation measures are required.

Hazardous Substances

Implementation of the project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. Construction of the project would involve the transport, use, and disposal of hazardous materials such as fuel, solvents, chemicals, and oils associated with operating construction equipment. Such transport, use, and disposal would be compliant with all applicable regulations and requirements. Although small amounts of fuel, solvents, chemicals, and oils would be transported, used, and disposed of during the construction phase, these materials are typically used in construction projects and would not represent the transport, use, and disposal of actively hazardous materials. In addition, the transport of the aforementioned materials would comply with all regulations and would not create a significant hazard to public health.

Hazardous Sites

In accordance with CPU PEIR Mitigation Framework HAZ-3, a Phase I Environmental Site Assessment (ESA) was prepared by GEOCON (January 31, 2020) for the project and is attached as Appendix D. The Phase I ESA searched Federal, State, and local databases regarding the use, storage, disposal, or release of hazardous substances and/or petroleum products for the site and surrounding area within one mile of the project site. The Phase I ESA identified no evidence of recognized environmental conditions (RECs) in connection with the project site except for previous agricultural use of the site. Past agricultural use of the site suggests that pesticides may have been used on-site and persistent pesticides and associated metals may be present in the soil on-site. Given the planned residential development of the site and the limited regulation of these materials during the period the site was used agriculturally, the potential for persistent pesticides and arsenic to be present in soil is considered a REC. Soil sampling and analysis was recommended to determine if a potential health risk for future site residents exists and if further action to mitigate that risk is warranted. A Phase II Environmental Site Assessment was prepared by GEOCON (February 6, 2020) to assess the potential presence of organochlorine pesticides (OCPs) and arsenic in the surface soil and aerially deposited lead around the northern boundary of the project site adjacent to Otay Mesa Road. The Phase II ESA found that OCPs, lead, and arsenic were detected in the soil samples; however, the level of concentration is below screening levels for residential soil and were determined to not be hazardous. In addition, the detected arsenic concentrations are within the range of naturally occurring concentrations for soil in California. These findings suggest that further investigations or corrective action to protect human health or the environment related to OCPs,

aerially deposited lead and arsenic at the project site is not warranted. Impacts associated with hazardous materials would be less than significant.

Conclusion

The CPU PEIR included Mitigation Framework HAZ-1, HAZ-2, and HAZ-3. The project would incorporate sustainable development and other measures into its site plans in accordance with the City's Brush Management Regulations, Landscape Standards pursuant to General Plan, and OMCP policies intended to reduce the risk of wildfires as required by Mitigation Framework HAZ-1. In addition, an FAA No Hazard Determination notification request was processed for the project in accordance with Mitigation Framework HAZ-2 and a Phase I ESA was prepared for the project in accordance with Mitigation Framework HAZ-3.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR, relative to Human Health/Public Safety/Hazardous Materials. The project would not result in any new significant Human Health/Public Safety/Hazardous Materials impacts nor would a substantial increase in the severity of Human Health/Public Safety/Hazardous Materials impacts from that described in the CPU PEIR.

Hydrology/Water Quality

CPU PEIR

The CPU PEIR analyzed potential impacts to Hydrology and Water Quality in Section 5.7, Hydrology/Water Quality.

Runoff

The CPU PEIR found that buildout in accordance with the OMCP would result in an increase in impervious surfaces and associated increased runoff, and result in alterations to on- and off-site drainage. Therefore, implementation of the OMCP has the potential to result in significant direct and indirect impacts associated with runoff and alternations to on- and off-site drainage patterns.

Natural Drainage System

Buildout in accordance with the OMCP also has the potential to result in a substantial change to stream flow velocities and drainage patterns on downstream properties and could result in significant direct and indirect impacts to the natural drainage system.

Flow Alteration

Future development within the OMCP area could potentially impact the existing course and flow of flood waters, resulting in potentially significant impacts. Adherence to Federal, State, and local regulations would serve to reduce significant impacts to a degree but cannot guarantee that all future project-level impacts would be avoided or mitigated to below a level of significance. Therefore, impacts associated with Hydrology would be significant at the program-level. The CPU PEIR includes a Mitigation Framework (HYD/WQ-1) which, when implemented, would reduce impacts associated with Hydrology to below a level of significance. Mitigation Measure HYD/WQ-1 requires that project applicants demonstrate that future projects are sited and designed to minimize impacts on absorption rates, drainage patterns, and surface runoff rates and floodwaters in accordance with

current City and Regional Water Quality Control Board (RWQCB) regulations. Future design of projects shall incorporate all practicable measures in accordance with the RWQCB, the City Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC), and the LDC, and shall be based on the recommendations of a detailed hydraulic analysis.

Water Quality

The PEIR concluded future projects constructed during buildout of the CPU could result in potentially significant impacts to water quality. Pollutants of concern were identified for residential, commercial, industrial, and public facilities. In order to reduce potential impacts to water quality, a Mitigation Framework HYD/WQ-2 was identified. This Mitigation Framework HYD/WQ-2 requires that future projects be sited and designed to minimize impacts on receiving waters, in particular the discharge of identified pollutants to an already impaired water body. Prior to approval of any entitlements for any future project, the City shall ensure that any impacts on receiving waters shall be precluded and, if necessary, mitigated in accordance with the requirements of the City's Storm Water Runoff and Drainage Regulations (Chapter 14, Article 2, Division 2 of the LDC) and other appropriate agencies (e.g., RWQCB). To prevent erosion, siltation, and transport of urban pollutants, all future projects shall be designed to incorporate any applicable storm water improvement, both off- and on-site, in accordance with the City of San Diego Storm Water Standards Manual.

Project

The project is identified as a "priority" project; therefore, a *Storm Water Quality Management Plan* (SWQMP) was prepared by Hunsaker & Associates San Diego, Inc., dated January 18, 2022, as well as a *Drainage Study* (January 18, 2022), accordance with the CPU PEIR Mitigation Framework. These reports can be found as Appendix E and Appendix F, respectively.

Hydrology (Runoff, Natural Drainage System, and Flow Alteration)

The project site has been previously graded in accordance with VTM No. 138-1761 but is currently undeveloped and consists of two mass-graded pads with two built-in desilting basins. The runoff from the northern small pad (approximately 1.1 acres) flows from southwest into northeast of the pad where the small desilting basin is located. The basin then discharges into the existing storm drain system located in the northern part of the site, which then flows north across Otay Mesa Road and discharges to a canyon that flows toward the Otay River and eventually to the San Diego Bay. The runoff from the rest of the site mass-graded pad (approximately 10 acres) flows from northwest to southeast of the pad where the big desilting basin is located. The basin then drains in an easterly direction toward an existing canyon which conveys drainage south across the Mexico border to the Tijuana River and eventually to the Pacific Ocean.

Development of the project site includes the addition of storm drains, curb inlets, and cleanouts along the proposed on-site private roads and parking spaces to collect and convey the storm runoff to the north and east public storm drains. The project proposes two major drainage basins, which drain to major watersheds. Basin 100 drains in easterly direction toward an existing canyon, which conveys drainage south across the Mexico border to the Tijuana River and eventually to the Pacific Ocean, and Basin 200, which drains towards an existing storm drain system located in the northern part of the site, then flows north across Otay Mesa Road, and discharges to a canyon that flows toward the Otay River and eventually to the San Diego Bay.

The project's storm drain network would collect, convey, treat, and detain storm water runoff throughout the development area prior to discharging to each drainage basin's respective outfall. Development of the project would create more impervious surfaces than what exists in current conditions and would result in an increase in storm water runoff and potential urban pollutants typically associated with developed land uses. Therefore, the project would include a comprehensive storm water management design that would combine low impact design (LID), water quality pollutant control, detention/hydromodification management, and flood control design features. The detention of project flows would comply with requirements set forth in the City of San Diego Drainage Design Manual, dated January 2017, and Detention Criteria for Watersheds Tributary to the Mexico/U.S.A. border pursuant to the City of San Diego Notice, dated August 7, 1987. The notice requires detention for the five-year, 10-year, 25-year, and 50-year storm events. Because the facilities for this development are sized to convey the 100-year storm event, 100-year detention would also be provided. Table 7, *Proposed Hydrological Conditions*, shows the peak flows for the five-, 10-, 25-, 50-, and 100-year storm events.

The "1987 NOTICE from Engineering and Development Department," which addresses drainage requirements for development in Otay Mesa, requires that all property in Otay Mesa that is within the water shed that drains into Mexico to provide storm water detention facilities so that there will be no increase in the rate of runoff due to development of the property. Detention facilities shall be designed so that the rate of runoff from the property will not be greater after development than it was before development for five-year, 10-year, 25-year, and 50-year storm event.

Table 7, Proposed Hydrological Conditions

Storm Event	Drainage Area (acres)	Proposed Condition			
		Time of Concentration (minutes)		Peak Flow Rate (CFS)	
Basin 100					
		Without Project Improvements	With Project Improvements	Without Project Improvements	With Project Improvements
100-year	14.3	11.92	23.67	34.31	17.96
50-year		12.39	24.65	32.45	15.94
25-year		12.09	23.69	29.59	13.77
10-year		12.67	25.19	25.12	10.43
5-year		12.46	24.80	21.59	6.26
Basin 200					
100-year	13	16.98	16.98	26.98	26.21

Source: Appendix F

The Basin 100 storm drain system would drain to the east, collect runoff from approximate 14 acres of the developed area, and convey it to the vault at the west border. The vault, which includes a detailed outlet structure, is proposed for detention and hydromodification purposes. The required water quality flow from Basin 100 would be routed to a modular wetland unit (MWS) to address the water quality requirements before connecting to a storm drain that conveys flows in an easterly direction toward a flow spreader located at the outfall designed to disperse flows and mimic historic drainage conditions. The storm drain outfall would be located outside of the designated MHPA boundary.

Basin 200 includes 0.65-acre that would drain to a biofiltration basin at the northern border of the site to address water quality and hydromodification requirements, and 1.81 acres from Otay Mesa

Road that drains to a curb inlet. The runoff captured by the inlet would be comingled with basin's discharge and flows from development west of the site and conveyed north via exiting 30-inch reinforced concrete pipe (RCP) that crosses Otay Mesa Road toward a canyon and flows to the Otay River and eventually to the San Diego Bay. Detention from Basin 200 would not be required, because this area would not discharge runoff south across the US/Mexico border.

The depth to perched groundwater at the project site was estimated to be over 50 feet. Groundwater was not encountered in any explorations of the project site. Although the static groundwater is located at considerable depth, perched layers may exist or develop on top of impervious clay soil layers, particularly in close proximity to the drainage channels. Groundwater may be encountered during construction activities, but due to the lack of permanent near-surface groundwater, the project would not deplete groundwater supplies or interfere with groundwater recharge. Impacts would be less than significant. No mitigation measures are required.

The project site is not located within an identified flood hazards area or within a 100-year flood hazard area and is not subject to flooding. The proposed project would not increase existing flows and would not adversely impacting the existing downstream drainage facilities.

The project would not significantly alter the drainage pattern of the project site or area. There would be no changes to the existing drainage patterns or outlet locations. Runoff would be routed to onsite treatment BMPs to comply with San Diego Storm Water standards. The project would not result substantial erosion or siltation. While the project would increase storm water run-off from the site, it would not significantly alter the overall drainage pattern of the site or area in a manner that would result in substantial increase in the rate or amount of surface runoff. No impact would occur and no mitigation measures are required.

In accordance with Mitigation Measure HYD/WQ-1 of the CPU PEIR, the project has been designed to minimize impacts on absorption rates, drainage patterns, and surface runoff rates and floodwaters in accordance with City and RWQCB regulations and based off project-specific hydraulic analyses (refer to Appendices D and E of this Addendum).

Water Quality

According to the SWQMP, the project would implement biofiltration basins and source control best management practices (BMPs). Infiltration BMPs were deemed infeasible due to underlying soils, which are not conducive to infiltration practices. Bioretention BMPs were not selected due to the low infiltration potential of underlying soils. Biofiltration BMPs (Bioretention and underdrain) and an underground vault were selected as the most feasible solution to provide storm water pollutant control, hydromodification management, and detention of flows across a spectrum of return periods, including the two 10-year flows from hydromodification management measures, 25-year, 50-year, and 100-year storm events, prior to discharging to the historical outfall locations. One volume-based Modular Wetland Unit is proposed as a proprietary biofiltration BMP to treat the proposed mixed-use site. Another Modular Wetland unit is proposed as the proprietary biofiltration BMPs to treat the proposed public street on the eastern portion of the project.

The project would result in creating approximately 70 percent of the project site as impervious surfaces with buildings, roadways, and parking lots. Graded and disturbed areas would be re-vegetated and landscaped to minimize erosion. The post construction site would have minimal risks of erosion occurring given proper plant establishment, and transport of sediments downstream

would be significantly reduced by means of pretreatment and proposed on-site detention basins with no off-site discharge location. Adherence with the standards would preclude a cumulatively considerable contribution to erosion of siltation on- or off-site.

Development of the project site would result in an increase of storm water runoff. Due to the lack of infiltration on-site, biofiltration basins and an underground vault are proposed as the primary treatment to manage peak flows by storing storm water runoff and controlling release of flow. The site would utilize proprietary biofiltration devices to achieve compliance with the storm water standards.

The project would not result in any significant alteration of water quality or violate any water quality standards. No impact would result. To comply with current storm water regulations, bioretention BMPs would be implemented to control the anticipated increase in pollutant loads and peak runoff from the proposed development. No mitigation measures are required.

In accordance with the SDMC, the property owner would be required to enter into a Storm Water Management and Discharge Control Maintenance Agreement (Maintenance Agreement) for the installation and maintenance of permanent storm water BMPs prior to issuance of construction permits. The Maintenance Agreement is intended to ensure the establishment and maintenance of permanent storm water BMPs on-site as described in the SWQMP and shown on the Vesting Tentative Map. Additionally, the project would be required to adhere to all storm water construction requirements of the State Construction General Permit, Order No. 2009-0009DWQ, or subsequent order, and the Municipal Storm Water Permit, Order No. R9-2013-0001, or subsequent order. In accordance with Order No. 2009-0009DWQ, or subsequent order, a Risk Level Determination shall be calculated for the site and a Storm Water Pollution Prevention Plan (SWPPP) shall be implemented concurrently with the commencement of grading activities.

In accordance with Mitigation Framework HYD/WQ-2 of the CPU PEIR, the project has been designed to minimize impacts on receiving waters, specifically the discharge of identified pollutants to an already impaired water body. In addition, the project was designed to incorporate any applicable storm water improvement, both off- and on-site, in accordance with the City of San Diego Storm Water Standards Manual.

Conclusion

The CPU PEIR included Mitigation Framework HYD/WQ-1 and HYD/WQ-2. In accordance with Mitigation Measure HYD/WQ-1 the project has been designed to minimize impacts on absorption rates, drainage patterns, and surface runoff rates and floodwaters. In accordance with Mitigation Framework HYD/WQ-2 of the CPU PEIR, the project has been designed to minimize impacts on receiving waters.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR relative to Hydrology/Water Quality. Mitigation Measures HYD/WQ-1 and HYD/WQ-2 of the CPU PEIR would be completed as part of the project design. The project would not result in any new significant Hydrology/Water Quality impacts or a substantial increase in the severity of impacts to Hydrology/Water Quality from those described in the CPU PEIR.

Geology/Soils

CPU PEIR

Impacts to geology and from geologic hazards were analyzed in Section 5.8 of the CPU PEIR.

Geologic Hazards

The Community Plan area is located in a seismically active region of California; therefore, the potential exists for geologic hazards, such as earthquakes and ground failure. The CPU PEIR states that the Community Plan area is underlain by three surficial soils deposits and three geologic formations. The surficial soils include artificial fill (unmapped), topsoil/colluvium (unmapped), and alluvium. The geologic formations include Pleistocene Very Old Paralic Deposits (formerly the Lindavista Formation), Upper Pliocene San Diego Formation, and Pliocene Otay Formation.

The clay mudstone strata within the Very Old Paralic Deposits exhibits high to very high expansion potential. Unstable conditions relating to compressible soils, landslides, seismicity (faults), and expansive soils were found to be a potentially significant impact for future development. In order to ensure that impacts associated with geologic hazards are reduced to below a level of significance, the CPU PEIR Mitigation Framework required implementation of Mitigation Framework GEO-1.

Erosion

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

In order to ensure that impacts associated with Geology and Soils are reduced to below a level of significance, the CPU PEIR Mitigation Framework required implementation of Mitigation Framework GEO-2. GEO-2 states that as a part of the future development permitting process, the City shall require individual project to adhere to the Grading Regulation and National Pollutant Discharge Elimination System (NPDES) permit requirements, as well as the California Building Code, to avoid or reduce erosion.

Project

A *Geotechnical Investigation Report* was prepared by GEOCON (December 29, 2017) for the proposed project. This report can be found as Appendix G to this Addendum.

Geologic Hazards

According to the site-specific geotechnical investigation, the site is not underlain by active or potentially active faults, nor does the site lie within an Alquist-Priolo Earthquake Fault Zone. The Newport-Inglewood/Rose Canyon Fault is the closest mapped active fault and is located approximately eight miles west of the site. Based on this information, the potential for ground rupture due to faulting at the site is considered low. However, the project would be required to comply with seismic requirements of the California Building Code (CBC), as well as utilize proper engineering design and standard construction practices, to be verified at the building permit stage,

in order to ensure that impacts to people or structures would be reduced to an acceptable level or risk.

The site is located in Geologic Hazard Category 53 on the San Diego Seismic Safety Maps. Category 53 is described as level or sloping terrain, unfavorable geologic structure, and variable slope stability. However, due to the relatively flat-lying topography on and nearby the subject site, the potential for landsliding is considered low. Due to the relatively high density of the underlying soils and the lack of permanent near-surface groundwater, the risk associated with liquefaction hazard at the site is low. The project site is located approximately eight miles east of the Pacific Ocean at an elevation of approximately 510 feet AMSL.

Highly expansive soils were observed within the borings and test pits performed for the investigation. Grading would result in cuts and fills from existing grade of approximately two feet or less to construct the proposed sheet grades. Because of the limited depth of fills planned, grading would result in expansive clay soils near finish grade elevations. Therefore, the Geotechnical Investigation Report includes recommendations for select grading occur that would provide a three- to five-foot thick cap of low- to medium-expansive soil. To provide the select cap, one of three options would be used: (1) mine the underlying low to medium expansive Very Old Paralic Deposits to provide sufficient soil to cap the site; (2) perform lime treatment to reduce the expansive potential of the clayey soils; or (3) import select low-expansive soils to cap the site. Implementation of any of these options would remedy construction in areas of expansive soils. Impacts would be less than significant.

The project would be required to comply with seismic requirement of the CBC, as well as utilize proper engineering design and standard construction practices, to be verified at the building permit stage, in order to ensure that would reduce impacts to people or structures to an acceptable level of risk. No mitigation measures would be required.

Erosion

The project site is generally flat and does not contain any step hillsides. The project would be designed with adequate site drainage to prevent erosion on-site. In addition, and in order to comply with Mitigation Framework GEO-2, the project would adhere to the Grading Regulation and NPDES permit requirements, as well as the CBC. This would preclude erosion on the project site. Impacts would be less than significant.

Conclusion

The CPU PEIR included Mitigation Framework GEO-1 and GEO-2. A project specific geotechnical report was prepared for the project in accordance with GEO-1 and the project would implement and adhere to the Grading Regulation and NPDES permit requirements in accordance with GEO-2.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR, relative to Geology and Soils. The project would not result in any new significant geologic impacts or a substantial increase in the severity of Geology and Soils impacts from those described in the CPU PEIR.

Energy Conservation

CPU PEIR

The CPU PEIR analyzed energy conservation in Section 5.9 of the CPU PEIR. The CPU PEIR found that the OMCP would not result in the use of excessive amounts of fuel or other forms of energy use during the construction of future projects under the OMCP, and construction impacts would be less than significant. Implementation of the OMCP was not anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of the OMCP, State and local mandates for energy conservation and the energy reduction measures set forth in the OMCP policies, impacts associated with energy use would be less than significant. No mitigation measures are required.

Project

Energy usage during construction of the project would be short-term and not considered significant. The project includes a CPA and rezone to allow for residential development within a site planned for commercial use. However, development of the project would not result in any new or more severe impacts related to electric power or fuel consumption in comparison to what would be needed to accommodate the site if it was fully developed as a commercial property. Therefore, long-term operational impacts would not be considered significant.

The project would adhere to all State and local mandates for energy conservation, as well as the energy reduction measures set forth in the OMCP policies. These policies include incorporating energy saving technology in truck parking areas to reduce idling and the use of shading in development plans. The project's landscape plan includes tree-lined sidewalks and landscaped parkways on the perimeter of the site, as well as the internal parking area, to provide shade to minimize heat gain.

At a minimum, future projects implemented in accordance with the OMCP are required to meet the mandatory energy standards of the current California energy code (Title 24 Building Energy Standards of the California Public Resources Code). Some efficiencies associated with the Energy Standards under Title 24 include the building (HVAC mechanical system, water heating system, and lighting system). Within the Climate Change and Sustainability section of the OMCP's Conservation Element, a policy states that in order to reduce project-level GHG emissions to acceptable levels through project design, application of site-specific mitigation measures or adherence to standardized measures outlined in the City's adopted citywide Climate Action Plan (CAP) should take place. The project would be required to meet the mandatory energy standards of Title 24 Building Energy Standards of the California Public Resources Code and to comply with the energy conservation requirements of the CAP Consistency Checklist prepared for the project. The project would not result in excessive energy use during construction or operation and would not result in new or more severe impacts related to electrical power or fuel consumption. Impacts would be less than significant.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR, relative to Energy Conservation. The project would not result in any new significant Energy Conservation impacts or a substantial increase in the severity of impacts from those described in the CPU PEIR.

Noise

CPU PEIR

The CPU PEIR evaluated potential impacts from noise in Section 5.10.

Traffic Generated Noise

The CPU PEIR found that traffic-generated noise impacts based on future traffic volumes would result in potentially significant cumulative impacts due to the proximity of noise sensitive land uses in areas where exterior noise levels would exceed noise and land use compatibility standards established in the City's General Plan Noise Element. OMCP PEIR Figure 5.10-3, Future Traffic Noise Contours and Land Use for the Proposed CPU, shows noise levels at the perimeter of the site exceeding 75 community noise equivalent level (CNEL) and the interior of the site exceeding 70 CNEL from future traffic along SR-905 and Otay Mesa Road. The future uses assumed by the CPU PEIR at the site consisted of commercial, which is conditionally compatible with noise levels between 65 and 75 CNEL and incompatible with noise levels exceeding 75 CNEL per the General Plan Land Use Noise Compatibility Guidelines. The PEIR identified a potentially significant land use compatibility impact related to traffic noise, including for the project site. Future projects that would exceed the City's noise thresholds would be required to adhere to the Mitigation Framework included in the CPU PEIR, including Mitigation Measures NOI-1 that requires the preparation of a site-specific exterior noise analyses and NOI-2 that requires site specific interior noise analyses prior to building permit issuance.

Stationary Source Noise

Stationary noise from commercial and industrial uses located in proximity to noise sensitive uses were determined to be a potentially cumulative significant impact. While it was not anticipated that projects implemented under the OMCP would result in significant noise impacts, noise generation of future developments within the OMCP area could not be adequately quantified at the time the CPU PEIR was prepared. Therefore, future projects that would exceed the City's noise thresholds would be required to adhere to the Mitigation Framework included in the CPU PEIR, including Mitigation Framework NOI-3 that requires site-specific noise analyses of any on-site generated noise sources at property lines be conducted for future development projects.

Airport Noise

The CPU PEIR also evaluated the potential for noise impacts associated with existing residential uses located within the 60 and 65 CNEL contours for Brown Field and existing and future industrial uses located within the General Abelardo L. Rodriguez International Airport 70 CNEL contour. Residential and industrial land uses would be considered conditionally compatible their respective noise levels, as long as the uses meet the interior noise level standards. No new residential land uses are proposed within the Brown Field contours, thus no new impact on future residential uses are

anticipated with buildout of the OMCP. Additionally, noise levels would not exceed 70 CNEL at any nearby industrial uses. Based on the standard attenuation associated with commercial and industrial, exterior noise levels of 70 CNEL would be reduced to 40-45 CNEL within structures located within this zone. The PEIR shows that the project site would be located outside of the 60 CNEL airport noise contour. Therefore, impacts to future land uses would be less than significant.

Construction Noise

In addition, the CPU PEIR determined that any new construction in the Community Plan area would potentially generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. The OMCP CPU EIR assumed the site would be developed with commercial uses adjacent to other commercial uses. Temporary noise impacts could have potentially significant impacts since some construction activities have the potential to generate noise in excess of 75 A-weighted decibel (dBA) equivalent continuous sound level (Leq). Therefore, the CPU PEIR includes that Mitigation Measure NOI-4 be implemented for construction activities. Mitigation Measure NOI-4 requires projects that exceed daily construction noise thresholds established by the City of San Diego to include best construction management practices to reduce construction noise levels to comply with standards established by the Municipal Code in Chapter 5, Article 9.5, Noise Abatement and Control; and that project applicants prepare and implement a Construction Noise Management Plan. Appropriate management practices shall be determined on a project-by-project basis and are to be specific to the location.

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

Project

Consistent with CPU PEIR Mitigation Framework, a site-specific *Noise Analysis* was prepared for the project by dBF Associates, Inc. (March 25, 2022) and is included as Appendix N to this addendum. A summary of that analysis is provided below.

The project site is currently vacant. Noise sensitive land uses in the project area include the multi-family residences to the west and northwest. The primary existing noise source in the vicinity of the project is vehicular traffic on SR 905 and Otay Mesa Road.

Traffic Affecting the Project

The future noise environment would result from vehicular traffic on SR 905 and Otay Mesa Road. To determine the future noise levels from SR 905, the measured noise levels and simultaneous traffic counts were compared to the future projected traffic volumes. The future volume on Otay Mesa Road is projected to be 38,818 vehicles in the Horizon Year with Project Conditions scenario. Traffic Noise Model was used to estimate future noise levels from Otay Mesa Road. Arithmetic calculations were used to estimate future noise levels from SR 905. The future (year 2050) ADT volume on SR 905 is projected to be 126,900 vehicles. There are various common open space areas in the project: courtyards at Buildings 2 and 4; a pool/courtyard between Buildings 3 and 5; a bocce court, play

structure, and courtyard at Building 5; and a dog run east of Building 5. There would be a seven-foot-high sound wall at the north end of the courtyard between Buildings 3 and 5. Noise levels at the outdoor use areas would range from below 60 dBA CNEL in the courtyards to approximately 65 dBA CNEL at the dog run. The exterior noise threshold is 65 dBA CNEL based on City of San Diego Land Use – Noise Compatibility Guidelines. The impact of traffic noise affecting the outdoor use areas of the project site would be less than significant.

Because future exterior noise levels would exceed 60 dBA CNEL at some building façades, interior noise levels in habitable rooms could exceed the City of San Diego General Plan Noise Compatibility Guidelines and CBC Section 1206.4 requirement of 45 dBA CNEL in residences. To comply with this requirement, upgraded building façade elements (windows, walls, doors, and/or exterior wall assemblies) with Sound Transmission Class (STC) ratings of 35 or higher may be necessary. If the interior noise limit can be achieved only with the windows closed, the building design must include mechanical ventilation that meets CBC requirements. Implementation of these measures could ensure that interior noise levels would be 45 dBA CNEL or below in residences, and the project would comply with the City of San Diego General Plan Noise Compatibility Guidelines and the CBC Section 1206.4 requirement. At this time, building plans have not been developed. In order to ensure ultimate building plans provide compliance with the City of San Diego General Plan Noise Compatibility Guidelines and CBC Section 1206.4 requirement of 45 dBA CNEL in residences, the project would require implementation of Mitigation Framework NOI-2.

The project would generate an ADT volume of approximately 2,114 vehicles on Otay Mesa Road between Caliente Avenue and Emerald Crest Court (CR Associates 2022). The existing ADT volume on this roadway segment is 16,454 vehicles. The project would result in a traffic noise increase of approximately 0.5 dBA CNEL along this segment. The project would generate fewer absolute and relative trips along all other roadway segments. Per the City's CEQA Significance Determination Thresholds, an increase less than 3 dBA is not considered significant, and the project would only result in an increase in 0.5 dBA. Therefore, the impact of project-generated traffic noise would be less than significant.

Stationary Source Noise

The residential project buildings are expected to have rooftop HVAC units. It is anticipated that there would be one unit per residence, plus approximately 10 percent additional units for common areas. The commercial project building is expected to have two 10-ton rooftop HVAC units.

The project would produce operational noise levels up to approximately 46 dBA Leq at the property lines of the residences to the west, and approximately 39 dBA Leq at the northeast property line, toward the commercial land use. Per the Municipal Code Section 59.5.401, the most restrictive property line noise limit at the western property line is 47.5 dBA Leq, and the most restrictive property line noise limit at the northeastern property line is 52.5 dBA Leq. As the project noise generated would not exceed these thresholds, impacts would be less than significant.

The project would produce operational noise levels less than 60 dBA Leq in the coastal California gnatcatcher habitat in the MHPA within the property adjacent on the east. The project would be required to comply with the Land Use Adjacency Guidelines as a standard condition of approval. Impacts would be less than significant.

The operation of the commercial building HVAC units would produce noise levels up to approximately 49 dBA Leq at the nearest off-site residential lot line.

Overall, project operation would not exceed the property line sound levels at adjacent properties allowed by the City of San Diego Municipal Code or the Land Use Adjacency Guidelines. Project operation noise impacts would be less than significant.

Airport Noise

The project site is not within the any of the noise contours of the Brown Field Municipal Airport. Impacts due to airport noise would be less than significant.

Construction Noise

Construction of the project would generate a short-term temporary increase in noise in the project area. The increase in noise level would be primarily experienced close to the noise source. The magnitude of the impact would depend on the type of construction activity, noise level generated by various pieces of construction equipment, duration of the construction phase, acoustical shielding, and distance between the noise source and receiver. The project would implement conventional construction techniques and equipment. Standard equipment such as scrapers, graders, backhoes, loaders, tractors, cranes, and miscellaneous trucks would be used for construction of most project facilities. Sound levels of typical construction equipment range from approximately 65 to 95 dBA at 50 feet from the source.

The closest occupied residential properties are located adjacent to the project site on the west and northwest. Construction of the project would produce noise levels ranging from approximately 69 to 72 dBA Leq (12 hours) at the property lines of the residences. Construction of the project would adhere to the MSCP Land Use Adjacency Guidelines, including the 60 dB limit at coastal California gnatcatcher habitat within the MHPA, regarding noise specified in the project biological letter report (Alden Environmental, Inc. 2023). Land Use Adjacency Guidelines compliance would be a standard condition of approval. Construction would occur during the days and hours proscribed by the City of San Diego Municipal Code. Construction noise levels at residential property lines would not exceed the 75 dBA Leq (12 hour) sound level allowed by the City of San Diego Municipal Code. Project construction noise impacts would be less than significant.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR relative to Noise. The CPU PEIR identified Mitigation Framework NOI-1, NOI-2, NOI-3 and NOI-4. In accordance with NOI-1, NOI-2, and NOI-3 the project would provide a site-specific noise report and site-specific interior noise analysis. Mitigation Framework NOI-4 doesn't apply to the project as the project would not exceed daily construction noise thresholds. In addition to address noise impacts adjacent to the MHPA. Mitigation Framework LU-2 is being carried forward onto this project via a standard condition that requires compliance with the MHPA Land Use Adjacency Guidelines. The project would not result in any new significant Noise impacts or a substantial increase in the severity of impacts from those described in the CPU PEIR.

Paleontological Resources

CPU PEIR

Paleontological resources were analyzed in Section 5.11 of the CPU PEIR. The CPU PEIR found that the Community Plan area contains geologic formations considered to be of high (San Diego Formation, Otay Formation) and moderate (Very Old Paralic Deposits) sensitivity for fossils. Because human understanding of history is obtained, in part, through the discovery and analysis of paleontological resources, the excavation or grading of geologic formations, which could contain fossil remains, would result in a potentially significant impact.

Although grading information for future development within the Community Plan area could not be determined at the time of the analysis for the CPU PEIR, a “worst case” scenario was approximated. The “worst case” condition includes permanent disturbance (development and/or grading) of the entire Community Plan area with the exception of OMCP open space preserve acreage. Implementation of the OMCP has the potential to result in significant impacts to paleontological resources. Specifically, future projects implemented in accordance with the OMCP that would involve substantial grading within the San Diego and Otay formations and Very Old Paralic Deposits would result in the potential loss of significant fossil remains. Accordingly, as part of the Mitigation Framework contained in the CPU PEIR, implementation of Mitigation Measure PALEO-1 is required for future projects in order to reduce impacts associated with paleontological resources to below a level of significance for future development projects. Mitigation Measure PALEO-1 requires that the potential for impacts to paleontological resources be based on review of the project applications and whether the project is underlain by geologic formations where important paleontological resources could be encountered as a result of project grading. If construction of a project would occur within a formation with a moderate to high resource potential, monitoring during construction would be required.

Project

According to the Geotechnical investigation prepared by GEOCON (December 29, 2017), the project site is underlain by undocumented fill, topsoils, and Very Old Paralic Deposits (formerly mapped as Quaternary Terrace Deposits). The undocumented fill and topsoils have a zero-sensitivity rating and the Very Old Paralic Deposit has a moderate sensitivity rating.

The project's earthwork would result in 2,193 cubic yards of cut at a maximum depth of four feet and 65,467 cubic yards of fill at a maximum depth of two feet. These grading quantities are below the thresholds for moderate sensitivity ratings. However deep utility trenching and biofiltration grading could result in cuts up to 10 feet which meets the 10-foot and over 2,000 cubic yards of excavation thresholds for moderate sensitivity ratings. Therefore, paleontological monitoring would be required to reduce impacts to less than significant.

A Mitigation Monitoring and Reporting Program as detailed in Section VIII of the Addendum would be required. With implementation of the monitoring program, potential impacts on Paleontological Resources would be reduced to below a level of significance.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR relative to Paleontological Resources. The project would implement Mitigation Framework PALEO-1 and paleontological monitoring would be implemented. The project would not result in any new significant impacts or is there a substantial increase in the severity of impacts from that described in the CPU PEIR.

Transportation/Circulation

CPU PEIR

The CPU PEIR analyzed transportation/circulation impacts in Section 5.12.

Capacity

The CPU PEIR presented that a total of 24 roadway segments under the Horizon Year Plus Community Plan condition would be expected to operate at unacceptable level of service (LOS). Therefore, the OMCP would have a significant impact at all of these 24 roadway segment locations. Additionally, a total of 49 intersections would be expected to operate at unacceptable levels under the Horizon Year Plus Community Plan condition. Therefore, the OMCP would have a significant impact at all 49 of these intersections. Relative to freeway segments, with the planned and funded I-805 improvements, all I-805 freeway segments would be expected to operate at an acceptable LOS in the Horizon Year Plus Community Plan condition and, therefore, impacts would be less than significant. Five SR 905 freeway segments would be expected to operate at unacceptable levels in the Horizon Year Plus Community Plan condition. Thus, the OMCP impact at these five SR 905 freeway segments would be significant. Five SR 905 metered freeway on-ramps would be expected to experience delays over 15 minutes with downstream freeway operations at unacceptable levels in the Horizon Year Plus Community Plan condition. The OMCP impact at these five freeway metered on-ramps would be significant.

The OMCP Traffic Impact Analysis (TIA) identified additional potential improvement measures for roadway segments that would be significantly affected due to buildout under the OMCP; however, those improvements were not recommended as part of the OMCP and, therefore, were not included in the OMCP. The reasons for not recommending the improvements include various factors such as adjacency to ESL, existing development conflicts, and/or multi-modal and urban design context. Thus, impacts to the roadway segments are considered significant and unmitigated. At the project-level, partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations.

Similarly, even with future improvement to intersections that would be significantly affected with buildout of the OMCP, some intersections would continue to be significantly impacted. The OMCP TIA identified further potential improvement measures such as additional intersection turning movement lanes that were not recommended as part of the OMCP. The reasons for not recommending the improvements include considerations such as adjacency to ESL, routes to

schools, and multi-modal and urban design context, as detailed in the Findings and Statement of Overriding Considerations adopted with certification of the CPU PEIR.

The CPU EIR Mitigation Framework also included establishing OM-CPIOZ areas with CPIOZ A for projects that construct abutting streets to the classifications identified in the Mobility Element and generate less than 1,000 ADTs; and CPIOZ B for projects that do not meet the aforementioned CPIOZ A criteria (see Municipal Code Chapter 13, Article 2, Division 14). CPIOZ A projects can be processed ministerially while CPIOZ B projects would require a discretionary process. At the time future discretionary subsequent development projects are proposed, project-specific traffic analyses would contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact. Nonetheless, to reduce impacts of the OMCP relative to Transportation and Circulation, the CPU PEIR requires that Mitigation Framework TRF-1 be implemented. Mitigation Framework TRF-1 requires that intersections be improved per the intersection lane designations identified in Figures 5.12-4a-g of the CPU PEIR.

Project

A Traffic Analysis Memorandum was prepared by CR Associates (July 27, 2022) for the project and is included as Appendix H.

According to the thresholds utilized in the CPU EIR, a project would cause a significant impact if the new project traffic degrades the operation of an existing intersection or decreases the operations on a surrounding roadway to an unacceptable LOS (i.e., E or F). In order to assess the potential for significant project impacts, the following roadway segments and intersections were analyzed as the project study area. Mainline freeway segments were not analyzed since the project is not anticipated to add more than 150 peak hour trips.

Roadway Segments

- Caliente Avenue, between Otay Mesa Road and SR 905 Westbound Ramps
- Caliente Avenue, between SR 905 Westbound Ramps and SR 905 Eastbound Ramps
- Caliente Avenue, between SR 905 Eastbound Ramps and Airway Road
- Otay Mesa Road, between Ocean Hills Parkway and Emerald Crest Court
- Otay Mesa Road, between Emerald Crest Court and Corporate Center Drive
- Otay Mesa Road, between Corporate Center Drive and Innovative Drive
- Otay Mesa Road, between Innovative Drive and Heritage Road

Intersections

1. Ocean View Hills Parkway/Caliente Avenue & Otay Mesa Road
2. Emerald Crest Court & Otay Mesa Road
3. Corporate Center Drive & Otay Mesa Road
4. Innovative Drive & Otay Mesa Road
5. Heritage Road & Otay Mesa Road
6. Caliente Avenue & SR 905 Westbound Ramps
7. Caliente Avenue & SR 905 Eastbound Ramps
8. Caliente Avenue & Airway Road

Additionally, the following facilities would be constructed by the project as part of the project frontage. These improvements would be completed and operational prior to first occupancy.

Roadway Segments

- Emerald Crest Court, between Otay Mesa Road and the southern property boundary – This segment of Emerald Crest Court has been constructed by Cal Terraces PA 61 with interim improvements as a 3-lane undivided roadway (two northbound lanes and one southbound lane). This segment serves as the project frontage and will be widened as a (60 ft on 80 ft) 4-lane undivided roadway (two northbound lanes and two southbound lanes).
- Corporate Center Drive, between Otay Mesa Road and the southern property boundary – This segment would be vacated via the Public Right-of-Way Vacation process, extended south of Otay Mesa Road, and would be constructed as a 3-lane undivided roadway (one northbound lane and two southbound lanes).

Intersections

- Emerald Crest Court & Otay Mesa Road – A traffic signal has been installed at this intersection by Cal Terraces PA 61. Intersection lane configurations by approach are as follows:
 - Northbound – Exclusive left-turn lane and shared through-right lane
 - Southbound – Exclusive left-turn lane and shared through-right lane
 - Eastbound – Exclusive left-turn lane, three through lanes, and exclusive right-turn lane
 - Westbound – Exclusive left-turn lane, three-through lanes, and exclusive right-turn lane

No changes to the existing lane configuration at this intersection is proposed with the construction of the project.

The project would restripe the existing Class II bike lane as a Class II bike lane with buffer in the eastbound direction between Emerald Crest Court and Corporate Center Drive. This intersection operates with protected left-turn phasing for all approaches.

- Corporate Center Drive & Otay Mesa Road – The project would construct the south leg at existing signalized intersection with a left-through-right lane configuration in the northbound direction. Additionally, the project would add in an exclusive right-turn lane in the eastbound direction for traffic entering the project site. Due to uneven intersection lane configuration (south leg would be constructed to align with the north leg), this intersection would operate with split phasing in the northbound and southbound directions.

Project trip generation estimates were derived utilizing the trip generation rates outlined in the City of San Diego Land Development Code – Trip Generation Manual, May 2003. Table 8, *BDM Mixed Use-Trip Generation*, shows the project's expected trip generation. As shown in Table 8, the project would be expected to generate a total of 2,820 weekday daily trips, including 215 (46 in/169 out) AM peak hour trips and 255 (174 in/81 out) PM peak hour trips.

Table 8, BDM Mixed Use – Trip Generation

Land Use	Units	Trip Rate	ADT	AM Peak Hour					PM Peak Hour				
				%	Trips	Split	In	Out	%	Trips	Split	In	Out
Commercial	6,000 SF	40/KSF	240	3%	8	6:4	5	3	9%	22	5:5	11	11
Multi-family	430 DU	6/DU	2,580	8%	207	2:8	41	166	9%	233	7:3	163	70
Total			2,820		215		46	169		255		174	81

Source: Appendix H and City of San Diego Land Development Code – Trip Generation Manual, May 2003

Notes: SF=Square Feet KSF= 1,000 Square Feet DU= Dwelling Unit

Existing with Project Conditions

Under existing with project conditions, all study roadway segments would continue to operate at LOS B or better within the study area. No roadway segments are anticipated to be significantly impacted by the project. All study area intersections are expected to operate at LOS D or better during both the AM and PM peak hours.

Table 9, Roadway Segment LOS Existing with Project Conditions

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS	V/C w/o Project	LOS w/o Project	ΔV/C	SI?
Caliente Ave	Otay Mesa Rd to SR-905 WB Ramps	5-Lane Prime Arterial	50,000	22,531	0.451	B	0.419	B	0.032	N
Caliente Ave	SR-905 WB Ramps to SR-905 EB Ramps	5-Lane Prime Arterial	50,000	15,191	0.304	A	0.286	A	0.018	N
Caliente Ave	SR-905 EB Ramps to Airway Rd	5-Lane Prime Arterial	50,000	8,173	0.163	A	0.159	A	0.004	N
Otay Mesa Rd	Ocean View Hills Pkwy to Emerald Crest Ct	6-Lane Prime Arterial	60,000	18,512	0.309	A	0.274	A	0.035	N
Otay Mesa Rd	Emerald Crest Ct to Corporate Center Dr	6-Lane Prime Arterial	60,000	17,083	0.285	A	0.264	A	0.021	N
Otay Mesa Rd	Corporate Center Dr to Innovative Dr	6-Lane Prime Arterial	60,000	13,003	0.217	A	0.205	A	0.012	N
Otay Mesa Rd	Innovative Dr to Heritage Rd	6-Lane Prime Arterial	60,000	13,526	0.225	A	0.215	A	0.010	N

Source: Appendix A.

Notes: V/C= Volume to Capacity Ratio

SI?= Significant Impact?

Table 10, Intersection LOS Existing with Project Conditions

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Delay w/o Project (sec) AM/PM	LOS w/o Project AM/PM	Change in Delay (sec) AM/PM	SI?
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS				
1	Ocean View Hills Pkwy/Caliente Ave & Otay Mesa Rd	Signal	16.5	B	27.9	C	14.9/25.9	B/C	1.6/2.0	N
2	Emerald Crest Ct & Otay Mesa Rd	Signal	10.4	B	9.2	A	5.3/4.9	A/A	5.1/4.3	N
3	Corporate Center Dr & Otay Mesa Rd	Signal	16.2	B	15.9	B	5.6/5.5	A/A	10.6/10.4	N
4	Innovative Dr & Otay Mesa Rd	Signal	8.6	A	27.6	C	8.8/27.3	A/C	-0.2/0.3	N
5	Heritage Rd & Otay Mesa Rd	Signal	18.4	B	21.6	C	18.7/20.0	B/B	-0.3/1.6	N
6	Caliente Ave & SR-905 WB Ramps	Signal	14.9	B	54.6	D	12.1/54.4	B/D	2.8/0.2	N
7	Caliente Ave & SR-905 EB Ramps	Signal	24.6	C	40.3	D	23.9/34.3	C/C	0.7/6.0	N
8	Caliente Ave & Airway Rd	Signal	35.8	D	39.3	D	34.5/39.1	D/D	1.3/0.2	N

Source: Appendix H.

Notes: BOLD letter indicates substandard LOS.

SI? = Significant Impact?

Near-Term Year (Opening Day) 2027 with Project Conditions

Near-Term Year (Opening Day) 2027 with project traffic volumes were derived by combining the Near-Term Year (Opening Day) 2027 traffic volumes and the project trip assignment volumes. All study area roadway segments are projected to operate at LOS C or better with implementation of the project.

The project study area intersections are projected to operate at LOS D or better during both the AM and PM peak hour, with the implementation of the project, except for the following five intersections²:

1. Ocean View Hills Parkway / Caliente Avenue & Otay Mesa Road – LOS F during both the AM and PM peak hours. The trips associated with the project would increase the delay at this intersection by 0.3 seconds in the AM peak hour and 0.5 seconds in the PM peak hour, which does not surpasses the one-second threshold for intersections operating at LOS F. Therefore, this intersection is not anticipated to be significantly impacted by the project.
5. Heritage Road & Otay Mesa Road – LOS E during both the AM and PM peak hours; The trips associated with the project would increase delay at this intersection by 1.0 seconds in the AM peak hour and 0.8 seconds in the PM peak hour, which does not surpass the two-second threshold for intersections operating at LOS E. Therefore, this intersection is not anticipated to be significantly impacted by the project.

² Intersection numbers correspond to intersections included in the list of “Intersections” above.

6. Caliente Avenue & SR-905 westbound ramps – LOS F during the PM peak hour. The trips associated with the project would increase delay at this intersection by 0.4 seconds in the PM peak hour, which does not surpass the one-second significant impact threshold for intersections operating at LOS F. Therefore, this intersection is not anticipated to be significantly impacted by the project.
7. Caliente Avenue & SR 905 eastbound ramps – LOS F during both the AM and PM peak hours. The trips associated with the project would increase delay at this intersection by 0.3 seconds in the AM peak hour and 0.8 second in the PM peak hour, which does not surpass one-second significant impact threshold for intersections operating at LOS F. Therefore, this intersection is not anticipated to be significantly impacted by the project.
8. Caliente Avenue & Airway Road – LOS F during both the AM and PM peak hours. The trips associated with the project would increase delay at this intersection by 0.7 seconds in the AM peak hour and 0.7 seconds in the PM peak hour, which does not surpass the one-second significant threshold for intersections operating at LOS F. Therefore, this intersection is not anticipated to be significantly impacted by the project.

Table 11, Roadway Segment LOS Near-Term Year (Opening Day) 2027 with Project Conditions

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS	V/C w/o Project	LOS w/o Project	ΔV/C	SI?
Caliente Ave	Otay Mesa Rd to SR-905 WB Ramps	5-Lane Prime Arterial	50,000	33,530	0.671	C	0.639	C	0.032	N
Caliente Ave	SR-905 WB Ramps to SR-905 EB Ramps	5-Lane Prime Arterial	50,000	26,083	0.522	B	0.504	B	0.018	N
Caliente Ave	SR-905 EB Ramps to Airway Rd	5-Lane Prime Arterial	50,000	18,676	0.374	A	0.369	A	0.005	N
Otay Mesa Rd	Ocean View Hills Pkwy to Emerald Crest Ct	6-Lane Prime Arterial	60,000	34,638	0.577	B	0.543	B	0.034	N
Otay Mesa Rd	Emerald Crest Ct to Corporate Center Dr	6-Lane Prime Arterial	60,000	29,418	0.490	B	0.470	B	0.020	N
Otay Mesa Rd	Corporate Center Dr to Innovative Dr	6-Lane Prime Arterial	60,000	25,306	0.422	B	0.411	A	0.011	N
Otay Mesa Rd	Innovative Dr to Heritage Rd	6-Lane Prime Arterial	60,000	25,842	0.431	B	0.420	B	0.010	N

Source: Appendix H.

Notes: V/C= Volume to Capacity Ratio

SI?= Significant Impact?

Table 12, Intersection LOS Near-Term Year (Opening Day) 2027 with Project Conditions

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Delay w/o Project (sec) AM/PM	LOS w/o Project AM/PM	Change in Delay (sec) AM/PM	SI?
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS				
1	Ocean View Hills Pkwy/Caliente Ave & Otay Mesa Rd	Signal	118.9	F	112.0	F	118.6/111.5	F/F	0.3/0.5	N
2	Emerald Crest Ct & Otay Mesa Rd	Signal	18.7	B	18.5	B	14.2/18.3	B/B	4.5/0.2	N
3	Corporate Center Dr & Otay Mesa Rd	Signal	20.2	C	17.6	B	5.0/5.1	A/A	15.2/12.5	N
4	Innovative Dr & Otay Mesa Rd	Signal	8.9	A	25.1	C	8.9/22.9	A/C	0.0/2.2	N
5	Heritage Rd & Otay Mesa Rd	Signal	63.7	E	68.3	E	62.7/67.5	E/E	1.0/0.8	N
6	Caliente Ave & SR-905 WB Ramps	Signal	42.8	D	216.4	F	35.2/216.0	D/ F	7.6/0.4	N
7	Caliente Ave & SR-905 EB Ramps	Signal	102.4	F	137.1	F	102.1/136.3	F/F	0.3/0.8	N
8	Caliente Ave & Airway Rd	Signal	86.0	F	210.7	F	85.3/210.0	F/F	0.7/0.7	N

Source: Appendix H.

Notes: **BOLD** letter indicates substandard LOS.

SI? = Significant Impact?

Horizon Year 2062 with Project Conditions

The traffic volumes in the Horizon Year 2062 scenarios are different than those identified in the OMCPU EIR because of a difference in methodology. The traffic volumes analyzed in the OMCPU EIR employed a different model (SANDAG Series 11) and assumed buildout of the community whereas the traffic volumes for the analysis of the project were developed using the forecasted volumes found in the SANDAG Series 14 model.

Under Horizon Year with project conditions all project study area roadway segments are projected to operate at LOS C or better with implementation of the project. Therefore, no roadway segments are anticipated to be significantly impacted by the project.

Project study area intersections are projected to operate at LOS D or better during both the AM and PM peak hour, with the implementation of the project, except for the following five intersections:

1. Ocean View Hills Parkway / Caliente Avenue & Otay Mesa Road – LOS E during both the AM and PM peak hours. The trips associated with the project would increase delay at this intersection by 0.4 seconds in the AM peak hour and 0.8 seconds in the PM peak hour, which does not surpass the two-second significant impact threshold for intersections operating at LOS E. Therefore, this intersection is not anticipated to be significantly impacted by the project.
5. Heritage Road & Otay Mesa Road – LOS E during both the AM and PM peak hours. The trips associated with the project would increase delay at this intersection by 1.0 seconds in the AM peak hour and 0.9 seconds in the PM peak hour, which does not surpass the two-second

threshold for intersections operating at LOS E. Therefore, this intersection is not anticipated to be significantly impacted by the project.

6. Caliente Avenue & SR 905 westbound ramps – LOS F during the PM peak hour. The trips associated with the project would increase delay at this intersection by 0.8 seconds in the PM peak hour, which does not surpass the one-second significant impact threshold for intersections operating at LOS F. Therefore, this intersection is not anticipated to be significantly impacted by the project.
7. Caliente Avenue & SR 905 eastbound ramps – LOS F during the AM peak hour and LOS E during the PM peak hour. The trips associated with the project would increase delay at this intersection by 0.5 seconds in the AM peak hour and 0.4 seconds in the PM peak hour, which do not surpass the one-second and two-second significant impact threshold for intersections operating at LOS F and LOS E, respectively. Therefore, this intersection is not anticipated to be significantly impacted by the project.
8. Caliente Avenue & Airway Road – LOS E during the PM peak hour. The trips associated with the project would increase delay at this intersection by 0.8 seconds in the PM peak hour, which does not surpass the two-second significant impact threshold for intersections operating at LOS E. Therefore, this intersection is not anticipated to be significantly impacted by the project.

Table 13, Roadway Segment LOS Horizon Year 2062 with Project Conditions

Roadway	Segment	Functional Classification	Capacity (LOS E)	ADT	V/C	LOS	V/C w/o Project	LOS w/o Project	Δ V/C	SI?
Caliente Ave	Otay Mesa Rd to SR-905 WB Ramps	5-Lane Prime Arterial	50,000	35,210	0.704	C	0.673	C	0.031	N
Caliente Ave	SR-905 WB Ramps to SR-905 EB Ramps	5-Lane Prime Arterial	50,000	34,863	0.697	C	0.679	C	0.018	N
Caliente Ave	SR-905 EB Ramps to Airway Rd	5-Lane Prime Arterial	50,000	34,836	0.697	C	0.692	C	0.005	N
Otay Mesa Rd	Ocean View Hills Pkwy to Emerald Crest Ct	6-Lane Prime Arterial	60,000	39,038	0.651	C	0.616	C	0.035	N
Otay Mesa Rd	Emerald Crest Ct to Corporate Center Dr	6-Lane Prime Arterial	60,000	38,818	0.647	C	0.627	C	0.020	N
Otay Mesa Rd	Corporate Center Dr to Innovative Dr	6-Lane Prime Arterial	60,000	29,616	0.494	B	0.482	B	0.012	N
Otay Mesa Rd	Innovative Dr to Heritage Rd	6-Lane Prime Arterial	60,000	27,262	0.454	B	0.444	B	0.010	N

Source: Appendix H.

Notes: V/C= Volume to Capacity Ratio

SI?= Significant Impact?

Table 14, Intersection LOS Horizon Year 2062 with Project Conditions

#	Intersection	Control Type	AM Peak Hour		PM Peak Hour		Delay w/o Project (sec) AM/PM	LOS w/o Project AM/PM	Change in Delay (sec) AM/PM	SI?
			Avg. Delay (sec)	LOS	Avg. Delay (sec)	LOS				
1	Ocean View Hills Pkwy/Caliente Ave & Otay Mesa Rd	Signal	79.0	E	73.7	E	78.6/72.9	E/E	0.4/0.8	N
2	Emerald Crest Ct & Otay Mesa Rd	Signal	16.9	B	22.6	C	14.3/20.3	B/C	2.6/2.3	N
3	Corporate Center Dr & Otay Mesa Rd	Signal	21.1	C	17.7	B	5.2/5.3	A/A	15.9/12.4	N
4	Innovative Dr & Otay Mesa Rd	Signal	15.3	B	16.7	B	15.3/16.4	B/B	0.0/0.3	N
5	Heritage Rd & Otay Mesa Rd	Signal	57.2	E	69.0	E	56.2/68.1	E/E	1.0/0.9	N
6	Caliente Ave & SR-905 WB Ramps	Signal	40.8	D	233.5	F	34.8/232.7	C/F	6.0/0.8	N
7	Caliente Ave & SR-905 EB Ramps	Signal	81.6	F	70.3	E	81.1/69.9	F/E	0.5/0.4	N
8	Caliente Ave & Airway Rd	Signal	50.6	D	72.1	E	49.7/71.3	D/E	0.9/0.8	N

Notes: **BOLD** letter indicates substandard LOS.

Source: Appendix H.

SI? = Significant Impact?

Queue Analysis

A queue analysis was conducted at gates providing access to the project parking lots, the intersections immediately fronting the project, and freeway off-ramps where project trips are added. Queue analysis is used to determine if queues could form at parking lot gates or on the project's fronting roadway that would impede driveway operations or if the queue would spill back onto the freeway main line. The vehicle queues at the proposed gated entrances and for turning movements are expected to fit within available/proposed storage with implementation of the project.

No significant impacts were identified by the project specific Traffic Analysis Memorandum. There would be no new impacts and no new mitigation would be required.

Conclusion

The CPU PEIR identified Mitigation Framework TRF-1 which requires that intersections be improved per the intersection lane designations identified in Figures 5.12-4a-g of the CPU PEIR. The project would not affect any of these intersections and TRF-1 does not apply to the project. No project specific mitigations are required at these locations.

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR, relative to Transportation/Circulation. The project would not result in any new significant impacts nor a substantial increase in the severity of impacts from that described in the CPU PEIR.

Public Services

CPU PEIR

The CPU PEIR analyzed impacts to public services in Section 5.13. Public services are those functions that serve residents on a communitywide basis. The CPU PEIR found that buildout of the OMCP would increase demand for all public services—including fire and police protection, schools, parks and recreation, and libraries—which would in turn result in the need for new public facilities. The construction and operation of these facilities would occur within the footprint of the Community Plan area (although a future library site has not yet been identified). These facilities would be subject to numerous development regulations within the City, including policies within the General Plan and OMCP and subject to environmental review as design plans are available. The individual school districts are responsible for planning, siting, building, and operating schools in their responsible districts within the Community Plan area. Impacts to public service would be less than significant. No mitigation measures were required.

Project

The project proposes 430 multi-family dwelling units and 6,000 square feet of commercial space and would result in additional residents within the Community Plan area. The project would add residential uses in an area designated Community Commercial - Residential Prohibited in the OMCP. This would result in an increase in population beyond that anticipated by the OMCP. The demand for fire protection would be increased; however, the project would comply with all applicable City regulations and applicable fire codes. The project site is within the service area for the San Diego Fire-Rescue Department (SDFD) which includes Fire Station Number (No.) 43, located on the eastern end of Brown Field at 1590 La Media Road, serves the eastern portion of the plan area. As of 2011, the western portion of the community, north of I-905, is served by Fire Station No. 6, located in the adjacent Otay Mesa-Nestor community planning area. The remaining portion of the OMCP area, south of I-905, is served by Fire Station No. 29, located in the San Ysidro community planning area. In addition, the OMCP identifies the planned construction of Fire Station No. 49, which would provide emergency response coverage to the west end of the community. This Fire Station No. 49 is included in the Otay Mesa Public Facilities Financing Plan (City of San Diego 2014). The project could result in an increase in service calls, due to the development of a vacant site and an increase in the population beyond that anticipated by the OMCP. However, no new facilities or improvements to existing facilities would be required. No new or expanded facilities would be required as a result of the project and impacts would be less than significant.

The project site is within the service area for Beat 713 of the San Diego Police Department's (SDPD) Southern Division. The project would introduce new residents at the project site and the Community Plan area beyond what was anticipated in the OMCP. The project could result in an increase in service call however no new facilities or improvements to existing facilities would be required as a result of the project. As shown in the CPU PEIR, the response times for Beat 713 exceed the citywide average and the department's goals for all calls except for Priority Four (parking complaints or lost and found reports). Under the OMCP, the project site was zoned for commercial development and would be serviced by the SDPD. Therefore, development of the project site with commercial and residential uses would not require the provision of new police service facilities.

The project site is within the Sweetwater Union High School District (SUHSD) and the San Ysidro School District (SYSD). Correspondence received from both the SUHSD and SYSD are included as Appendix J. The CPU PEIR cited a student generation rate for multi-family residential of 0.5424 for SYSD and 0.1171 for SUHSD. Using these rates and the anticipated buildout of 430 multi-family units, the project would generate approximately 233 additional students for SYSD and 50 additional students for SUHSD beyond that anticipated in the OMCP. As stated in the CPU PEIR, the individual school districts are responsible for planning, siting, building, and operating schools in their responsible districts within the Community Plan area. When additional demand warrants, the provision of school facilities is the responsibility of the SYSD and SUHSD. Senate Bill (SB) 50 identifies the development fee and mitigation procedures for school facilities. SB 50 limits the mitigation that may be required to the scope of the review of any future project's impacts to schools, and the findings for school impacts. Payment of the statutory fees by future projects consistent with the OMCP would constitute full and complete mitigation. Thus, the payment of statutory fees SYSD and SUHSD and adherence to the policies contained in the OMCP would reduce impacts related to the provision of new educational facilities to less than significant. Therefore, impacts associated with the construction of future school facilities would be less than significant.

Full buildout of the project would contain 430 multi-family units and using the SANDAG persons per household rate of 3.39 for Otay Mesa, generate a population of 1,458 residents. The additional residents from the project would require approximately 4.08 acres of park area. The increase in demand for recreational facilities associated with the project is not considered substantial relative to the community as a whole, and the project alone would not require provision of additional park land or the construction of additional recreational facilities. The project would include 12,524 square feet of artificial turf recreational areas, as well as a dog run, pool, play structure, and social recreational amenities, such as a bocce court. These amenity areas would provide recreational opportunities for the project's residents. No new or expanded recreational facilities would be required to service the project. Therefore, the project would have a less than significant impact on parks and recreational facilities.

The Otay Mesa-Nestor Library serves the need for both the Otay-Nestor and the Otay Mesa communities. In addition, the San Ysidro Library, located outside the Community Plan area, is also available for the residents of the Otay Mesa community. The CPU PEIR states that a new library facility would be provided within the Otay Mesa community as the community further develops. The project is expected to generate 1,458 new residents. This population increase would not impact the existing library facilities nor would additional or expanded library facilities be required. The existing branches could adequately serve the increase in residents from the project. Impacts would be less than significant.

Conclusion

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the CPU PEIR relative to Public Services. The project would not result in any new significant impacts or a substantial increase in the severity of impacts from that described in the CPU PEIR.

Public Utilities

CPU PEIR

The CPU PEIR evaluated impacts to utilities in Section 5.14. Utility services that were addressed include water, wastewater, reclaimed water, solid waste, storm water drainage, and communication systems.

Water, Sewer, and Reclaimed Water

Improvement to water and recycled water systems were previously identified in master planning documents and would be required whether or not the OMCP were to be implemented. However, additional wastewater system improvements beyond what was identified in master planning documents would be necessitated by OMCP implementation. These improvements include an increase in emergency storage at sewer pump station 23T to 0.50 million gallons, upsize 20-inch to 24-inch gravity main along Otay Mesa Road from force main to existing 42-inch gravity main, and upsize 24-inch to 30-inch gravity main from existing 42-inch gravity main to existing 24-inch San Ysidro Trunk Sewer. The need for these improvements would not result in significant impacts, because the 2004 Otay Mesa Trunk Sewer Master Plan and 2009 Refinement Report previously identified these improvements as required in future phases to accommodate buildout wastewater generation from the area. The three additional improvements identified in the OMCP would occur within existing utility line easements and facilities and would not result in significant impacts to the environment. Therefore, impacts associated with water, reclaimed water, and wastewater systems were considered less than significant at the program-level.

Solid Waste

The OMCP was found to not result in the direct need for a new landfill. Compliance with the Storage, Recycling, and Construction & Demolition ordinances and the requirement to prepare a project specific Waste Management Plan (WMP) for projects exceeding solid waste thresholds would contribute to the OMCP meeting the State-mandated 75 percent diversion rate. However, because all future projects within the Community Plan area may not be required to prepare a WMP or may not reduce project-level waste management impacts to below a level of significance, the OMCP cannot be guaranteed, at the program-level, to meet the 75 percent diversion requirement. Cumulative impacts associated with solid waste were found to be significant at the program-level. Mitigation Framework UTL-1 would require any subsequent project that would generate 60 tons or more of solid waste to prepare a WMP, to reduce impacts to below a level of significance.

Storm Water Infrastructure

No storm drains, or other community-wide drainage facilities were proposed for construction in conjunction with adoption of the OMCP. As such, future projects implemented in accordance with the OMCP would be sited and designed to minimize impacts on receiving waters; in particular, the discharge of identified pollutants to an already impaired water body. This would be accomplished through compliance with existing regulatory requirements contained in the City's Storm Water Runoff and Drainage Regulations of the SDMC. At the project-level, adherence to existing storm water regulation, conformance with General Plan and OMCP policies, and review under CEQA was found to assure that impacts associated with the requirement for and/or construction of storm water infrastructure would be less than significant at the program-level. No mitigation measures were required.

Communications Systems

The OMCP did not require new communication systems to be built; however, there would be the need to extend the existing systems to individual project sites. No significant impacts were anticipated as a result of undergrounding these utility lines. No mitigation measures were required.

Project

Water

A site-specific *Water System Analysis* was prepared by Dexter Wilson Engineering, Inc. (October 20, 2022) and is included as Appendix K.

The project is served by the Otay Mesa 680 Zone distribution system. The Water System Analysis analyzed water demand for the project; the maximum day demand is 210,089 gallons per day (gpd) and the peak hour demand is 267,386 gpd. The project proposes to receive water service by extending the existing 16-inch public water line in Emerald Crest Court and extend a new 16-inch public water line from the 24-inch Otay Mesa Pipeline at the Corporate Center Drive and Otay Mesa Road intersection. This new 16-inch public water line from the 24-inch Otay Mesa Pipeline at the Corporate Center Drive and Otay Mesa Road intersection would be incorporated into a future City Capital Improvements Program overall replacement of the 24-inch Otay Mesa Pipeline. The water systems at the project site would be private on-site with separate meters.

The maximum static pressures on the project site would range from approximately 67 pounds per square inch (psi) to 74 psi which meets City of San Diego Guidelines. However, for multi-story structures, the building plumbing designer would need to evaluate if additional pumping would be required to boost building domestic pressures.

The project is not anticipated to have a substantial impact on existing water supply. The project site is served by existing water service from the City, and adequate services are available to serve the project. The project would not require the need for water supply in excess of existing regulations. The current water supply system is able to serve the project. The project would not require expanded or new facilities to be constructed, and therefore, no impacts would result from project implementation. No mitigation measures would be required.

Sewer

A site-specific *Sewer Study* was prepared by Dexter Wilson Engineering, Inc. (September 7, 2022) and is included as Appendix L.

The project proposes 430 residential units and 6,000 square-feet of commercial over 13.44 net-acres with a net-density of 31 units per acre. A dwelling unit density of 3.0 persons per dwelling unit and a unit sewage generation of 80 gpd/person results in a sewer generation rate of 240 gpd per multi-family dwelling unit for this project. From the City of San Diego's Sewer Design Guide, the peak dry weather flow to average flow ratio is approximately 2.41 based on the formula, resulting in an estimated peak dry weather flow of 249,886 gpd (174 gallon per minute).

Land Use	Quantity	Generation Factor	Average Sewer Generation, gpd
Multi-Family Residential (31 DUs/net acre)	430 units	240 gpd/unit	103,200
Commercial	6,000 SF 0.2 Ac	3,500 gpd/Ac	700
TOTAL			103,900 = 72 gpm

Source: Appendix L.

The proposed project consisting of 430 multi-family dwelling units and 6,000 square feet of commercial space would gravity sewer to a proposed private sewer lift station located on the southeast corner of the proposed project. The proposed private sewer lift station's force mains would discharge into a proposed private manhole before connecting to the existing public manhole on the existing 18-inch diameter gravity sewer line at the Corporate Center Drive and Business Center Court intersection. Subsurface work in the area of the MHPA wildlife crossing culvert area would be in the range of seven to 10 feet deep and would not extend into the area of the MHPA culvert that is located 15 feet below ground surface. The development of the project is projected to result in average sewage flow of 103,900 gpd. Existing gravity sewer lines are currently calculated to have a depth-to-diameter (d/D) of approximately 0.33 in the 18-inch diameter segments under existing peak flow. The addition of the project's peak sewage flow would increase the d/D to 0.44. These depths are below the City design criteria of 0.75 d/D for the 18-inch diameter segments. The existing 18-inch public gravity sewer lines downstream of the project site can accommodate both existing sewer flow and sewer flows of the proposed project. The proposed private on-site gravity sewer system would be designed according to City of San Diego Sewer Design Guide to comply with all design criteria (depth, velocity, minimum slope, etc.) For gravity sewer mains with depths not exceeding 15 feet, the project would use SDR-35 PVC sewer pipe.

Reclaimed Water

The project is not proposing use of reclaimed water, as reclaimed water is not available through the provider (Otay Water District). The project proposes a mixed-use development use that would not require the need for water supply in excess of existing regulations. The project would not require expanded or new facilities to be constructed, and therefore, no impacts would result from project implementation. No mitigation measures would be required.

Solid Waste

Per the requirements of the CPU PEIR Mitigation Framework measure UTL-1, a site-specific WMP was prepared for the project (KLR Planning, January 2022) for the project and is included as Appendix M to this Addendum. The project would be required to adhere to City ordinances, including the *Construction and Demolition Debris Diversion Deposit Program*, the *City's Recycling Ordinance*, and the *Refuse, Organic Waste, and Recyclable Materials Storages Regulations*. The *Recycling Ordinance* was recently updated to include the reduction of organic waste currently disposed if in landfills through SB 1383. The Project would comply with these updates and recycle organic waste. The WMP concluded that with adherence to all City ordinances and regulations with regards to waste management, the measures in the WMP would ensure that significant impacts relative to solid waste generation would be avoided. The designation of a Solid Waste Coordinator would achieve 89 percent of the construction materials generated by the project are expected to be diverted from landfills. The project would also implement standard measures to avoid cumulative impacts on solid waste. Impacts would be less than significant.

Storm Water Infrastructure

The project would not exceed the capacity of the existing storm water drainage system. Bioretention and underground detention structures are proposed to meet current storm water requirements. Refer to Hydrology/Water Quality section of this Addendum.

To comply with current storm water regulations, BMPs would be implemented. These include prevention of illicit discharges into the MS4, storm drain stenciling or signage, and protection trash storage area from rainfall, run-on, runoff and wind dispersal, and on-site storm drain inlets. Project review by qualified City staff determined that the project would not exceed the capacity of the existing system. Impacts would be less than significant. No mitigation measures would be required.

Communications Systems

The project site is located in an urbanized area of the City where communication services are already provided. The project would not adversely affect existing levels of communication system facilities to the area and would not require the construction of new or expanded governmental facilities. Impacts to communication systems would be less than significant. No mitigation measures would be required.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR, relative to Public Utilities. The CPU PEIR identified Mitigation Framework UTIL-1. The project would provide a project specific WMP in accordance with UTIL-1. The project would not result in any new significant impacts nor would a substantial increase in the severity of impacts from that described in the CPU PEIR result.

Water Supply

CPU PEIR

Water Supply

The CPU PEIR evaluated impacts to water supply in Section 5.15. The Community Plan area is serviced by two providers: the City's Public Utilities Department and the Otay Water District. The CPU PEIR found that there is sufficient water supply to serve the projected demands of the OMCP and future water demands within the service areas of both providers in normal and dry year forecasts during 20-year projection. Impacts would be less than significant. No mitigation measures were required.

Landscape Plans

The CPU PEIR also identified all future development must conform with existing regulations, as well as the General Plan and OMCP policies, which would ensure the use of predominantly drought-resistant landscaping and water conservation for landscape maintenance. Impacts would, therefore, be less than significant. No mitigation measures were required.

Project

Water Supply

The project would not affect the ability of the water-serving agencies to provide water. The project proposes a mixed-use development that would not require the need for water supply in excess of existing regulations. The current water supply system is able to serve the project. The project is consistent with the findings of the CPU PEIR. The project water demand would be less than the water demand equivalent to 500 dwelling units and, therefore, a water supply assessment is not warranted per CEQA Guidelines section 15155. Impacts would be less than significant. No mitigation measures would be required.

Landscape Plans

The project would conform with existing landscape plan regulations, as well as the General Plan and OMCP policies pertaining to landscaping, which would ensure the use of predominantly drought-resistant landscaping and water conservation for landscape maintenance. Impacts would be less than significant. No mitigation measures would be required.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the Otay Mesa CPU PEIR, relative to Water Supply. The project would not result in any new significant impacts to Water Supply or a substantial increase in the severity of impacts to Water Supply from that described in the CPU PEIR.

Population and Housing

CPU PEIR

The CPU PEIR evaluated population and housing impacts in Section 5.16.

Population Growth

The CPU PEIR found that the projected population growth from implementation of the OMCP, as estimated by SANDAG, would primarily be multi-family dwelling units rather than single-family housing, thus substantially increasing the intensity of residential development within the Community Plan area. While this growth is considered substantial, the OMCP would:

- Implement SANDAG's Regional Comprehensive Plan (RCP) and Regional Housing Element and the City's General Plan and Housing Element by providing a mix of housing types within mixed-use centers linked to public transportation.
- Increase the City's and region's supply of needed housing consistent with SANDAG's regional growth forecast.
- Focus increased housing supply within compact villages conducive to supporting frequent transit service in accordance with the RCP and General Plan goals and policies.

As such, the OMCP provides comprehensive planning for the management of population growth and necessary economic expansion to support economic development efforts where none currently exist; therefore, impacts would be less than significant. No mitigation measures were required.

Affordable Housing

It is the intent of the CPU to provide affordable housing within the community. In support of this, the land use designations and design guidelines contained in the CPU are intended to foster the development of housing for all income levels. Of the additional units proposed under the CPU, approximately 77 percent of the residential dwelling units anticipated at buildout of the CPU would consist of multi-family units. In addition, implementation of Land Use Policies 2.2-5 through 2.2-8 provide for affordable housing within the community. As such, the CPU would provide affordable housing units consistent with federal and state regulations and the City's objective of increasing the stock of affordable housing impacts to affordable housing; therefore, impacts would be less than significant.

Project

Population Growth

The project site is designated as Community Commercial - Residential Prohibited under the OMCP and the project requires a CPA and a rezone to allow for residential development. The project would add residential capacity within an area not previously identified for residential development. However, the project would not induce substantial population growth beyond what was analyzed in the CPU PEIR. The CPU PEIR estimated that population buildout under the OMCP would increase to approximately 67,035 people by 2050. SANDAG estimated the total population for the Community Plan area as 18,038 for 2020. Utilizing a person per household rate of 3.39, as provided by SANDAG 2020 estimates, the project is anticipated to generate approximately 1,458 residents. The additional population of 1,458 resident from the project would not result in a significant increase in population growth within the area, and would be consistent with the projected increase in overall population expected for the Community Plan area.

Affordable Housing

The project would incorporate 52 affordable housing units within the residential development, thereby complying with the requirements of the City's Inclusionary Affordable Housing Regulations (LDC Section 142.1300) and General Plan and OMCP policies. Impacts would be less than significant. As such, impacts would not be considered substantially growth-inducing either directly or indirectly, and impacts would be less than significant. No mitigation measures would be required.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR, relative to Population and Housing. The project would not result in any new significant impacts to or a substantial increase in the severity of impacts from that described in the CPU PEIR.

Agriculture and Mineral Resources

CPU PEIR

The CPU PEIR evaluated impacts to agriculture and mineral resources in Section 5.17.

Conversion of Agricultural Land

The CPU PEIR found that buildout of the OMCP would eventually eliminate all agricultural activity that occurs within the Community Plan area. This includes the 306 acres of active farmland located in the area between Spring Canyon and La Media Road. Although the OMCP would convert additional Important Farmland to non-agricultural uses, these areas are fragmented and are surrounded by urban land uses and MHPA lands. Rising land values, water costs, increasing taxes, habitat management planning, and other land use conflicts have contributed to a significant reduction in future agricultural viability within the Community Plan area. The OMCP allows agriculture as an interim use pending development and rezoned the Central Village to an agricultural “holding” zone to accommodate continued agricultural operations until such time that a Specific Plan is implemented. Therefore, impacts associated with the conversion of agricultural land to non-agricultural uses would be less than significant. No mitigation measures were required.

City and Regional Consequences of Agricultural Land Conversion

Existing agricultural uses occur sporadically throughout the CPU area. Of the 3,900 acres listed in the 1981 Community Plan designated to be retained as agriculture until development is warranted, 306 acres mapped as active agricultural land remain (SANDAG 2009). This would represent only a tenth of one percent (0.1 percent) of the total acreage under cultivation within the County. As such, conversion would not be significant in terms of countywide agricultural value. Because these acres are such a small portion of the regional agricultural production and have limited agricultural viability, impacts would be less than significant.

Mineral Resources

The entire Community Plan area is classified as either Mineral Resource Zone (MRZ)-2 lands of “identified mineral resource significance” or MRZ-3 “containing mineral deposits that have not been adequately tested to determine the significance of the materials present”. Portions of the Community Plan area where MRZ-2 aggregate resource areas exist are currently developed or are where entitlements have already been approved for future development. These existing and planned developments restrict access to these aggregate areas and preclude the ability to extract those mineral resources. Further, the majority of the acreage designated as MRZ-2 contains existing residential uses, which would be incompatible with extraction operations even under the OMCP. No mining activities are currently present within the Community Plan area and development would not have any indirect impacts to extraction operations in the vicinity. MRZ-3 mineral resources are not considered a significant mineral resource. As such, the ability to extract mineral resources would not be impacted with the adoption of the OMCP. No mitigation measures are required.

Project

Conversion of Agricultural Land

The project site does not contain prime farmland, unique farmland, or farmland of Statewide Importance as designated by the California Department of Conservation. Agricultural land is not

present on the project site or in the general vicinity. No Williamson Act Contracts or properties exist on or within the vicinity of the project site. In addition, the project site is currently not zoned for agricultural use and would not affect any properties zoned for agricultural use or affected by a Williamson Act Contract, as there are none within the project vicinity. No impacts would result. No mitigation measures would be required.

City and Regional Consequences of Agricultural Land Conversion

The site is not located adjacent to any active agricultural land and does not contain any active agricultural uses. The CPU PEIR also determined impacts to the remaining 306 acres of active agriculture would not be regionally significant, and therefore impacts would be less than significant. No impact would result. No mitigation measures would be required.

Mineral Resources

The project site lies in MRZ-3, which has been found to contain minerals that are not considered significant mineral resources. The project site is not currently being utilized for mineral extraction and does not contain any known mineral resources that would be of value to the region. Impacts would be less than significant. No mitigation measures would be required.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the CPU PEIR, relative to Agriculture and Mineral Resources. The project would not result in any new significant impacts to or a substantial increase in the severity of impacts from that described in the CPU PEIR.

Greenhouse Gas Emissions

CPU PEIR

Consistency with Adopted Plans, Policies, and Regulations

The CPU PEIR determined that impacts associated with GHG emissions and consistency with adopted plans, policies, and regulations would be significant and unmitigated at the program level as if future projects could potentially not meet the necessary reduction goals even with implementation of Mitigation Framework GHG-1. The OMCP contains policies that would reduce GHG emissions from transportation and operational building uses and would be consistent with the strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Subsequent projects implemented in accordance with the Mitigation Framework would be required to implement GHG reducing features beyond those mandated under existing codes and regulations.

Cumulative GHG Emissions

The CPU PEIR determined that impacts associated with cumulative GHG emissions would be significant and unmitigated at the program level. Mitigation Framework measure GHG-1 required that future projects implemented in accordance with the OMCP to incorporate GHG reducing features or mitigation measures in order to show a 28.3 percent reduction in GHG emissions, relative to business as usual (BAU), to meet Assembly Bill Year 2020 target levels. However, since future projects could potentially not meet the necessary reduction goals even with implementation

of Mitigation Framework GHG-1, it was concluded that impacts would remain significant and unmitigated. The OMCP contains policies that would reduce GHG emissions from transportation and operational building uses and would be consistent with the strategies of local and state plans, policies, and regulations aimed at reducing GHG emissions from land use and development. Subsequent projects implemented in accordance with the OMCP would be required to implement GHG-reducing features beyond those mandated under existing codes and regulations. The CPU PEIR identified Mitigation Framework measure GHG-2, requiring future projects to demonstrate their avoidance of significant impacts related to long-term operational emissions. However, even with implementation of mitigation, impacts would remain significant and unmitigated as the analysis determined that the 9.1 to 11.4 percent reductions relative to BAU would fall short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to BAU. While the Mobility, Urban Design, and Conservation elements of the OMCP included specific policies that work to minimize GHG emissions, such as requiring dense and compact development, encouraging efficient energy and water conservation design, and increasing transit accessibility, among others, the OMCP's projected emissions would fall short of meeting the 28.3 percent reduction goal.

Project

Consistency with Adopted Plans, Policies, and Regulations, and Cumulative Emissions

Subsequent to the OMCP adoption in December 2015, the City adopted a CAP that outlines the actions that the City will undertake to achieve its proportional share of State GHG emission reductions. The CAP is a plan for the reduction of GHG emissions in accordance with CEQA Guidelines Section 15183.5. Pursuant to CEQA Guidelines Sections 15064(h)(3), 15130(d), and 15183(b), a project's incremental contribution to a cumulative GHG emissions effect may be determined not to be cumulatively considerable if it complies with the requirements of the CAP. In July 2016, the City adopted the CAP Consistency Checklist to provide a streamlined review process for the analysis of potential GHG impacts from proposed new development. Compliance with the checklist supersedes the CPU PEIR GHG mitigation measures. In October 2022, the City adopted an updated Climate Action Plan that establishes a community-wide goal of new zero emissions by 2035.

A *CAP Consistency Checklist* was prepared for the project by KLR Planning and can be found as Appendix I. Under Step 1 of the CAP Consistency Checklist, the project is not consistent with the existing General Plan and OMCP land use designations and zoning on the site; however, the proposed CPA and rezone would result in an increased density within a Transit Priority Area (TPA). Therefore, the project is consistent with Step 1 and must implement Step 3 of the CAP Consistency Checklist.

As determined under Step 2, the project would be consistent with the strategies and actions of the CAP including energy and water efficient buildings, electric vehicle charging, bicycle parking and transit land use. These project features would be assured as a condition of project approval. Thus, the project is consistent with the CAP Consistency Checklist Step 2 requirements.

Step 3 of the CAP Consistency Checklist would be applicable, as the project is proposing a land use amendment or rezone. The project would implement the General Plan's City of Villages strategy by proposing both residential and commercial components in a currently undeveloped area within the TPA. The project proposes development of 430 residential units, within a TPA on a site that currently

does not allow for any residential development. Thus, the project increases the capacity for transit-supportive uses within a TPA, supporting the CAP's definition of transit-supportive density. In addition, the project would contribute to the increased use of transit by locating high-density multi-family residential adjacent and proximate to existing transit (Bus Routes 905A and 950).

In regard to pedestrian improvements, the project would provide non-contiguous sidewalks and landscaped parkways along Otay Mesa Road, connecting to the project's internal streets and walkways. This connectivity allows for and facilitates direct access to the bus stop located on Otay Mesa Road at Corporate Center Drive, which is approximately 0.25 mile walking distance from the project site. Additionally, pedestrian access to the site would be improved by a six-foot-wide concrete paseo that would be provided through the project's interior streets and walkways, connecting residential and retail commercial buildings and providing resident access to community spaces and other on-site recreational opportunities, and other amenities. The project would include improvements along Otay Mesa Road by constructing non-contiguous sidewalks and restriping an existing Class II bike lane with buffer. The project is proposing bicycle parking in excess of the SDMC requirements (226 required, 235 provided), which supports bicycle ownership and ridership by providing safe, convenient access to bicycle parking and bike lanes.

The project site is currently vacant. The project would include planting more than 300 trees at a site where none currently exist. The proposed landscape plan for the project includes a diverse range of tree types and species. The expansive tree plan would contribute to the City's urban canopy tree coverage goal. This tree canopy along public sidewalks would create a more pleasant pedestrian environment and encourage walking, furthering the City's goals to reduce the use of single-occupant vehicles and promote active transportation.

As demonstrated in the responses to the Step 3 Conformance Evaluation questions, the project would provide transit-supportive residential densities, support the increased use of, implement features that support walkability, contribute to the City's urban canopy tree coverage goal, and result in development that supports transit and easily accessible services and amenities via walking and bicycling thereby reducing automobile use. Therefore, the project is consistent with Step 3 of the CAP Checklist.

The project's contribution of GHGs to cumulative Statewide emissions would be less than cumulatively considerable based on the project's consistency with the City's CAP Consistency Checklist. Therefore, the project's direct and cumulative GHG emissions would have a less than significant impact on the environment.

Conclusion

Based on the foregoing analysis and information, there is no evidence that implementation of the project would require a major change to the Otay Mesa CPU PEIR, relative to GHG Emissions. The CPU PEIR identified Mitigation Framework GHG-1 and GHG-2. The project would provide a CAP Consistency Checklist demonstrating its avoidance of significant impacts related to GHG emissions in accordance with GHG-1 and GHG-2. The project would not result in any new significant impacts or a substantial increase in the severity of impacts from those described in the CPU PEIR would result.

VI. ISSUES NOT ANALYZED IN THE PREVIOUS EIR

CEQA Guidelines, Section 15128, allows environmental issues for which there is no likelihood of a significant impact to not be discussed in detail or analyzed further in the CPU PEIR. The certified CPU PEIR provided a similar level of analysis, even for those issue areas considered to result in impacts found not to be significant.

Revisions to the project components evaluated under the CPU PEIR are proposed with the current project. Through the environmental analysis conducted, the City has determined that the current project, subject of and evaluated under this Addendum would not have the potential to cause significant impacts to those issue areas beyond those analyzed. While these issues were not analyzed in detail, as outlined in CEQA Section 15128, there is no new information available that would indicate that these issues would result in new significant impacts.

VII. SIGNIFICANT UNMITIGATED IMPACTS

The CPU PEIR Chapter 9, Significant Unavoidable Environmental Effects/ Irreversible Environmental Changes, identifies the following significant unmitigated impacts: transportation/circulation (capacity), utilities (solid waste), air quality (criteria pollutants, sensitive receptors), greenhouse gas emissions, and noise (traffic, stationary sources and construction). As there were significant unmitigated impacts associated with the original project approval, the decision maker was required to make specific and substantiated "CEQA Findings" which stated: (a) specific economic, social, or other considerations which make infeasible the mitigation measures or project alternatives identified in the CPU PEIR, and (b) the impacts have been found acceptable because of specific overriding considerations. Given that there are no new or more severe significant impacts that were not already addressed in the previous certified CPU PEIR, new CEQA Findings and/or Statement of Overriding Considerations are not required.

The project would not result in any additional significant impacts nor would it result in an increase in the severity of impacts from that described in the previously certified CPU PEIR.

VIII. MITIGATION, MONITORING, AND REPORTING PROGRAM (MMRP) INCORPORATED INTO THE PROJECT

A. GENERAL REQUIREMENTS: PART I – Plan Check Phase (prior to permit issuance)

1. Prior to the issuance of a Notice To Proceed (NTP) for a subdivision, or any construction permits, such as Demolition, Grading or Building, or beginning any construction related activity on-site, the Development Services Department (DSD) Director's Environmental Designee (ED) shall review and approve all Construction Documents (CD), (plans, specification, details, etc.) to ensure the MMRP requirements are incorporated into the design.
2. In addition, the ED shall verify that the MMRP Conditions/Notes that apply ONLY to the construction phases of this project are included VERBATIM, under the heading, "**ENVIRONMENTAL/MITIGATION REQUIREMENTS.**"

3. These notes must be shown within the first three (3) sheets of the construction documents in the format specified for engineering construction document templates as shown on the City website: <https://www.sandiego.gov/development-services/forms-publications/design-guidelines-templates>
4. The **TITLE INDEX SHEET** must also show on which pages the “Environmental/Mitigation Requirements” notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

B. GENERAL REQUIREMENTS: PART II – Post Plan Check (After permit issuance/Prior to start of construction)

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

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

CONTACT INFORMATION:

- a) The PRIMARY POINT OF CONTACT is the **RE** at the **Field Engineering Division, 858-627-3200.**
- b) For Clarification of ENVIRONMENTAL REQUIREMENTS, it is also required to call **RE and MMC at 858-627-3360.**

2. **MMRP COMPLIANCE:** This Project, Project Tracking System (PTS) No. 615398 and/or Environmental Document No. 615398, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD’s Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e., to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets

and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc.

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

- A. **OTHER AGENCY REQUIREMENTS:** Evidence of compliance with all other agency requirements or permits shall be submitted to the RE and MMC for review and acceptance prior to the beginning of work or within one week of the Permit Holder obtaining documentation of those permits or requirements. Evidence shall include copies of permits, letters of resolution or other documentation issued by the responsible agency: **Not Applicable**
- B. **MONITORING EXHIBITS:** All consultants are required to submit to RE and MMC, a monitoring exhibit on a 11x17 reduction of the appropriate construction plan, such as site plan, grading, landscape, etc., marked to clearly show the specific areas including the **LIMIT OF WORK**, scope of that discipline’s work, and notes indicating when in the construction schedule that work will be performed. When necessary for clarification, a detailed methodology of how the work will be performed shall be included.

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

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

C. SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS

DOCUMENT SUBMITTAL/INSPECTION CHECKLIST		
Issue Area	Document Submittal	Associated Inspection/Approvals/Notes
General	Consultant Qualification Letters	Prior to Preconstruction Meeting
General	Consultant Construction Monitoring Exhibits	Prior to or at Preconstruction Meeting
Land Use (MSCP)	Land Use Adjacency Issues CVSRs	Land Use Adjacency Issue Site Observations

DOCUMENT SUBMITTAL/INSPECTION CHECKLIST		
Archaeology	Archaeology Reports	Archaeology/Historic Site Observation
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

Historical Resources

HIST-1 ARCHAEOLOGICAL RESOURCES

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Development Services Department Environmental Designee shall verify that the requirements for Archaeological Monitoring and Native American monitoring have been noted on the applicable construction documents through the plan check process.

B. Letters of Qualification have been submitted to Development Services Department Environmental Designee

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the archaeological monitoring program, as defined in the City of San Diego Historical Resources Guidelines (HRG). If applicable, individuals involved in the archaeological monitoring program must have completed the 40-hour HAZWOPER training with certification documentation.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the archaeological monitoring of the project meet the qualifications established in the HRG.
3. Prior to the start of work, the applicant must obtain written approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search (1/4-mile radius) has been completed. Verification includes but is not limited to a copy of a confirmation letter from South Coastal Information Center, or, if the search was in-house, a letter of verification from the PI stating that the search was completed.

2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.
3. The PI may submit a detailed letter to MMC requesting a reduction to the ¼ mile radius.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Native American consultant/monitor (where Native American resources may be impacted), Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified Archaeologist and Native American Monitor shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Archaeological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.
2. Identify Areas to be Monitored
 - a. Prior to the start of any work that requires monitoring, the PI shall submit an Archaeological Monitoring Exhibit (AME) (with verification that the AME has been reviewed and approved by the Native American consultant/monitor when Native American resources may be impacted) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits.
 - b. The AME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).
3. When Monitoring Will Occur
 - a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
 - b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate site conditions such as depth of excavation and/or site graded to bedrock, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor(s) Shall be Present During Grading/Excavation/Trenching

1. The Archaeological Monitor shall be present full-time during all soil disturbing and grading/excavation/trenching activities which could result in impacts to archaeological resources as identified on the AME. The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the AME.
2. The Native American consultant/monitor shall determine the extent of their presence during soil disturbing and grading/excavation/trenching activities based on the AME and provide that information to the PI and MMC. If prehistoric resources are encountered during the Native American consultant/monitor's absence, work shall stop and the Discovery Notification Process detailed in Section III.B-C and IV.A-D shall commence.
3. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as modern disturbance post-dating the previous grading/trenching activities, presence of fossil formations, or when native soils are encountered that may reduce or increase the potential for resources to be present.
4. The archaeological and Native American consultant/monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (Notification of Monitoring Completion), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Archaeological Monitor shall direct the contractor to temporarily divert all soil disturbing activities, including but not limited to digging, trenching, excavating or grading activities in the area of discovery and in the area reasonably suspected to overlay adjacent resources and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

4. No soil shall be exported off-site until a determination can be made regarding the significance of the resource specifically if Native American resources are encountered.

C. Determination of Significance

1. The PI and Native American consultant/monitor, where Native American resources are discovered shall evaluate the significance of the resource. If Human Remains are involved, follow protocol in Section IV below.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required.
 - b. If the resource is significant, the PI shall submit an Archaeological Data Recovery Program (ADRP) which has been reviewed by the Native American consultant/monitor and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume. Note: If a unique archaeological site is also an historical resource as defined in CEQA, then the limits on the amount(s) that a project applicant may be required to pay to cover mitigation costs as indicated in CEQA Section 21083.2 shall not apply.
 - c. If the resource is not significant, the PI shall submit a letter to MMC indicating that artifacts will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that that no further work is required.

I. **Discovery of Human Remains**

If human remains are discovered, work shall halt in that area and no soil shall be exported off-site until a determination can be made regarding the provenance of the human remains; and the following procedures as set forth in CEQA Section 15064.5(e), the California Public Resources Code (Sec. 5097.98) and State Health and Safety Code (Sec. 7050.5) shall be undertaken:

A. Notification

1. Archaeological Monitor shall notify the RE or BI as appropriate, MMC, and the PI, if the Monitor is not qualified as a PI. MMC will notify the appropriate Senior Planner in the Environmental Analysis Section (EAS) of the Development Services Department to assist with the discovery notification process.
2. The PI shall notify the Medical Examiner after consultation with the RE, either in person or via telephone.

B. Isolate discovery site

1. Work shall be directed away from the location of the discovery and any nearby area reasonably suspected to overlay adjacent human remains until a determination can be made by the Medical Examiner in consultation with the PI concerning the provenance of the remains.
2. The Medical Examiner, in consultation with the PI, will determine the need for a field examination to determine the provenance.
3. If a field examination is not warranted, the Medical Examiner will determine with input from the PI, if the remains are or are most likely to be of Native American origin.

C. If Human Remains ARE determined to be Native American

1. The Medical Examiner will notify the Native American Heritage Commission (NAHC) within 24 hours. By law, ONLY the Medical Examiner can make this call.
2. NAHC will immediately identify the person or persons determined to be the Most Likely Descendent (MLD) and provide contact information.
3. The MLD will contact the PI within 24 hours or sooner after the Medical Examiner has completed coordination, to begin the consultation process in accordance with CEQA Section 15064.5(e), the California Public Resources and Health & Safety Codes.
4. The MLD will have 48 hours to make recommendations to the property owner or representative, for the treatment or disposition with proper dignity, of the human remains and associated grave goods.
5. Disposition of Native American Human Remains will be determined between the MLD and the PI, and, if:
 - a. The NAHC is unable to identify the MLD, OR the MLD failed to make a recommendation within 48 hours after being granted access to the site, OR;
 - b. The landowner or authorized representative rejects the recommendation of the MLD and mediation in accordance with PRC 5097.94 (k) by the NAHC fails to provide measures acceptable to the landowner, the landowner shall reinter the human remains and items associated with Native American human remains with appropriate dignity on the property in a location not subject to further and future subsurface disturbance, THEN
 - c. To protect these sites, the landowner shall do one or more of the following:
 - (1) Record the site with the NAHC;

(2) Record an open space or conservation easement; or

(3) Record a document with the County. The document shall be titled "Notice of Reinterment of Native American Remains" and shall include a legal description of the property, the name of the property owner, and the owner's acknowledged signature, in addition to any other information required by PRC 5097.98. The document shall be indexed as a notice under the name of the owner.

II. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 - 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
 - 3. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night and/or weekend work, the PI shall record the information on the CSV and submit to MMC via fax by 8AM of the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction, and IV - Discovery of Human Remains. Discovery of human remains shall always be treated as a significant discovery.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction and IV-Discovery of Human Remains shall be followed.
 - d. The PI shall immediately contact MMC, or by 8AM of the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night and/or weekend work becomes necessary during the course of construction:
 - 1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 - 2. The RE, or BI, as appropriate, shall notify MMC immediately.
- C. All other procedures described above shall apply, as appropriate.

III. Post Construction

A. Preparation and Submittal of Draft Monitoring Report

1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Historical Resources Guidelines (Appendix C/D) which describes the results, analysis, and conclusions of all phases of the Archaeological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring. It should be noted that if the PI is unable to submit the Draft Monitoring Report within the allotted 90-day timeframe resulting from delays with analysis, special study results or other complex issues, a schedule shall be submitted to MMC establishing agreed due dates and the provision for submittal of monthly status reports until this measure can be met.
 - a. For significant archaeological resources encountered during monitoring, the Archaeological Data Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with State of California Department of Parks and Recreation
The PI shall be responsible for recording (on the appropriate State of California Department of Park and Recreation forms-DPR 523 A/B) any significant or potentially significant resources encountered during the Archaeological Monitoring Program in accordance with the City's Historical Resources Guidelines, and submittal of such forms to the South Coastal Information Center with the Final Monitoring Report.
2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
4. MMC shall provide written verification to the PI of the approved report.
5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.

B. Handling of Artifacts

1. The PI shall be responsible for ensuring that all cultural remains collected are cleaned and catalogued
2. The PI shall be responsible for ensuring that all artifacts are analyzed to identify function and chronology as they relate to the history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate.
3. The cost for curation is the responsibility of the property owner.

C. Curation of artifacts: Accession Agreement and Acceptance Verification

1. The PI shall be responsible for ensuring that all artifacts associated with the survey, testing and/or data recovery for this project are permanently curated with an appropriate institution. This shall be completed in consultation with MMC and the Native American representative, as applicable.
2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
3. When applicable to the situation, the PI shall include written verification from the Native American consultant/monitor indicating that Native American resources were treated in accordance with state law and/or applicable agreements. If the resources were reinterred, verification shall be provided to show what protective measures were taken to ensure no further disturbance occurs in accordance with Section IV – Discovery of Human Remains, Subsection 5.

B. Final Monitoring Report(s)

1. The PI shall submit one copy of the approved Final Monitoring Report to the RE or BI as appropriate, and one copy to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
2. The RE shall, in no case, issue the Notice of Completion and/or release of the Performance Bond for grading until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

Paleontological Resources

PALEO-1: PALEONTOLOGICAL RESOURCES

I. Prior to Permit Issuance

A. Entitlements Plan Check

1. Prior to issuance of any construction permits, including but not limited to, the first Grading Permit, Demolition Plans/Permits and Building Plans/Permits or a Notice to Proceed for Subdivisions, but prior to the first preconstruction meeting, whichever is applicable, the Development Services Department Environmental Designee shall verify that the requirements for Paleontological Monitoring have been noted on the appropriate construction documents.

- B. Letters of Qualification have been submitted to Development Services Department Environmental Designee

1. The applicant shall submit a letter of verification to Mitigation Monitoring Coordination (MMC) identifying the Principal Investigator (PI) for the project and the names of all persons involved in the paleontological monitoring program, as defined in the City of San Diego Paleontology Guidelines.
2. MMC will provide a letter to the applicant confirming the qualifications of the PI and all persons involved in the paleontological monitoring of the project.
3. Prior to the start of work, the applicant shall obtain approval from MMC for any personnel changes associated with the monitoring program.

II. Prior to Start of Construction

A. Verification of Records Search

1. The PI shall provide verification to MMC that a site-specific records search has been completed. Verification includes but is not limited to a copy of a confirmation letter from San Diego Natural History Museum, other institution or, if the search was in-house, a letter of verification from the PI stating that the search was completed.
2. The letter shall introduce any pertinent information concerning expectations and probabilities of discovery during trenching and/or grading activities.

B. PI Shall Attend Precon Meetings

1. Prior to beginning any work that requires monitoring; the Applicant shall arrange a Precon Meeting that shall include the PI, Construction Manager (CM) and/or Grading Contractor, Resident Engineer (RE), Building Inspector (BI), if appropriate, and MMC. The qualified paleontologist shall attend any grading/excavation related Precon Meetings to make comments and/or suggestions concerning the Paleontological Monitoring program with the Construction Manager and/or Grading Contractor.
 - a. If the PI is unable to attend the Precon Meeting, the Applicant shall schedule a focused Precon Meeting with MMC, the PI, RE, CM or BI, if appropriate, prior to the start of any work that requires monitoring.

2. Identify Areas to be Monitored

Prior to the start of any work that requires monitoring, the PI shall submit a Paleontological Monitoring Exhibit (PME) based on the appropriate construction documents (reduced to 11x17) to MMC identifying the areas to be monitored including the delineation of grading/excavation limits. The PME shall be based on the results of a site-specific records search as well as information regarding existing known soil conditions (native or formation).

3. When Monitoring Will Occur

- a. Prior to the start of any work, the PI shall also submit a construction schedule to MMC through the RE indicating when and where monitoring will occur.
- b. The PI may submit a detailed letter to MMC prior to the start of work or during construction requesting a modification to the monitoring program. This request shall be based on relevant information such as review of final construction documents which indicate conditions such as depth of excavation and/or site graded to bedrock, presence or absence of fossil resources, etc., which may reduce or increase the potential for resources to be present.

III. During Construction

A. Monitor Shall be Present During Grading/Excavation/Trenching

1. The monitor shall be present full-time during grading/excavation/trenching activities as identified on the PME that could result in impacts to formations with high and moderate resource sensitivity. **The Construction Manager is responsible for notifying the RE, PI, and MMC of changes to any construction activities such as in the case of a potential safety concern within the area being monitored. In certain circumstances OSHA safety requirements may necessitate modification of the PME.**
2. The PI may submit a detailed letter to MMC during construction requesting a modification to the monitoring program when a field condition such as trenching activities that do not encounter formational soils as previously assumed, and/or when unique/unusual fossils are encountered, which may reduce or increase the potential for resources to be present.
3. The monitor shall document field activity via the Consultant Site Visit Record (CSV). The CSV's shall be faxed by the CM to the RE the first day of monitoring, the last day of monitoring, monthly (**Notification of Monitoring Completion**), and in the case of ANY discoveries. The RE shall forward copies to MMC.

B. Discovery Notification Process

1. In the event of a discovery, the Paleontological Monitor shall direct the contractor to temporarily divert trenching activities in the area of discovery and immediately notify the RE or BI, as appropriate.
2. The Monitor shall immediately notify the PI (unless Monitor is the PI) of the discovery.
3. The PI shall immediately notify MMC by phone of the discovery and shall also submit written documentation to MMC within 24 hours by fax or email with photos of the resource in context, if possible.

C. Determination of Significance

1. The PI shall evaluate the significance of the resource.
 - a. The PI shall immediately notify MMC by phone to discuss significance determination and shall also submit a letter to MMC indicating whether additional mitigation is required. The determination of significance for fossil discoveries shall be at the discretion of the PI.
 - b. If the resource is significant, the PI shall submit a Paleontological Recovery Program (PRP) and obtain written approval from MMC. Impacts to significant resources must be mitigated before ground disturbing activities in the area of discovery will be allowed to resume.
 - c. If resource is not significant (e.g., small pieces of broken common shell fragments or other scattered common fossils) the PI shall notify the RE, or BI as appropriate, that a non-significant discovery has been made. The Paleontologist shall continue to monitor the area without notification to MMC unless a significant resource is encountered.
 - d. The PI shall submit a letter to MMC indicating that fossil resources will be collected, curated, and documented in the Final Monitoring Report. The letter shall also indicate that no further work is required.

IV. Night and/or Weekend Work

- A. If night and/or weekend work is included in the contract
 1. When night and/or weekend work is included in the contract package, the extent and timing shall be presented and discussed at the precon meeting.
 2. The following procedures shall be followed.
 - a. No Discoveries
In the event that no discoveries were encountered during night and/or weekend work, The PI shall record the information on the CSV and submit to MMC via fax by 8AM on the next business day.
 - b. Discoveries
All discoveries shall be processed and documented using the existing procedures detailed in Sections III - During Construction.
 - c. Potentially Significant Discoveries
If the PI determines that a potentially significant discovery has been made, the procedures detailed under Section III - During Construction shall be followed.

- d. The PI shall immediately contact MMC, or by 8AM on the next business day to report and discuss the findings as indicated in Section III-B, unless other specific arrangements have been made.
- B. If night work becomes necessary during the course of construction
1. The Construction Manager shall notify the RE, or BI, as appropriate, a minimum of 24 hours before the work is to begin.
 2. The RE, or BI, as appropriate, shall notify MMC immediately.
 3. All other procedures described above shall apply, as appropriate.

V. Post Construction

- A. Preparation and Submittal of Draft Monitoring Report
1. The PI shall submit two copies of the Draft Monitoring Report (even if negative), prepared in accordance with the Paleontological Guidelines which describes the results, analysis, and conclusions of all phases of the Paleontological Monitoring Program (with appropriate graphics) to MMC for review and approval within 90 days following the completion of monitoring,
 - a. For significant paleontological resources encountered during monitoring, the Paleontological Recovery Program shall be included in the Draft Monitoring Report.
 - b. Recording Sites with the San Diego Natural History Museum
The PI shall be responsible for recording (on the appropriate forms) any significant or potentially significant fossil resources encountered during the Paleontological Monitoring Program in accordance with the City's Paleontological Guidelines, and submittal of such forms to the San Diego Natural History Museum with the Final Monitoring Report.
 2. MMC shall return the Draft Monitoring Report to the PI for revision or, for preparation of the Final Report.
 3. The PI shall submit revised Draft Monitoring Report to MMC for approval.
 4. MMC shall provide written verification to the PI of the approved report.
 5. MMC shall notify the RE or BI, as appropriate, of receipt of all Draft Monitoring Report submittals and approvals.
- B. Handling of Fossil Remains
1. The PI shall be responsible for ensuring that all fossil remains collected are cleaned and catalogued.

2. The PI shall be responsible for ensuring that all fossil remains are analyzed to identify function and chronology as they relate to the geologic history of the area; that faunal material is identified as to species; and that specialty studies are completed, as appropriate
- C. Curation of fossil remains: Deed of Gift and Acceptance Verification
1. The PI shall be responsible for ensuring that all fossil remains associated with the monitoring for this project are permanently curated with an appropriate institution.
 2. The PI shall include the Acceptance Verification from the curation institution in the Final Monitoring Report submitted to the RE or BI and MMC.
- D. Final Monitoring Report(s)
1. The PI shall submit two copies of the Final Monitoring Report to MMC (even if negative), within 90 days after notification from MMC that the draft report has been approved.
 2. The RE shall, in no case, issue the Notice of Completion until receiving a copy of the approved Final Monitoring Report from MMC which includes the Acceptance Verification from the curation institution.

IX. CERTIFICATION

Copies of the addendum, the certified CPU PEIR, the Mitigation Monitoring and Reporting Program, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA website at www.sandiego.gov/ceqa/final.



Dawna Marshall,
Senior Planner
Development Services Department

2/14/2023

Date of Final Report

Attachments:

- List of Acronyms and Abbreviations
- References
- Figure 1: Otay Mesa East Project
- Figure 2: MHPA Map
- Figure 3: Otay Mesa Community Plan Land Use Map
- Figure 4: Location Map
- Figure 5: Site Plan
- Figure 6: Vesting Tentative Map

Appendices:

- Appendix A: Air Quality Technical Report
- Appendix B: Biological Letter
- Appendix C: FAA No Hazard Determination
- Appendix D: Phase I and Phase II Environmental Site Assessment
- Appendix E: Storm Water Quality Management Plan
- Appendix F: Drainage Report
- Appendix G: Geotechnical Investigation
- Appendix H: Transportation Analysis Memorandum
- Appendix I: CAP Consistency Checklist
- Appendix J: Service Letters
- Appendix K: Water System Analysis
- Appendix L: Sewer Study
- Appendix M: Waste Management Plan
- Appendix N: Noise Analysis Report

LIST OF ACRONYMS AND ABBREVIATIONS

ADT	average daily trips
AIA	Airport Influence Area
ALUC	Airport Land Use Commission
ALUCP	Airport Land Use Compatibility Plan
AM/am	morning
AME	Archaeological Monitoring Exhibit
AMSL	above mean sea level
APNs	Assessor's Parcel Number
BAU	Business As Usual
BI	Building Inspector
BMP(s)	Best Management Practice(s)
Caltrans	California Department of Transportation
CAGN	coastal California gnatcatcher
CAP	Climate Action Plan
CAAQS	California Ambient Air Quality Standard
CARB	California Air Resources Board
CBC	California Building Code
CD	Construction Documents
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CM	Construction Manager
CNEL	community noise equivalent level
CNPS	California Native Plant Society
CO	carbon monoxide
CPA	Community Plan Amendment
CPIOZ	Community Plan Implementation Overlay Zone
CPU	Community Plan Update
CSVr	Consultant Site Visit Record
dB	decibel
dBA	A-weighted decibel
d/D	depth-to-diameter
DEH	Department of Environmental Health
DHS	Department of Health Services
DIFs	Development Impact Fees
DPM	Diesel Particulate Matter
DSD	Development Services Department
EAS	Environmental Analysis Section
ED	Environmental Designee
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
ESL	Environmentally Sensitive Lands
FAA	Federal Aviation Administration

FAR	floor-to-area ratio
FESA	Federal Endangered Species Act
GHG	greenhouse gas
gpd	gallon per day
HRG	Historical Resources Guidelines
HVAC	heating, ventilating, and air conditioning
LDC	Land Development Code
Leq	equivalent continuous sound level
LID	low impact design
LOS	level of service
MBTA	Migratory Bird Treaty Act
MHPA	Multi Habitat Planning Area
MLD	Most Likely Descendent
MMC	Mitigation Monitoring Coordination
MMRP	Mitigation Monitoring Reporting Program
MND	Mitigated Negative Declaration
MRZ	Mineral Resources Zone
MSCP	Multiple Species Conservation Program
MWS	modular wetland unit
NAHC	Native American Heritage Commission
NAAQS	National Ambient Air Quality Standard
NDP	Neighborhood Development Permit
No.	Number
NO _x	oxides of nitrogen
NPDES	National Pollutant Discharge Elimination System
NTP	Notice to Proceed
OCPs	organochlorine pesticides
OMCP	Otay Mesa Community Plan
OMCPU	Otay Mesa Community Plan Update
OMDD-C	Otay Mesa Development District – Commercial Subdistrict
PEIR	Program Environmental Impact Report
PFFP	Public Facilities Financing Plan
PI	Principal investigator
PM/pm	afternoon
PM _{2.5}	particulate matter 2.5 micrometers or less in aerodynamic diameter
PM ₁₀	particulate matter 10 micrometers or less in aerodynamic diameter
ppm	parts per million
PTS	Project Tracking System
psi	pounds per square inch
RAQS	Regional Air Quality Strategy
RCP	Regional Comprehensive Plan

RCP	reinforced concrete pipe
RCRA	Resource Conservation and Recovery Act
RE	Resident Engineer
REC	recognized environmental condition
Regional Plan	SANDAG's 2021 Regional Plan
RHNA	Regional Housing Needs Assessment
ROG	relative organic gases
ROW	right of way
RPO	Resource Protection Ordinance
RWQCB	Regional Water Quality Control Board
SANDAG	San Diego Association of Governments
SB	Senate Bill
SCS	Sustainable Communities Strategy
SDAB	San Diego Air Basin
SDAPCD	San Diego Air Pollution Control District
SDFD	San Diego Fire-Rescue Department
SDMC	San Diego Municipal Code
SDPD	San Diego Police Department
SDP	Site Development Permit
SHPO	State Historic Preservation Officer
SIP	State Implementation Plan
SO _x	oxides of sulfur
SR	State Route
STC	sound transmission class
SUHSD	Sweetwater Union High School District
SWPPP	Storm Water Prevention Plan
SWQMP	Storm Water Quality Management Plan
SYDS	San Ysidro School District
TCM	transportation control measures
TIA	Traffic Impact Analysis
TPA	transit priority area
USACE	U.S. Army Corps of Engineers
USFWS	U.S. Fish and Wildlife Service
VPHCP	Vernal Pool Habitat Conservation Plan
VTM	Vesting Tentative Map
WMP	Waste Management Plan

REFERENCES

San Diego Association of Governments. 2050 Regional Transportation Plan/Sustainable Communities Strategy (October 2011).

San Diego, City of. *Otay Mesa Community Plan Final Program Environmental Impact Report* (2013)

San Diego, City of. *Climate Action Plan*. (2022)

San Diego, City of. *Development Services Department, California Environmental Quality Act, Significance Determination Thresholds*. (September 2022)

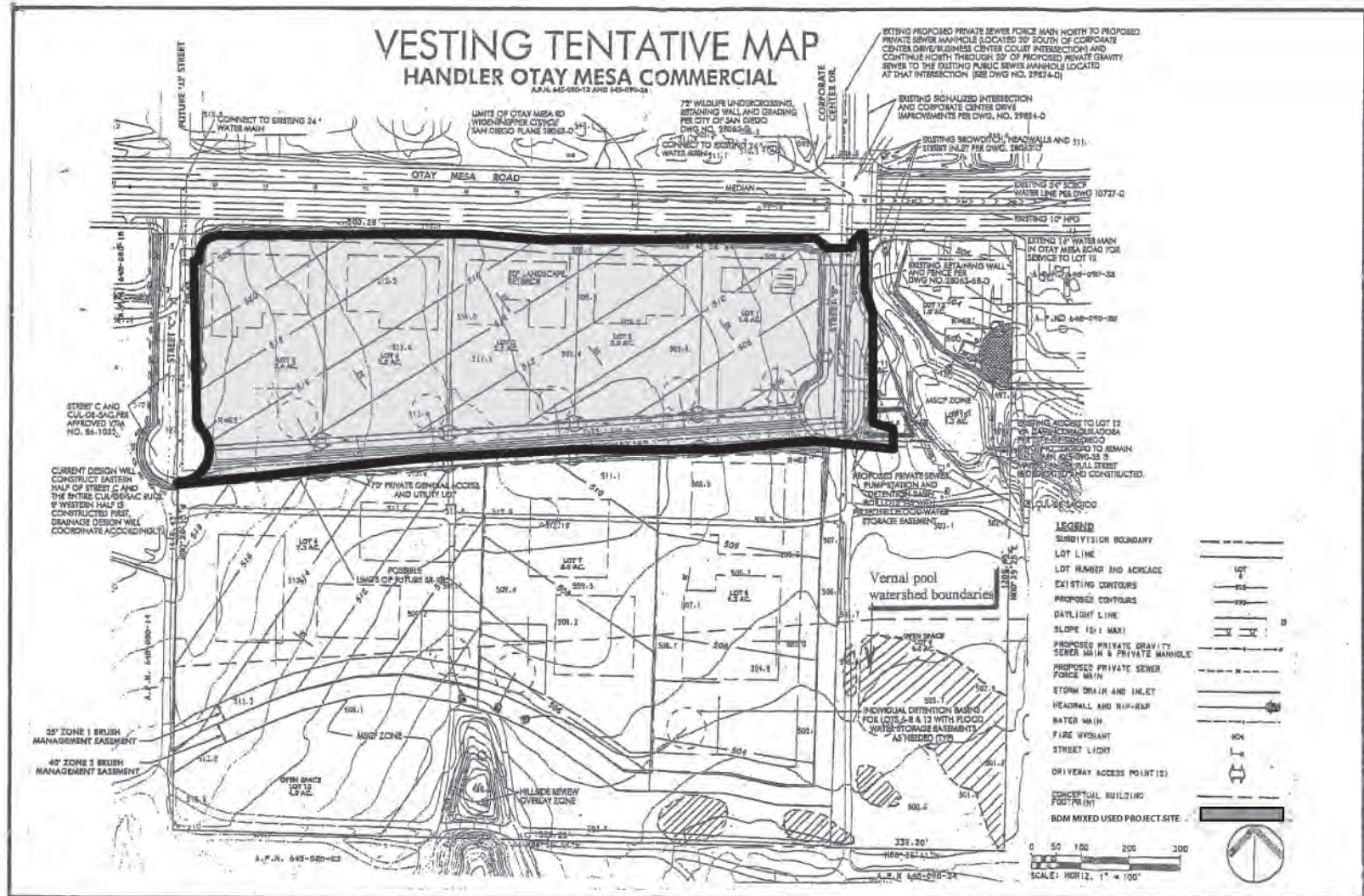
San Diego, City of. *Environmental Impact Report Guidelines* (1992; Revised 2005)

San Diego, City of. *General Plan* (March 2008)

San Diego, City of. *Land Development Code* (2021)

San Diego, City of. *Otay Mesa Community Plan*. (March 11, 2014).

San Diego County Regional Airport Authority. *Airport Land Use Compatibility Plan for Brown Field*. (December 20, 2010).



(138-1761)

REVISED SITE PLAN

OTAY MESA EAST • PROJECT No. 3159

CITY OF SAN DIEGO • DEVELOPMENT SERVICES DEPARTMENT



FIGURE
2

Figure 1. Otay Mesa East Project



 Project Site


Source: City of San Diego, SanGIS Aerial Photo: Nearmap 2022

Figure 2. MHPA Map

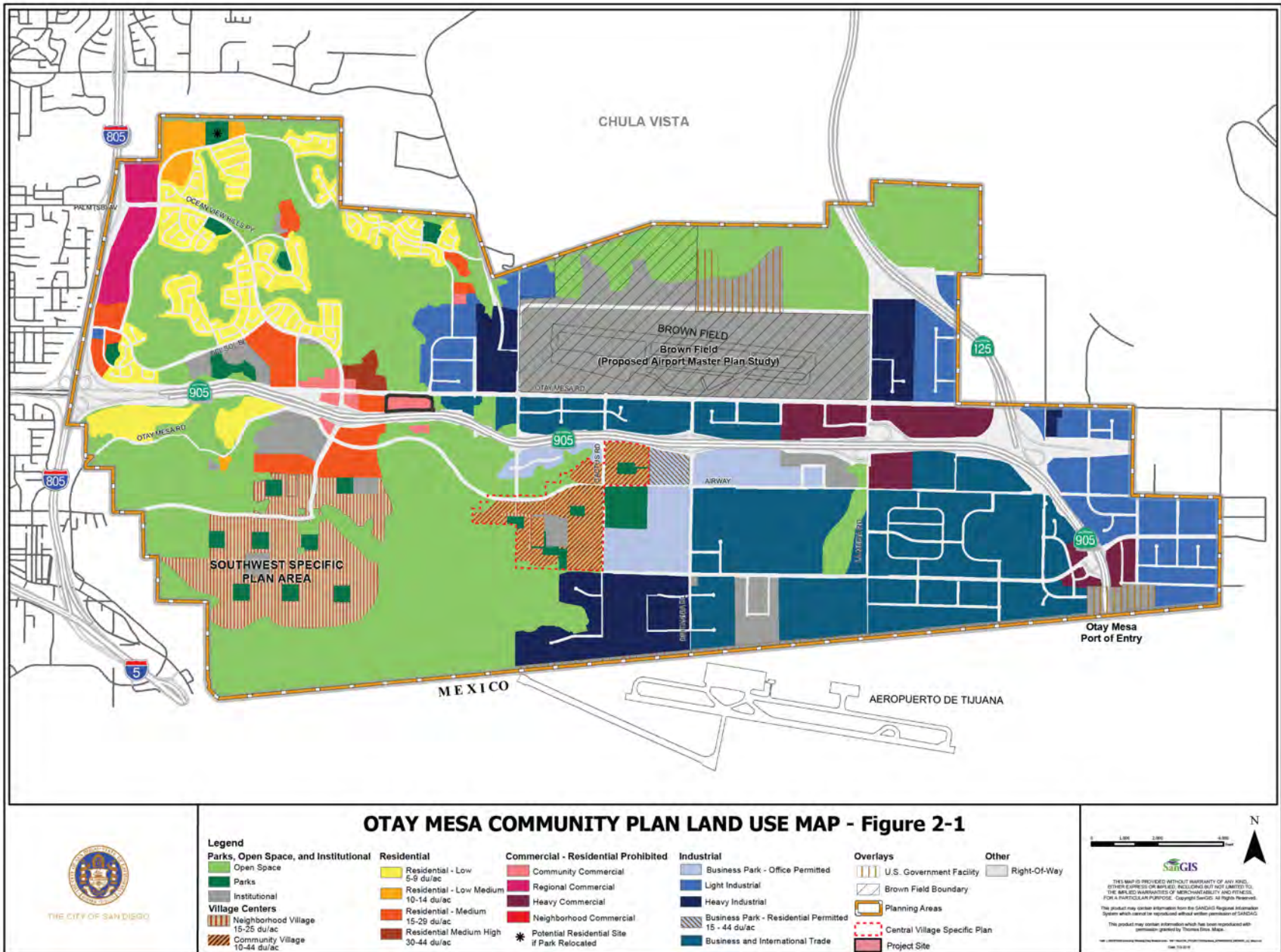


Figure 3. Otay Mesa Community Plan Land Use Map

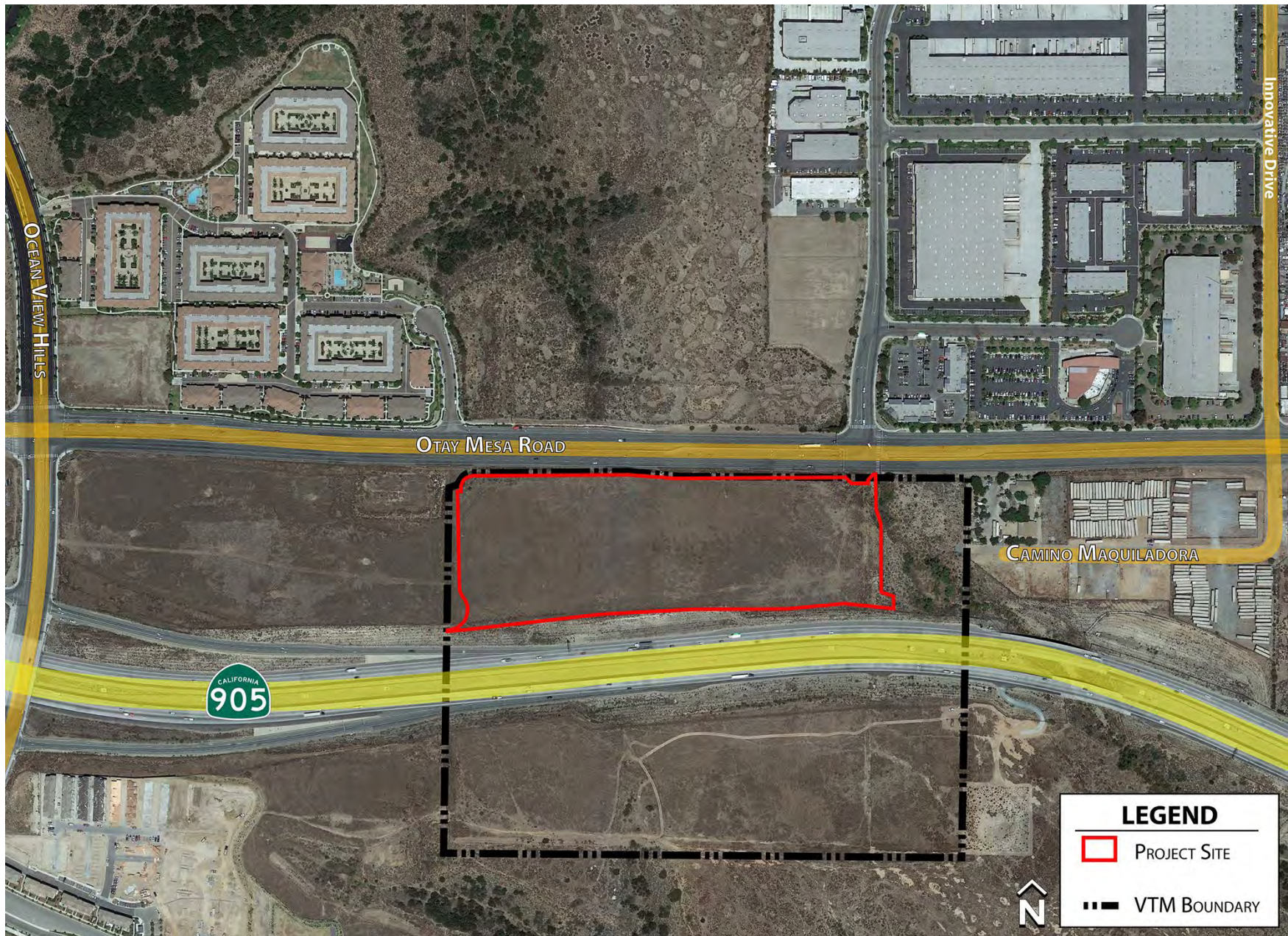
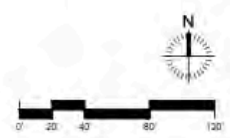
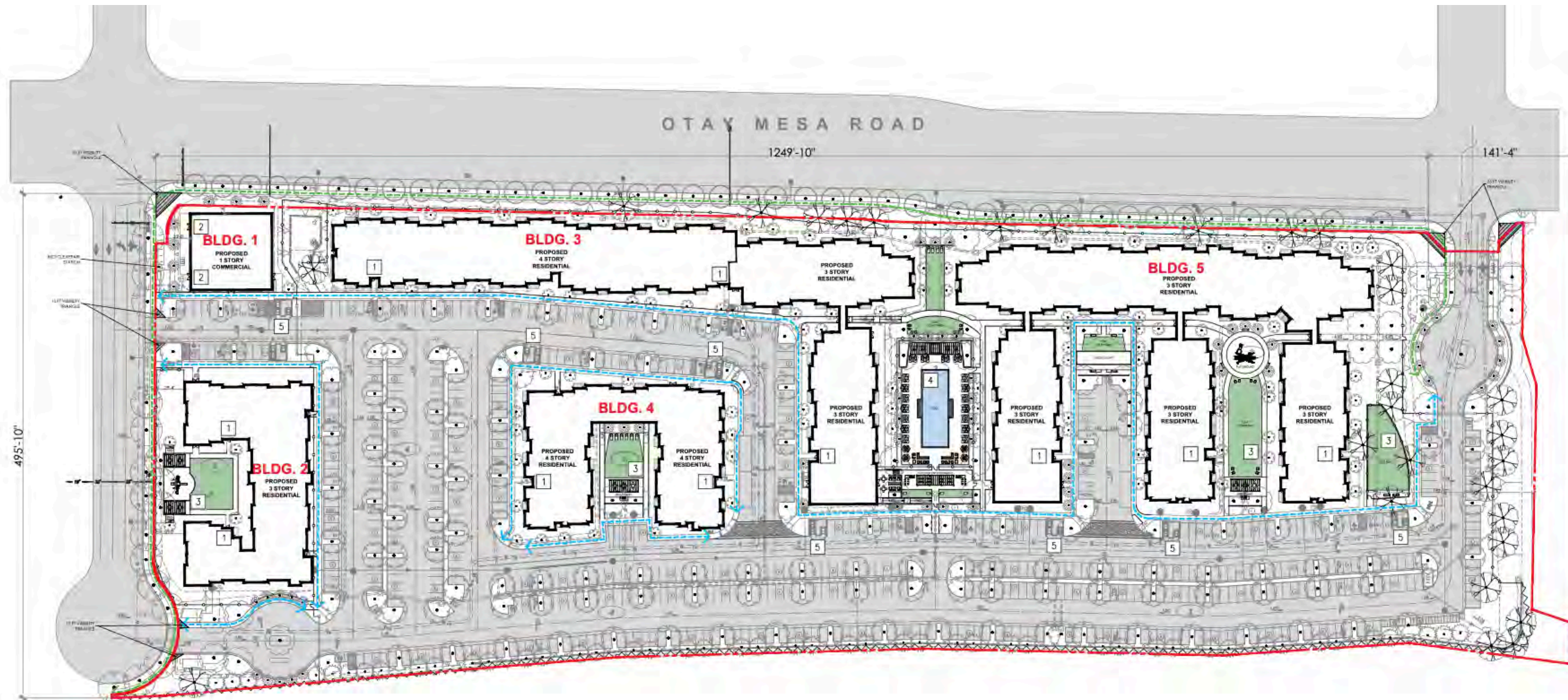


Figure 4. Location Map



KEYNOTES	GENERAL NOTE	LEGEND
<ul style="list-style-type: none"> 1 STAIR ACCESS 2 COMMERCIAL ENTRANCE 3 COURTYARD (SEE LANDSCAPE PLANS) 4 POOL (SEE LANDSCAPE PLANS) 5 TRASH AND GREEN WASTE ENCLOSURE 	<p>- NO OBJECTS HIGHER THAN 24 INCHES WILL BE PROPOSED IN THE VISIBILITY AREAS</p>	<ul style="list-style-type: none">  ACCESS AISLE AREA  ACCESSIBLE PARKING STALL  OFF-SITE PEDESTRIAN CIRCULATION  ON-SITE PEDESTRIAN CIRCULATION  PROPERTY LINE

Figure 5. Site Plan

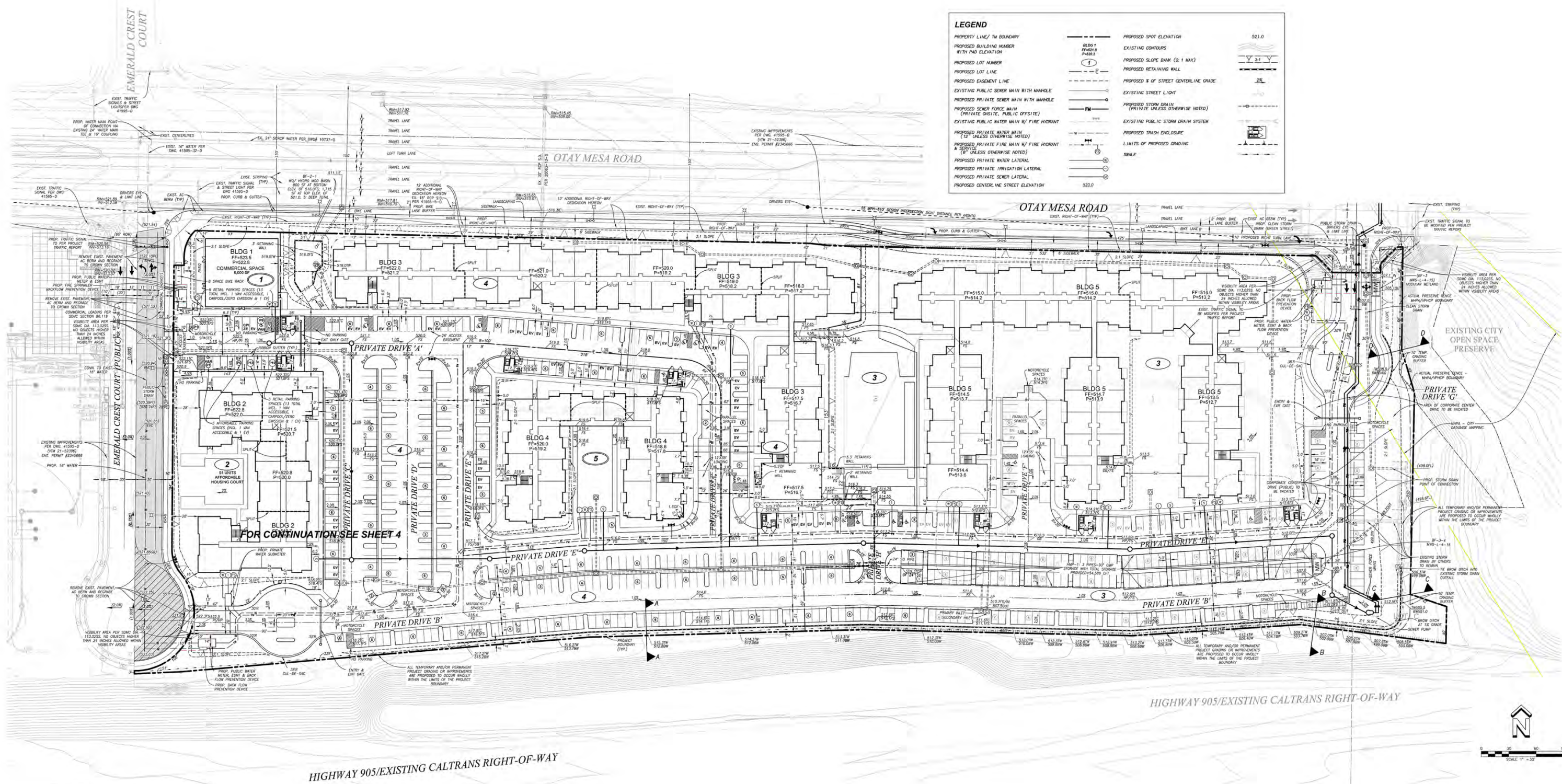


Figure 6. Vesting Tentative Map