



ADDENDUM

Project No. 690358
Addendum to EIR No. 30330/304032
SCH No. 2004651076

SUBJECT: CALIFORNIA TERRACES PLANNING AREA (PA) 61-Lot 1: A COMMUNITY PLAN AMENDMENT (CPA) to redesignate Lot 1 of Map 16413 from Community Commercial – Residential Prohibited to Residential Medium (15-29 dwelling units per acre), a REZONE from CC-1-3 and AR-1-1 to RM-2-5, which would allow a maximum of 130 units on the site, a VESTING TENTATIVE MAP, a SITE DEVELOPMENT PERMIT, MASTER PLANNED DEVELOPMENT PERMIT, and a NEIGHBORHOOD DEVELOPMENT PERMIT to construct 79 multi-family dwelling units within 12 buildings. The project includes requests for allowable deviations from applicable development regulations with respect to front-yard setbacks, side-yard setbacks, and street-side setbacks, consistent with the adjacent Lot 2, currently under construction. The project would conform to the Affordable/In-Fill Housing and Sustainable Buildings Expedite Program by providing at least 10 percent of the total units on-site as affordable units, which is calculated to be eight affordable housing units. The overall vacant 4.46-acre project site is located at the southeast corner of Caliente Avenue and Otay Mesa Road, consisting of one parcel (Assessor's Parcel Number 645-080-160). The site has a land use designation of Community Commercial – Residential Prohibited and is assigned the zoning designation CC-1-3 within the Otay Mesa Community Plan area. Additionally, the project site is within the Community Plan Implementation Overlay Zone – Type A, 2035 Transit Priority Area, Airport Influence Area (Review Area 2- Brown Field), and the Federal Aviation Administration Part 77 Notification Area (Brown Field). (LEGAL DESCRIPTION: Lot 1 of Map 16413.) APPLICANT: Tri Pointe Homes.

I. BACKGROUND OF PROJECT SITE

California Terraces Precise Plan and VTM – Environmental Impact Report No. 86-1032

The Planning Area 61 (PA-61) project site was part of the Pardee Homes California Terraces project that was approved through a Community Plan Amendment (CPA), a Master Rezone, the California Terraces Precise Plan (Precise Plan), Vesting Tentative Maps (VTMs) for California Terraces (VTM No. 86-1032) and South Palm Vista (VTM No. 90-0574), a Hillside Review Permit, Resources Protection Ordinance Permit, a Planned Development Permit, a Small Lot Overlay Zone, and a Community Plan Implementation Overlay Zone (CPIOZ) A (which has since been superseded by the Otay Mesa CPIOZ described below). The Precise Plan included development of approximately 664.8 acres in the

western portion of Otay Mesa with 5,375 residential dwelling units, 22.4 acres of commercial uses, 153.4 acres of open space, four school sites comprised of 53.6 acres, 26.2 acres for parks, and other associated public utilities. The current project site was identified as a portion of PA-61 and designated and zoned the site as Commercial. The Precise Plan identifies the site for commercial use that would provide for goods and services to the community's residential areas to the north and employment areas to the east and further envisions development of either a retail commercial center or commercial offices to include financial services. An Environmental Impact Report (EIR) (No. 86-1032/SCH No. 85022015) was prepared to evaluate the overall impacts of the Precise Plan project area. The EIR was certified by the San Diego City Council on April 12, 1994, via Resolution No. R-283692. VTM No. 86-1032 showed grading of the entire PA-61 project area and a grading permit was issued for the site pursuant to the approved VTM. Nearly all of California Terraces (now called Ocean View Hills) has been developed (or graded) and State Route 905 (SR-905) was completed south of the project site.

Otay Mesa Community Plan Update – Program Environmental Impact Report No. 30330/304032

Subsequent to the approval of the Precise Plan, the Otay Mesa Community Plan underwent an update as set forth in the 2013 Otay Mesa Community Plan (2013 OMCP). The overall impacts of the 2013 OMCP were evaluated in a Program EIR (No. 30330/304032; SCH No. 2004651076) that was certified by the San Diego City Council on March 11, 2014, via Resolution No. R-308810 (hereinafter referred to as the 2013 Program EIR). Approval of the 2013 OMCP included a CPA, a General Plan Amendment (GPA), 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 CPIOZs, amendments to the City's Land Development Code (LDC), and an update of the Otay Mesa Community Plan Public Facilities Financing Plan (PFFP).

The 2013 OMCP provides a long-range, comprehensive policy framework for growth and development throughout the Otay Mesa community through the year 2062. The 2013 OMCP identifies a land use strategy 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 2013 OMCP identifies five planning districts interconnected through activities and infrastructure. The project site is located within the Northwest District.

The 2013 OMCP Land Use Element establishes a number of planning goals intended to ensure the development of a variety of uses, facilities, and services needed to serve the community of Otay Mesa; provide distinct villages that include places to live, work, and recreate; provide diversified commercial uses that serve local, community, and regional needs; and provide sufficient industrial land capacity to maintain Otay Mesa as a subregional employment center, among others.

Additionally, to strengthen residential development potential, the 2013 OMCP built on previously approved community and precise plans in terms of land uses, incorporating the existing land uses and densities for developed or approved neighborhoods including those within the Precise Plan.

The 2013 OMCP includes the same nine elements contained in the City of San Diego's (City) General Plan, with goals and policies for each element. The nine elements are: Land Use; Mobility; Urban

Design; Economic Prosperity; Public Facilities, Services, and Safety; Recreation; Conservation; Noise; and Historic Preservation. Village planning goals contained within the 2013 OMCP include creating housing near job/employment centers and transit with compact, pedestrian-friendly orientation to implement the General Plan City of Villages strategies.

The 2013 Program EIR concluded that implementation of the community plan update 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 with mitigation: land use, biological resources, historical resources, hydrology/water quality, geology, and paleontological resources. All other impacts analyzed in the 2013 Program EIR were determined to be less than significant.

The 2013 OMCP designates the project site as Community Commercial-Residential Prohibited and is zoned CC-1-3 (Commercial-Community).

California Terraces PA-61 – 2019 Addendum No. 30330/304032

In 2019, the action to subdivide California Terraces PA-61 into two lots was approved by the City as Project No. 605191, Final Map No. 16413 (recorded on August 27, 2020; hereinafter referred to as 2019 PA-61 project). The 2019 PA-61 project included construction up to 267 multi-family dwelling units within the eastern portion of the site (Lot 2) and 45,000 square feet of commercial use within the 4.5-acre western portion (Lot 1; project site). Consistent with California Environmental Quality Act (CEQA) Sections 15162 and 15164, it was determined that no changes in circumstances had occurred, and no new information of substantial importance had manifested which would result in new significant or substantially increased adverse impacts, compared to the 2013 PEIR. Therefore, an Addendum to the 2013 Program EIR (2019 Addendum) was approved.

The 2019 PA-61 project was conditioned on compliance with a Mitigation Monitoring and Reporting Program (MMRP) that included mitigation measures applicable to the project as outlined in the 2013 Program EIR mitigation framework. The MMRP also includes additional measures required by project-specific technical studies. Specific mitigation measures included in the MMRP related to the following: Biological Resources (Burrowing Owl); Historical Resources (Archeological/Native American grading monitors); Paleontological Resources (Grading Monitor); and Traffic (three Existing Plus Project and Opening Day Plus Project Direct significant impacts, and five Horizon Year cumulative impacts). Consistent with the 2013 Program EIR, the 2019 Addendum found that although traffic mitigation was proposed, significant cumulative impacts would remain. The traffic impacts identified by the project-specific Transportation Impact Analysis (TIA) were consistent with those identified in the 2013 Program EIR.

It is noted that the entire PA-61 site has been mass graded consistent with the approved 2019 PA-61 project, and relevant pre-construction and grading-related mitigation having been completed.

II. PROJECT DESCRIPTION

The project site is comprised of a 4.46-acre lot; Lot 1 of the 2019 PA-61 project. The project proposes the development of 79 multi-family dwelling units in 12 buildings, along with private drives, vehicular and motorcycle parking, pedestrian improvements, landscaping, and recreational amenities. The

project would be subject to the Design Guidelines previously approved with the 2019 PA-61 project to create a cohesive village. In addition to providing a comprehensive vision for the development of the project, the design guidelines also provide site amenities and architectural details relating to buildings, roadways and sidewalks, lighting, landscaping, and walls and fencing (see Chapter 3.0, Design Guidelines of the Master Planned Development Permit (Placeworks 2019; amended 2021).

The project's regional location is shown on Figure 1. The project's location on an aerial photograph is shown on Figure 2. The Site Plan is shown on Figure 3. The project site is located at the southeast corner of Caliente Avenue and Otay Mesa Road (Assessor's Parcel Number 645-080-160). There is an existing approved site plan for the development of 45,000 square feet of commercial use within the project site associated with the 2019 PA-61 project. However, the project is proposing the construction of 79 multi-family residential condominium units with supporting improvements. Discretionary actions required to implement the project include the following:

- Community Plan Amendment to redesignate the project site from Community Commercial – Residential Prohibited to Residential Medium density, which would permit multi-family residential development at a density range of 15 to 29 dwelling units per acre.
- Rezone from CC-1-3 to RM-2-5 which would allow a maximum of 130 residential units.
- Vesting Tentative Map to allow the development of 79 residential unit condominiums.
- Site Development Permit is required to allow for development in environmentally sensitive lands (ESLs).
- Master Planned Development Permit is requested to establish design guidelines and development regulations for the project site.
- Neighborhood Development Permit is requested to allow for deviations from applicable development regulations, per Section 143.0920(a) of the City's Municipal Code.

Development Summary

The project's development summary is shown in Table 1.

Table 1 Development Summary				
Land Use	Zoning	Acres	Square Feet	Maximum/ Proposed Units
Multi-Family Residential	RM-2-5	4.43	193,084	130/ 79
Recreational Space	NA	0.031	1,368	NA
Total		4.46	194,452	--

Requested Deviations

The project site is located within a Transit Priority Area (TPA) and is considered an "in-fill project" per San Diego Municipal Code (SDMC) Section 143.0915(b) and is, therefore, eligible to request allowable deviations from applicable development regulations pursuant to a Neighborhood Development Permit per LDC Regulations provided that findings in Section 126.0404(a)(1) and 126.0404(f)(2) are made. The project is requesting the following deviations as summarized in Table 2.

Table 2 Requested Deviations			
Municipal Code Regulation	SDMC Language	Required	Proposed Deviation
Section 131.0443, Table 131-04G	Minimum Front Setback Standard Front Setback	15 Feet 20 Feet	Minimum 10 Feet
Section 131.0443, Table 131-04G	Minimum Side Yard Setback	5 Feet or 10% of Premises Width	Minimum 10 Feet
Section 131.0443, Table 131-04G	Minimum Street Side Setback	10 Feet or 10% of Premises Width	Minimum 10 Feet
Section 131.0443, Table 131-04G	Minimum Rear Setback	15 feet	Minimum 10 Feet

Site Access, Pedestrian Improvements, and Parking

Access to the project would be via a driveway from Calle Albatross, which is an existing right-of-way dedicated per Map No 16413 that intersects with Otay Mesa Road at Emerald Crest Court. Internal private drives would connect to Calle Albatross, creating connectivity throughout the project site. Additionally, internal sidewalks would allow the project to connect to the 2019 PA-61 project, which contains an on-site park and other residential amenities. The 2019 PA-61 project was conditioned to construct a 6-foot non-contiguous sidewalk along the project frontage on Otay Mesa Road and replace the sidewalk along Caliente Avenue with a 6-foot non-contiguous sidewalk along the project frontage to provide an exterior pedestrian connection to adjacent commercial sites and transit stops. These improvements have been constructed.

The project is required to provide a minimum of 153 automobile parking spaces (including 4 accessible spaces), and 8 motorcycle spaces, consistent with SDMC Section 142-05C. The project would provide a total of 158 garages spaces, 4 accessible spaces, 20 driveway parking, 23 open spaces, and 7 electric vehicle capable spaces, for a total of 212 vehicular parking spaces in addition to 8 motorcycle parking spaces. Of the vehicular spaces, the project would provide 7 electric vehicle spaces (3 percent).

Landscaping

The landscape plan would provide for a landscaping theme that consists of a natural, drought-tolerant character that compliments the architecture of the development and would be consistent with the landscape plan approved for the 2019 PA-61 project. As detailed in the project's Landscape Plan, the project site would be planted with drought-tolerant plants that are also safe for children and pets. Planting selection would provide privacy screening and blend in with the adjacent landscape and neighborhood planting. The combination of small to medium texturally rich trees would be coupled with groupings of flowering shrubs. Groundcover would be added to provide a third level of visual interest. Large-scale trees would be used as wayfinding and to create sense of place. Passive recreational spaces would include a passive turf and a flower garden space, including a native play area for children. Trees with medium to large canopies would be used to soften architectural edges and provide shade within proposed parking, recreation areas, and paseos. Large canopy trees could include silk tree, peppermint willow, golden medallion, western redbud, Brisbane box, crape myrtle, southern magnolia, oak tree, and/or tipu tree. It is noted that a minimum distance of four feet shall be provided between any canopy tree and building. Additional screening along the

project site's border with Caliente Avenue and SR-905 would be provided by medium to large evergreen or other screening trees, such as Sydney golden wattle, pearl acacia, long leafed yellowwood, and/or elegant Brisbane. See the project landscape plans for complete details. The location and design of walkways and recreation areas would provide accessible paths of travel to site amenities. In addition, a substantial number of trees are proposed throughout the site to provide shaded areas.

All trees shall have a 40-square-foot root zone tree area. For street trees within the public right-of-way the 40-square-foot tree root zone area shall meet the minimum separation distance requirements per SDMC Section 142.04019, or if conflicts arise the street trees shall be located on the private property within 10 feet of the property line along that street frontage.

An irrigation system would be installed within the project site, and all landscaping maintenance would be maintained by the owner of the property. The Maximum Applied Water Allowance for the project is calculated to be 1,195,802.20 gallons per year. All landscape and irrigation within the project site would conform to the requirements of the City LDC Landscape Standards and the applicable sections of the SDMC Chapter 14, Article 2, Division 4: Landscape Regulations.

Utilities, Lighting, and Drainage

The project would require the construction of private underground utility lines, including gas, electric, sewer, storm drain, water, fire, telephone, and cable television lines in order to serve the new development.

There is an existing 24-inch public water line in Otay Mesa Road adjacent to the project site. The project would construct an on-site system to connect to this public water line. A private fire protection system connection would be made in Caliente Avenue along the western boundary of the project site. The private domestic water system for the project would be combined with the previously approved 2019 PA-61 project system.

The project would construct on-site sewer lines which would transport wastewater from the project to the existing 10-inch Caliente Avenue gravity sewer line.

The project would construct outdoor lighting fixtures which would comply with the requirements of SDMC Section 101-1300 under the "Initial Total Lamp Source" lumens of less than 4,050 exemption.

Storm drain facilities would be constructed within the project site, which would direct runoff from roofs and hardscape areas onto surrounding landscaping areas for dispersion, where feasible. The project would construct private on-site drainage systems with downspouts, inlets, and pipes. The overall project runoff would be conveyed to two on-site private storm drain systems. A Modular Wetland System Linear would treat runoff at the lower downstream (north) end of each storm drain system; the treated runoff would then enter a single vault for flow control. The runoff would then be conveyed to an existing public storm drain system at the intersection of Caliente Avenue and Otay Mesa Road.

Grading and Fencing

The project site has been mass graded consistent with the 2019 PA-61 project (Final Grading Plan dated March 2020). A perimeter fence is proposed along the project boundary. A noise wall would be constructed along the southerly boundary. The remaining sides of the project site would be bound by wrought iron fencing. The fencing would provide privacy and security to project residents. The fencing would be consistent with the existing neighboring project (2019 PA-61 project).

Noise Attenuation Measures

The project includes noise attenuating design measures in the form of a solid 3.5-foot balcony wall extending the length/perimeter of the balcony on the five balconies (see Figure 6). The 3.5-foot balcony railing would be constructed as a solid barrier.

Off-site Improvements

The project proposes widening and restriping of approximately 900 feet of southbound Caliente Avenue to create a separate right turn lane from Caliente Avenue to the SR-905 on-ramp. This improvement is a modification of the 2019 PA-61 mitigation measure TRF-1. This improvement is anticipated to include paving and restriping within an existing disturbed area based on coordination to date with the California Department of Transportation (Caltrans). However, to provide a conservative analysis recognizing the design of the separate right turn lane is not yet finalized, this analysis is based on a worst-case condition assuming disturbance up to 15 feet beyond the existing right-of-way (to allow for up to a 22-foot parkway).

III. ENVIRONMENTAL SETTING

The overall undeveloped 4.46-acre project site is located at the southeast corner of Caliente Avenue and Otay Mesa Road. The project site is surrounded by SR-905 to the south, Otay Mesa Road and commercial and multi-family residential to the north, Caliente Avenue to the west, and undeveloped, private land to the east (see Figure 2). The site is graded and entirely fenced with chain-link. The project site is relatively flat. Site elevations range from 537 feet above mean sea level to 522 feet above mean sea level. The main source of noise at the project site is vehicle traffic on SR-905, Otay Mesa Road, Caliente Avenue, and SR-905 on- and off-ramps. There are no view corridors or gateway areas adjacent to or near the project site, and while public views along roadways exist throughout the community plan area, the public roadways adjacent to the project site have not been designated as such.

The site is designated Community Commercial – Residential Prohibited and is zoned CC-1-3 (Community Commercial). Additionally, the site is within the CPIOZ A, 2035 TPA, Airport Influence Area (Review Area 2-Brown Field), Federal Aviation Administration (FAA) Part 77 Notification Area (Brown Field). The site is in a developed urban area currently served by existing public services and utilities.

IV. ENVIRONMENTAL DETERMINATION

The City previously prepared and certified the Otay Mesa Community Plan Update (CPU) Program Environmental Impact Report (2013 Program EIR) (No. 30330/304032/SCH No. 2004651076), per Resolution No. R-308810 on March 11, 2014. Based on all available information, the analysis in this EIR Addendum, and in light of the entire record, the City has determined pursuant to Section 15162 and 15164 of the State CEQA Guidelines that:

- 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 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 document 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 conditions 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 has been prepared in accordance with Section 15164 of the CEQA State Guidelines. The 2013 Program EIR, 2019 Addendum to the 2013 Program EIR, as well as the 1984 Precise Plan EIR, have been incorporated by reference pursuant to CEQA Guidelines Section 15150. Public review of this Addendum is not required per CEQA.

V. IMPACT ANALYSIS

The following includes the environmental issues analyzed in detail in the previously certified 2013 Program EIR as well as the project-specific environmental analysis pursuant to the CEQA. The analysis in this document evaluates the adequacy of the 2013 Program EIR and subsequent 2019 Addendum to 2013 Program EIR prepared for the 2019 PA-61 project and documents that the currently proposed modifications and/or refinements would not cause new or more severe significant impacts than those identified in the previously certified environmental documents. The analysis relies, in part and where relevant, on studies and conclusions reached in the 2019 Addendum to the 2013 Program EIR.

The 2013 Program EIR identified significant unmitigated impacts relative to Transportation/Circulation, Air Quality, and Noise. The 2013 Program EIR identified significant but mitigated impacts to Land Use, Transportation/ Circulation, Air Quality, Noise, Biological Resources, Hydrology/Water Quality, Historical Resources, Paleontological Resources, and Geology. An overview of the project's impacts in relation to the previously certified 2013 Program EIR is provided in Table 3, Impact Assessment Summary.

Environmental Issues	2013 Program EIR Finding	Project	New Mitigation?	Project Resultant Impact
Land Use	Significant but mitigated	No new impacts	No	Less than significant
Visual Effects and Neighborhood Character	Less than significant	No new impacts	No	Less than significant
Air Quality/Odor	Significant, unmitigated	No new impacts	No	Less than significant
Biological Resources	Significant but mitigated	No new impacts	No	Less than significant
Historical Resources	Significant, but mitigated	No new impacts	No	Less than significant
Human Health/ Public Safety/ Hazardous Materials	Significant, but mitigated	No new impacts	No	Less than significant
Hydrology/Water Quality	Significant but mitigated	No new impacts	No	Less than significant
Geology/Soils	Significant but mitigated	No new impacts	No	Less than significant
Energy Conservation	Less than significant	No new impacts	No	Less than significant
Noise	Significant, unmitigated	No new impacts	No	Significant but mitigated through implementation of Mitigation Framework measure NOI-2
Paleontological Resources	Significant but mitigated	No new impacts	No	Less than significant
Transportation/Circulation	Significant, unmitigated	No new impacts	No ¹	Less than Significant (LOS)/ Significant and unmitigated (VMT)

Table 3 Impact Assessment Summary				
Environmental Issues	2013 Program EIR Finding	Project	New Mitigation?	Project Resultant Impact
Public Services	Less than significant	No new impacts	No	Less than significant
Utilities	Significant, unmitigated	No new impacts	No	Less than significant
Water Supply	Less than significant	No new impacts	No	Less than significant
Population and Housing	Less than significant	No new impacts	No	Less than significant
Agricultural and Mineral Resources	Less than significant	No new impacts	No	Less than significant
Greenhouse Gas Emissions	Significant, unmitigated	No new impacts	No	Less than significant
¹ Transportation impacts are evaluated based on both Level of Service, consistent with the prior environmental documents, and vehicle miles traveled. Additionally, mitigation measure TRF-1 has been revised based on coordination with the California Department of Transportation, as detailed in the Transportation/Circulation section below.				

Land Use

2013 Program EIR

Land Use is discussed in Section 5.1 of the 2013 Program EIR that concluded that implementation of the Otay Mesa CPU would not result in impacts related to conflicts with applicable local and regional land use plans. Therefore, impacts were identified to be less than significant.

The 2013 Program EIR identified that residential and industrial uses collocated in proximity to one another could result in incompatible land use impacts. The 2013 Program EIR further identified that future development projects would be required to comply with the collocation policies of the General Plan and CPU to reduce or avoid potential land use incompatibility impacts. The 2013 Program EIR determined that compliance with the CPU and General Plan policies, along with local, state, and federal regulations, would reduce potential impacts of collocation to below a level of significance. The CPU would require the conversion of industrial and agricultural lands to residential and other mixed uses. The environmental effects that would result include the increased potential for exposure of sensitive receptors to hazardous materials. Through implementation of the measures identified in Section 5.6, the potential environmental impacts resulting from change in land use designations in accordance with the CPU were determined to be less than significant.

The 2013 Program EIR identified that the development footprint of the CPU would encroach into sensitive ESL areas. Additionally, implementation of the project would have the potential to result in significant impacts to historical resources given the presence of historical resources throughout the CPU area. However, future projects would require subsequent environmental review and compliance with CPU policies, development standards, as well as adherence to the ESL Regulations, Historical Resources Regulations, and site-specific mitigation, as applicable, in accordance with the mitigation framework. Therefore, program-level impacts were concluded to be mitigated to below a level of significance.

Potentially significant impacts of future development on land designated as Multi-Habitat Plan Area (MHPA) by the City's Multiple Species Conservation Program (MSCP) Subarea Plan were identified in the 2013 Program EIR. The impacts identified were associated with indirect impacts wherever development and human activity would interface with MHPA lands. The 2013 Program EIR concluded that impacts could be significant, but through compliance with established standards and regulations and as well as the mitigation framework would serve to reduce impacts to below a level of significance to MHPA Lands.

2019 Addendum

The 2019 PA-61 project amended the OMCP to create two lots within the project site: Lot 1 remained designated commercial; Lot 2 was designed to allow a maximum of 171 multi-family residential dwelling units, residential amenities, and infrastructure required to support the project. The project was found to be consistent with General Plan and OMCP policies relating to land use compatibility and City regulations relating to ESL and historic resources. Mitigation measures consistent with the 2013 Program EIR mitigation framework were included in the project's MMRP to ensure impacts related to ESL (mitigation measure BIO-1: burrowing owl) and historic resources (mitigation measure HIST-1: archeological sites) would be reduced to less than significant levels. No new or greater impacts compared to those described in the 2013 Program EIR were identified.

Project

The project proposes a CPA to redesignate the site from Community Commercial – Residential Prohibited to Residential-Medium (15-29 dwelling units per acre), and associated Rezone from CC-1-3 to RM-2-5, which would implement the proposed residential land use. The project site sits within the Northwest District as designated in the Otay Mesa CPU, which is characterized by hilltop low-density, single-family residential development and associated community and regional commercial services. Several locations are designated for medium- to high-density, multi-family development and are located near SR-905 and commercial services (City of San Diego 2014).

The project would be consistent with the City of Villages Strategy goals, City General Plan and Otay Mesa Community Plan policies contained. Specifically, the housing goals recognize the community's need to develop a greater proportion of multi-family residential developments to accommodate larger households, as well as the need for affordable housing opportunities to ensure a diverse mixture of incomes and households in Otay Mesa (City of San Diego 2014). Table 4 discusses the project's consistent with other relevant policies.

Table 4	
General Plan and Otay Mesa Community Plan Policy Consistency	
General Plan Land Use and Community Planning Element: City of Villages Strategies	
Goal: Mixed-use villages located throughout the City and connected by high-quality transit.	The project includes a variety of multi-family housing types and is located within a Transit Priority Area, specifically adjacent to an existing bus stop.
Policy LU-A.2: Identify sites suitable for mixed-use village development that will complement the existing community fabric or help achieve desired community character,	The project would complement the surrounding uses and would be best served by mixed-use residential uses. Existing and planned development in the vicinity include other residential neighborhoods of

Table 4 General Plan and Otay Mesa Community Plan Policy Consistency	
	differing densities, corporate and commercial centers, and community parks.
LU-A.4. Locate village sites where they can be served by existing or planned public facilities and services, including transit services.	The project is served by existing water, sewer, and storm water systems with adequate capacity to meet the needs of the project. The project is located adjacent to a transit stop and includes other multi-modal transportation enhancements (see Transportation).
Otay Mesa Community Plan	
Policy 2.2-2: Integrate a variety of housing types within village and residentially designated areas with multi-modal access from the villages to the employment centers in the eastern portion of Otay Mesa;	The project includes a variety of multi-family housing types which includes internal pedestrian sidewalks. The previously approved 2019 PA-61 project was conditioned on constructing external sidewalks that would allow pedestrian and bicycle connectivity to adjacent commercial sites and an existing bus stop.
Policy 2.2-3: Include in all residential developments housing units that are sized to meet the household family sizes anticipated in Otay Mesa.	The project includes five lay-outs for the construction of two through five bedroom units.
Policy 2.2-5 Develop housing at different density ranges to provide housing affordable to all income levels.	The project proposes a village density of 22 dwelling units per acre which meets the RM-2-5 zone (15-29 dwelling units per acre). Surrounding residential uses include both similar density and lower density single-family developments creating a diverse housing market.
Policy 2.2-6: Promote affordable housing development through the provision of a variety of housing types.	The project proposes 10 percent of the total units to be affordable housing.
Policy 3.1-1 Provide a sidewalk and trail system with connections to villages, activity centers, and open spaces.	The project includes internal pedestrian sidewalks. The previously approved 2019 PA-61 project was conditioned on constructing external sidewalks that would allow pedestrian and bicycle connectivity to adjacent commercial sites and an existing bus stop.
Policy 3.2-2 Implement transit priority measures such as queue jumpers and signal priority measures to allow transit to bypass congestion and result in faster transit travel times at critical locations.	The project would implement TPA measures as stated in the project's CAP Checklist Step 3, including the provision of housing within 1,500 feet walking distance of a transit stop; support identified public transit routes through the addition of density directly adjacent to an existing bus route (Route 905) and within 1,500 feet walking distance of a park-and-ride lot; and constructing pedestrian improvements.
Policy 4.1-1 Enhance connectivity to activity centers.	The project includes internal pedestrian sidewalks. The previously approved 2019 PA-61 project was conditioned on constructing external sidewalks that would allow pedestrian and bicycle connectivity to adjacent commercial sites and an existing bus stop.

Overall, the site would best serve the City and the Otay Mesa community as residential use rather than commercial only. The project would provide needed housing and focus growth into a pedestrian-friendly residential village within proximity to the City's public transportation system. The

City of Villages strategy encourages future development to increase housing supply and diversity with compact, mixed-use activity centers that are integrated into the larger community. As a residential development, the project would increase the housing supply within the Otay Mesa Community Plan area, within a TPA, and in proximity to commercial uses. It would thus work to achieve the City of Villages strategy. Therefore, with the proposed amendment to the OMCP, the project would not conflict with or be incompatible with the adjacent land uses and relevant land use plans. Impacts would be less than significant.

The project would place residential units within close proximity to a freeway, thereby potentially subjecting the occupants to noise levels or air quality emissions impacts above the applicable City thresholds; however, the project would include design measures intended to reduce potential exposure to noise or air quality emissions. See the Air Quality and Noise discussions below for a complete analysis of air quality and noise impacts.

The project site is located outside of and not adjacent to MHPA. However, the project site was determined to support burrowing owl habitat which would be considered an ESL. A Western Burrowing Owl Non-Breeding Survey (Burrowing Owl Survey) was completed for the 2019 PA-61 project by RECON Environmental, Inc. (RECON 2018). As detailed therein, while the project site did contain habitat that would be suitable for burrowing owl burrows, no burrow complexes were observed within the project site¹ and no western burrowing owls were detected within the entire PA-61 project site during the non-breeding season surveys. Consistent with the 2013 Program EIR, the 2019 PA-61 project included mitigation measures as anticipated under the mitigation framework, including mitigation measure BIO-1 (habitat assessment prior to project grading). The project site has been graded consistent with the approved 2019 PA-61 project Grading Plan. A burrowing owl survey with negative findings was completed prior to site grading. Ongoing compliance with the 2013 Program EIR mitigation framework related to burrowing owls would ensure that the project would not conflict with ESL regulations as it pertains to biological resources. Therefore, prior to any additional grading, a habitat assessment would be required to ensure no impacts to burrowing owls would occur.

Significant archaeological sites were identified in the 1994 California Terraces EIR within the development area for the Precise Plan; however, all archaeological sites were either placed in open space, tested and found not to be significant, or were mitigated through completion of data recovery. Therefore, no additional mitigation would be required and impacts relating to archeological resources would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would it result in a substantial increase in the severity of impacts from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

¹The burrowing owl complexes were all observed within Lot 1 of the 2019 PA-61 project site.

Visual Effects and Neighborhood Character

2013 Program EIR

Section 5.2 of the 2013 Program EIR provides an analysis of visual effects and neighborhood character impacts associated with the Otay Mesa Community Plan Update. Potential impacts could result to the following: public views; alteration of the communities' visual character by introducing development that is incompatible with the scale and design of surrounding development; the alteration of the existing landform through grading; and through a negative visual appearance due to the loss, covering, or modification of any unique physical features such as a natural canyon or hillside slope in excess of 25 percent gradient.

The 2013 Program EIR concluded that implementation of the CPU would not result in significant impacts to the existing or planned character of the area. The majority of the existing public views of canyons and mesas would be preserved under the CPU and to prevent impacts to views of public resources, the CPU included designating view corridors and gateways through plan policies and project design features. With compliance with the CPU policies as well as inclusion of these project design features, impacts to public views would be less than significant.

The 2013 Program EIR determined that impacts associated with compatibility with surrounding neighborhood character would be less than significant, as future development would be required to comply with the relevant land use and development design guidelines and policies of the General Plan and CPU. The 2013 Program EIR determined that vacant, graded areas within the Northwest District are not considered visually sensitive and future development would improve visual compatibility with existing development. Through implementation of the plan update, the visual character of the CPU area would become more urbanized. The land use and development design guidelines and policies of the CPU are intended to ensure that future 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 would be subject to review in accordance with CPIOZ A. Development proposals that do not comply with the CPIOZ A supplemental regulations would be subject to discretionary review in accordance with CPIOZ B. Therefore, impacts would be less than significant.

Impacts associated with landform alteration would be less than significant, as future development would be required to comply with the relevant land use and development regulations, grading ordinance, ESL regulations, and relevant land use and development design guidelines and policies of the General Plan and CPU. Impacts were determined to be less than significant.

The 2013 Program EIR identified that the CPU could result in a negative visual appearance due to the loss, covering, or modification of any unique physical features such as a natural canyon or hillside slope in excess of 25 percent gradient. Future development would be required to comply with relevant development regulations, ESL regulations, and relevant land use and development design

guidelines and policies of the General Plan and CPU. Therefore, impacts were determined to be less than significant. Overall, adherence to existing policies and regulations, as well as implementation of the CPU policies would ensure that potential impacts would be below a level of significance.

2019 Addendum

The 2019 PA-61 was found to be consistent with public views, visual quality and community character issues addressed in the 2013 Program EIR. The 2019 PA-61 project also included a CPA to redesignate Lot 2 of project site from a commercial only to residential uses at a density of a density range of 15 to 29 dwelling units per acre. Lot 1 remained designated for commercial use. The project site is not located within a designated view corridor or contain unique physical features. The project included design guidelines which ensures the construction of structures compatible in bulk, scale and architecture with surrounding land uses and the Otay Mesa community plan design standards. Additionally, the project's landscape plan ensures compliance with General and Community Plan Urban Design policies relating to streetscapes and shade trees. Overall, no new or greater impacts compared to those described in the 2013 Program EIR were identified.

Project

According to Figure 5.2-8 of the 2013 Program EIR, there are no view corridors or gateway areas adjacent to or near the project site. Scenic amenities, such as public views of canyons and mesas, are not within the viewshed of the project site, and are not visible from public view points, such as Otay Mesa Road and SR-905; thus, the project would not block views of these resources from these public viewing areas

The project site is located within the Northwest District of the Otay Mesa community, as shown in Figure 2-2 of the OMCP. As discussed in the 2013 Program EIR, the areas proposed for development within the Northwest District are already graded and the existing graded lots are not visually sensitive. The project site has been graded consistent with the approved 2019 PA-61 project Grading Plan. The project would introduce multi-family residential land uses which are present throughout the surrounding area, including the adjacent Lot 2 to the east. Surrounding development includes residential apartments to the north of the project site which is similar in size and scale in relation to the proposed development plans for the project. There are commercial and retail uses directly to the east of the project site and additional residential uses further west, as well as south of the SR-905. Additionally, the project includes development design guidelines, the implementation of which would ensure that development of the site would be consistent with the existing surrounding development in terms of use, bulk and scale and would not result in an adverse aesthetic impact to the community. Impacts would be less than significant.

The project site has been graded and does not contain any unique physical features such as a natural canyon or natural hillside slopes. The project site is flat and does not support slopes in excess of 25 percent. Therefore, the project would not require any unique landform alteration and would not conflict with the steep hillside regulations of the LDC.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would it result in a substantial increase in the severity of impacts from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Air Quality

2013 Program EIR

Section 5.3 of the 2013 Program EIR provides an analysis of air quality impacts associated with CPU.

The 2013 Program EIR determined that development occurring as a result of implementing the CPU would not obstruct or conflict with the implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portion of the State Implementation Plan, as the change in land uses under the CPU and the traffic generated under the CPU would result in fewer emissions than the adopted community plan upon which the current RAQS is based, resulting in a less than significant impact.

The 2013 Program EIR concluded that the CPU could result in air quality impacts related to criteria pollutant emissions from construction and operation of a project within the CPU area. The 2013 Program EIR included mitigation measure AQ-1, which would require best available control measures/technology to be implemented during construction activities when construction emissions would exceed applicable thresholds, and mitigation measure AQ-2, which would require any future projects that significantly impact air quality to be conditioned with all reasonable mitigation to avoid, minimize, or offset the impact and to buffer sensitive receptors through the use of landscaping, open space or other techniques. However, the 2013 Program EIR determined that, while the mitigation framework and CPU policies would reduce emissions, future projects may not be able to reduce air emissions below the City's threshold. Therefore, impacts associated with criteria pollutant emissions would remain significant and unavoidable.

The 2013 Program EIR identified impacts to sensitive receptors associated with carbon monoxide (CO) hotspots and diesel particulate matter (DPM) would be less than significant, as there would be no harmful concentrations of CO and localized air quality emissions would not exceed applicable standards, and the chronic risks resulting from diesel exhaust emissions associated with the vehicles operating within and adjacent to the CPU are projected to be less than significant and would not expose future residents or workers to significant cancer risk from traffic-generated diesel exhaust emissions.

Industrial uses could generate air pollutants, and without appropriate controls, air emissions associated with planned industrial uses could represent a significant adverse air quality impact as it relates to stationary sources. The 2013 Program EIR included mitigation measure AQ-3, which requires an emissions inventory and health risk assessment to be prepared for any new facility that would have the potential to emit toxic air contaminants. However, even with implementation of the mitigation framework, impacts associated with stationary source emissions would remain significant and unavoidable. In addition, the 2013 Program EIR determined that impacts associated with collocation of sensitive receptors with commercial and industrial uses could result in exposure of sensitive receptors to toxic air emissions, resulting in a significant impact. The 2013 Program EIR included mitigation measure AQ-4, which requires a health risk assessment to be prepared for any project locating sensitive receptors closer than their recommended buffer distances to toxic air emitters. However, this impact likewise would remain significant and unavoidable.

The 2013 Program EIR concluded that there are no known sources of specific, long-term odors within the community plan area, and that none of the identified land uses would typically be associated with the creation of objectionable odors. In addition, the 2013 Program EIR concluded that since the CPU did not include any new sources of odor that would affect sensitive receptors, impacts associated with odors would be less than significant.

2019 Addendum

The current 2016 RAQS are based on the land uses identified within the adopted 2013 OMCP. The 2019 PA-61 project also included a CPA to redesignate Lot 2 of project site from a commercial only to residential uses at a density of a density range of 15 to 29 dwelling units per acre. Lot 1 remained designated for commercial use. The project was calculated to generate fewer average daily trips (ADT) than what would have been generated under the adopted OMCP land use plan. Accordingly, the project would generate less air emissions than included in the RAQS. The 2019 Addendum also concluded that construction and operational related air emissions associated with the 2019 PA-61 project would be below significance thresholds. Due to the project site's proximity to the SR-905, a health risk assessment was prepared which concluded that with the inclusion of minimum efficiency reporting value 13 (MERV-13) filters potential exposure to toxic air emissions would be less than significant. No potential odor impacts were identified. Overall, no new or greater air quality impacts compared to those described in the 2013 Program EIR were identified.

Project

A project-specific Air Quality Analysis was prepared by RECON (RECON 2021a) to assess impacts associated with air quality emissions associated with the project compared to the 2019 proposal for commercial uses within Lot 1 and to ensure project consistency with the 2013 Program EIR mitigation framework. The technical report evaluated existing conditions of the project vicinity, potential impacts associated with project construction, and an evaluation of project operational impacts. The following is a summary of the report.

Conflict with Air Quality Plans

The project would require a CPA to redesignate the site from Community Commercial – Residential Prohibited to Residential Medium (15-29 dwelling units per acre) and a Rezone from CC-1-3 to RM-2-5. Although the site was approved for the construction of a 45,000-square-foot retail use in 2019, the RAQS was last updated in 2016 and is therefore based on the 2013 OMCP land use designation for the project site. According to the 2013 OMCP, the existing Community Commercial designation of the site allows for shopping areas with retail, service, civic, and office uses with a floor area ratio of 0.3. Therefore, an approximately 58,800 square-foot retail use could have been constructed under the previously adopted land use designations. Neighborhood shopping centers generate 72 cumulative trips and 120 driveway trips per 1,000 square feet (City of San Diego 2003a). Therefore, a 58,000 square-foot retail use would generate 4,234 daily cumulative trips and 7,056 daily driveway trips. The currently approved 45,000-square-foot retail use would be incorporated into the next revision of the RAQS, without approval of the currently proposed project. A 45,000-square-foot retail use would generate 3,240 daily cumulative trips and 5,400 daily driveway trips. Under either scenario, the daily trips associated with a retail would be significantly greater than the 632 daily trips generated by the project. 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.

Impacts would be less than significant.

Construction-related Air Quality Impacts

Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related emissions include fugitive dust from grading activities, construction equipment exhaust, construction-related trips, and power consumption. Construction emissions for the project were modeled assuming that construction would begin in 2022 and last for approximately one year. Assuming construction would begin in 2022 is conservative, as continued implementation of regulations for off-road equipment, the primary construction emission source, would reduce emissions from these sources over time. Table 5 shows the total projected construction maximum daily emission levels for each criteria pollutant.

Standard dust control measures would be implemented as a part of project construction in accordance with SDAPCD rules and regulations. Fugitive dust emissions were calculated using California Emissions Estimator Model default values and did not take into account the required dust control measures; therefore, the emissions shown in Table 5 are conservative. Using this conservative approach, the Air Quality Analysis concluded that projected construction maximum daily emission levels for criteria pollutants would not exceed the City's significance determination thresholds (RECON 2021a). Therefore, construction related air quality impacts would be less than significant.

Table 5 Summary of Worst-case Construction Emissions (pounds per day)						
Construction	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Site Preparation	3	33	20	<1	21	12
Grading	2	28	17	<1	9	5
Building Construction	2	16	18	<1	1	1
Paving	1	10	13	<1	1	<1
Architectural Coatings	62	1	2	<1	<1	<1
Maximum Daily Emissions	62	33	20	<1	21	12
<i>Significance Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
ROG = reactive organic gases; NO _x = nitrogen oxides; SO _x = sulfur oxides; PM ₁₀ = particulate matter with an aerodynamic diameter of 10 microns or less; PM _{2.5} = particulate matter with an aerodynamic diameter of 2.5 microns or less SOURCE: RECON 2021a California Emissions Estimator Model output files for construction emissions are contained in RECON 2021a, Attachment 1.						

Operational Air Quality Impacts

Operations emissions generated by the project would come from mobile and area sources. Mobile source emissions would originate from traffic generated by the project. Mobile source operational emissions are based on the trip rate and trip length for each land use type and size. The project

would generate 8 trips per dwelling unit for a total of 632 daily trips (City of San Diego 2003b). Area source emissions associated with the project include consumer products, natural gas used in space and water heating, architectural coatings, and landscaping equipment. Hearths (fireplaces) and woodstoves are also a source of area emissions; however, the project would not include hearths or woodstoves. Table 6 provides a summary of the operational emissions generated by the project.

Table 6 Summary of Project Operational Emissions (pounds per day)						
Source	Pollutant					
	ROG	NO _x	CO	SO _x	PM ₁₀	PM _{2.5}
Area Sources	2	<1	7	<1	<1	<1
Energy Sources	<1	<1	<1	<1	<1	<1
Mobile Sources	2	2	18	<1	4	1
Total	4	2	24	<1	4	1
<i>Significance Threshold</i>	<i>137</i>	<i>250</i>	<i>550</i>	<i>250</i>	<i>100</i>	<i>67</i>
ROG = reactive organic gases; NO _x = nitrogen oxides; SO _x = sulfur oxides; PM ₁₀ = particulate matter with an aerodynamic diameter of 10 microns or less; PM _{2.5} = particulate matter with an aerodynamic diameter of 2.5 microns or less NOTE: Totals may vary due to independent rounding. SOURCE: RECON 2021a California Emissions Estimator Model output files for project operation are contained in RECON 2021a, Attachment 1.						

Based on the operational emissions generated by the project, project-generated emissions are projected to be less than the City's significance thresholds for all criteria pollutants (RECON 2021a). Operational related air quality impacts would be less than significant.

Air Quality Impacts Related to Diesel Particulate Matter

Siting sensitive land uses adjacent to heavily traveled roadways can result in the exposure of sensitive receptors to elevated levels DPM. The residential uses at the southern portion of the project site would be located within 500 feet of SR-905. Consistent with the OMCP and updated U.S. Environmental Protection Agency (U.S. EPA) and Office of Environmental Health Hazard Assessment guidance, a project-specific health risk assessment was prepared as part of the Air Quality Analysis. Details of the methodology, modeling, and project-specific calculations are included in Section 6.2.2 of the Air Quality Analysis. The risk assessment result concluded that the highest individual excess cancer risk due to inhalation of DPM for the maximally exposed individual resident on the project site is 13.1 in a million for a 70-year exposure scenario. This point occurs south of the multi-family residential dwellings immediately adjacent to SR-905. The ground-level concentration of DPM at this point is 0.01626 micrograms per cubic meter. For the 30-year residential exposure scenario, the risk at this location is 11.1 in a million. For the 9-year child residential exposure scenario, the highest individual excess cancer risk is 7.93 in a million (RECON 2021a). 2019 Title 24 requires the installation of MERV-13 filters or greater. 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 ppm in size by more than 90 percent (California Air Resources Board [CARB] 2017). Thus, with the provision of MERV-13 filters, the potential incremental increase in cancer risk would be reduced to less than 10 in a million and health risk impacts would be less than significant. Additionally, based on an annual ground level

concentration of 0.01626 micrograms per cubic meter, the chronic non-cancer risk predicted at the project site was 0.0033. This is below the level of 1.0 at which adverse non-cancer health risks would be anticipated, and health risk impacts would be less than significant.

Odor-related Air Quality Impacts

The project does not include heavy industrial or agricultural uses that are typically associated with objectionable odors. The project would involve the use of diesel-powered construction equipment. Diesel exhaust may be noticeable temporarily at adjacent properties; however, construction activities would be temporary. Therefore, odor impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Biological Resources

2013 Program EIR

Section 5.4 of the 2013 Program EIR provides an analysis of biological resource impacts associated with the Otay Mesa CPU. The 2013 Program EIR stated that implementation of the CPU has the potential to impact sensitive plants and animals directly through the loss of habitat or indirectly by placing development adjacent to the MHPA. Potential impacts to federal or state listed species, MSCP covered species, or species with a California Native Plant Society Rare Plant Ranking would be significant. In addition, the 2013 Program EIR concluded that future projects would be required to implement a mitigation framework including BIO-1, which requires site-specific biological surveys to determine the potential for sensitive species, along with the provision for the proposal for site-specific mitigation, if necessary, to reduce impacts to sensitive species or habitats. Specifically, BIO-1 requires future projects to conduct a habitat assessment to determine whether or not protocol surveys are needed. Should burrowing owl habitat or sign be encountered on or within 150 meters of the project site, breeding season surveys shall be conducted. If occupancy is determined, site-specific avoidance and mitigation measures shall be developed. Measures to avoid and minimize impacts to burrowing owl shall be included in a Conceptual Burrowing Owl Mitigation Plan, which includes take avoidance (pre-construction) surveys, site surveillance, and the use of buffers, screens, or other measures to minimize construction-related impacts. Implementation of the mitigation framework would ensure that impacts to sensitive plants and animals would be less than significant.

The 2013 Program EIR concluded that future development, including construction or extension of CPU Mobility Element roadways, utility lines, and/or temporary construction activities within the MHPA, has the potential to interfere with nesting, reduce foraging habitat, and obstruct wildlife movement as a result of noise, construction activities, habitat loss, and/or fragmentation. Any direct or indirect impacts to migratory wildlife nesting, foraging, and movement was determined to be significant. The 2013 Program EIR's mitigation framework includes measure BIO-2, which requires a site-specific biological resource survey for projects that may have a potential to impact to areas within the MHPA. Implementation of this mitigation measure would ensure impacts would be less than significant.

The 2013 Program EIR determined that future projects within the CPU area could result in significant impacts to sensitive habitat, specifically to Tier I, II, and IIIB habitat areas, which include maritime succulent scrub, native grassland, Diegan coastal sage scrub, non-native grassland, riparian scrub, vernal pools, and basins with fairy shrimp. Measure BIO-1 would reduce impacts to sensitive habitat to a less than significant level. In addition, compliance with CPU polices and established development standards and regulations would reduce impacts to sensitive habitats to a less than significant level.

The 2013 Program EIR identified potential impacts to sensitive vegetation communities and species as a result of MHPA boundary adjustments would be less than significant because any adjustments would be required to meet the equivalency criteria for approval. In addition, MHPA adjacency impacts would be addressed at the project-level, and projects adjacent to MHPA areas would be required to comply with the MHPA Land Use Adjacency Guidelines and implement mitigation measure LU-2, which would reduce MHPA adjacency impacts to a less than significant level. The 2013 Program EIR also determined that the CPU would be consistent with the vision for the Otay Mesa MHPA as the open space network would remain intact and the CPU incorporates policies for adhering to the Management Directives, and no significant impacts relating to MSCP consistency would occur.

In regard to invasive plant impacts, the 2013 Program EIR determined that impacts could be potentially significant due to the introduction of invasive plants within the MHPA during future grading and development. The 2013 Program EIR determined that the introduction of invasive species into the MHPA would be addressed at the project level, and would be mitigated through implementation of the mitigation framework measure LU-2, reducing impacts to a less than significant level.

The 2013 Program EIR concluded that future projects implemented in accordance with the CPU may result in significant impacts to wetlands, vernal pools and vernal pool species, as well as both wetland and non-wetland streambed waters regulated by the U.S. Army Corps of Engineers, California Department of Fish and Wildlife, and the City, and would thus require a deviation from the ESL Regulations. The 2013 Program EIR determined that future projects implemented in accordance with the CPU which cannot demonstrate compliance with CPIOZ A because impacts to wetlands/jurisdictional resources cannot be avoided would be required to implement mitigation measure BIO-4, which would reduce impacts to wetlands to a less than significant level.

The 2013 Program EIR determined that there is a potential for temporary noise impacts to wildlife from construction and permanent noise impacts from the introduction of noise generating land uses adjacent to MHPA. Temporary and/or permanent noise impacts to wildlife within the MHPA would be significant. The 2013 Program EIR determined that impacts to sensitive wildlife species (including temporary and permanent noise impacts) resulting from future projects implemented in accordance with the CPU would be mitigated to a less than significant level with implementation of mitigation measures BIO-1 through BIO-4 and LU-2.

2019 Addendum

Consistent with the 2013 Program EIR mitigation framework, a Western Burrowing Owl Non-Breeding Survey was completed for the 2019 PA-61 project. Although no burrowing owls were

detected during the three surveys conducted, burrow complexes were observed within the eastern portion of the project site. Mitigation measures were included in the MMRP which required preconstruction surveys to determine the absence of burrowing owl before grading activities. Through implementation of these mitigation measures, impacts would be reduced to less than significant levels and no new or greater impacts to biological resources compared to those described in the 2013 Program EIR would occur.

Project

The project site has been graded (February through April 2020) consistent with the approved 2019 PA-61 project Grading Plan. A burrowing owl survey with negative findings was completed prior to grading (RECON 2020). The project includes the widening of Caliente Avenue approximately 900 feet to create a south bound right turn lane from Caliente Avenue to the SR-905 on-ramp. The widening is anticipated to occur within an existing graded area, with a worst-case analysis is provided assuming disturbance up to 15 feet beyond the existing right-of-way (to allow for up to 22-foot parkway). All of these potential disturbance areas are within previously disturbed and graded areas. Therefore, no impacts to biological resources would occur as the area is already disturbed and graded.

Consistent with the 2013 Program EIR, the current PA-61 project also includes mitigation measure BIO-1 (habitat assessment prior to project grading). Ongoing compliance with the 2013 Program EIR mitigation framework related to burrowing owls would ensure that the project would not conflict with ESL regulations as it pertains to biological resources. Therefore, the inclusion of mitigation measure BIO-1 prior to any additional grading, requiring an updated habitat assessment would ensure potential impacts to burrowing owls would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the 2013 Program EIR or 2019 Addendum to the Program EIR.

Historical Resources

2013 Program EIR

Section 5.5 of the 2013 Program EIR provides an analysis of historical resource impacts associated with the CPU. The 2013 Program EIR determined that future development would have the potential to significantly impact all or a portion of the previously identified recorded prehistoric or historic sites within the CPU area. The 2013 Program EIR stated that future discretionary development projects could result in a potentially significant impact to prehistoric or historic resources and would be required to apply the Mitigation Framework for Historical Archaeological Resources, including measures HIST-1 and HIST-2.

The 2013 Program EIR determined that future development would have the potential to significantly impact religious or sacred sites within the CPU area. Development proposals requiring discretionary approval would be required to the Mitigation Framework for Historical Archaeological Resources, including measures HIST-1.

The 2013 Program EIR determined that future development would have the potential to significantly impact human remains within the CPU area. The 2013 Program EIR stated that future discretionary projects would be required to implement the Mitigation Framework for Historical Archaeological Resources, including measures HIST-1.

2019 Addendum

Project sites throughout the OMCP Northwestern District have been graded with all identified archaeological sites were placed in open space, tested, and found not to be significant, or were mitigated through completion of data recovery. As a precaution, the 2019 PA-61 project included mitigation consistent with the 2013 Program EIR mitigation framework requiring archaeological monitors during ground disturbing activities. Implementation of this mitigation measure ensured that impacts to archeological resources would be reduced to less than significant levels and no new or greater impacts compared to those described in the 2013 Program EIR would occur.

Project

No archeological sites had previously been identified within the project site. The project site has been previously graded consistent with the approved 2019 PA-61 project Grading Plan. Additionally, off-site improvements at the Caliente Avenue SR-905 on-ramp would be located within previously graded and disturbed lands. Therefore, there is no evidence that the project would result in a new significant impact, nor would there be a substantial increase in the severity of impacts from that described in the 2013 Program EIR or 2019 Addendum to the Program EIR.

Health and Safety/Hazardous Materials

2013 Program EIR

Section 5.6 of the 2013 Program EIR provides an analysis of health and safety/hazardous materials impacts associated with the CPU. The 2013 Program EIR identified impacts associated with wildfire hazards that would be potentially significant because new development in the wildland interface areas may expose people and structures to wildland fire hazards, representing a potentially significant impact at the program level. The 2013 Program EIR included a mitigation framework with measure HAZ-1, which would reduce potential wildfire hazard impacts to a less than significant level. In addition, the 2013 Program EIR determined that impacts associated with aircraft hazards would be potentially significant at the program level, as future projects developed in accordance with the CPU have the potential to conflict with FAA requirements and result in a significant aircraft hazards impact. The mitigation framework contained in the 2013 Program EIR included measure HAZ-2, which would reduce potential aircraft hazard impacts to a less than significant level.

The 2013 Program EIR concluded that impacts associated with hazardous substances would be less than significant, as future projects within the CPU area would be required to comply with policies contained in the General Plan, the CPU, and regulations imposed by federal, state, and local agencies, including the U.S. EPA, Resource Conservation and Recovery Act, California Department of Health Services, County of San Diego Department of Environmental Health, and the California Department of Transportation. In addition, the CPU designated truck routes within the CPU area along roadway improvements in conjunction with buildout of the circulation network, which would

reduce the potential risk of exposure from hazardous materials to residents as a result of transporting hazardous materials. Compliance with existing regulations would ensure impacts associated with health hazards and hazardous substances remain less than significant.

The 2013 Program EIR determined that impacts associated with hazardous sites would be potentially significant, as the Program EIR identified six sites within the CPU area as containing hazardous materials, which would present a significant hazard to the public or the environment. In addition, the presence of unknown hazardous sites within the CPU could result in significant impacts to future development within the CPU area. The mitigation framework contained in the 2013 Program EIR included measure HAZ-3, which would reduce potential hazardous site impacts to a less than significant level.

2019 Addendum

Because the project is located over 100 feet from a wildland urban interface area, a formalized brush management plan was not required per SDMC 142.0412. Aeronautical study number 2018-AWP-14787 was issued on November 9, 2018, by the FAA, which determined that the proposed project did not exceed obstruction standards and would not be a hazard to air navigation. With respect to the potential release of construction and operational related hazards, no contaminants were identified in the project site and the 2019 PA-61 project was required to include standard best management practices (BMPs) and comply with all federal, state and local regulations that would ensure that all hazardous materials are handled and disposed of properly and that no hazards would result during the long-term operation of the project. Therefore, no new or greater impacts related to hazardous materials compared to those described in the 2013 Program EIR would occur.

Project

Although located within a designated Very High Fire Hazard Severity Zone, the project site is surrounded by major roads on three sides including Otay Mesa Road to the north, Caliente Road to the west, and SR-905 and the SR-905 off-ramp to the south. Land uses surrounding the project site includes commercial and multi-family residential to the north, vacant land to the east, and existing roadways (SR-905, Caliente Road, and Otay Mesa Road). As previously assessed, the project is over 100 feet from a wildland urban interface area; and therefore, a formalized brush management plan is not required per SDMC 142.0412.

As with the PA-61 Lot 2 site, the project site is also located within the Airport Influence Area - Review Area 2 for Brown Field Municipal Airport, and within the FAA Part 77 Notification Area for Brown Field Municipal Airport. The aeronautical study number 2018-AWP-14787, issued on November 9, 2018, by the Federal Aviation Administration determined that the 2019 PA-61 project would not exceed obstruction standards and would not be a hazard to air navigation. The proposed project is similarly designed in terms of bulk, scale and height. Therefore, hazards associated with aircraft associated with the project would be less than significant.

During project construction, small amounts of solvents and petroleum products could be utilized; and although minimal amounts of such substances may be present during construction, they are not anticipated to result in a significant hazard to the public. During the operational phase of the project, the routine transport, use or disposal of hazardous materials is not anticipated. Although

small amounts of hazardous materials may be used for cleaning and maintenance, standard BMPs would be applied to ensure that all hazardous materials are handled and disposed of properly and that no hazards would result during the long-term operation of the project. Hazardous materials and waste would be managed and used in accordance with all applicable federal, state, and local laws and regulations; the project would not be a significant hazard to the public or environment. Additionally, appropriate handling techniques shall be implemented for any unknown subsurface discoveries, to meet local, state, and federal regulations. Impacts would be less than significant.

A review of the State Water Resources Control Board Geotracker (2018) and Department of Toxic Substances Control Envirostor (2018) databases was conducted for the project site in association with the processing of the 2019 Project. Based on the searches conducted, the project site does not contain any contaminated sites on or adjacent to the site. Furthermore, the project site was not identified on the Department of Toxic Substance Control Cortese List. Based on Table 5.6-1 of the 2013 Program EIR, there is one property of environmental concern, noted as the Otay Mesa Widening Project, with an identified location adjacent to north and south of Otay Mesa Road. Although the 2013 Program EIR did not identify whether this property of environmental concern is located within the project site, it stated that no mitigation measures are anticipated to be required should project grading within the vicinity of this site be needed. Therefore, impacts related to hazardous material sites would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Hydrology and Water Quality

2013 Program EIR

Section 5.7 of the 2013 Program EIR provides an analysis of hydrology and water quality impacts associated with the CPU. The 2013 Program EIR identified impacts associated with runoff that would result in significant direct and indirect impacts due to an increase in impervious surfaces and associated increases in runoff, and the alterations of on- and off-site drainage patterns. The 2013 Program EIR included a mitigation framework including measure HYD/WQ-1, which requires regulatory compliance with the Storm Water Standards Manual. Future projects would be required to implement this measure and would reduce impacts associated with runoff to a less than significant level.

The 2013 Program EIR determined that impacts to natural drainage systems would be potentially significant, as buildout in accordance with the CPU has the potential to result in a substantial change to stream flow velocities and drainage patterns on downstream properties. The 2013 Program EIR mitigation framework included measure HYD/WQ-1, which requires regulatory compliance with the Storm Water Standards Manual, would reduce impacts to natural drainage systems to a less than significant level.

The 2013 Program EIR concluded that impacts associated with flow alteration would be potentially significant, as future development within the CPU area would potentially impact the existing course and flow of flood waters due to the presence of floodplains within the CPU area. The 2013 Program

EIR mitigation framework included mitigation measure HYD/WQ-1, which requires regulatory compliance with the Storm Water Standards Manual, and would reduce impacts associated with flow alteration to a less than significant level.

The 2013 Program EIR determined that impacts to water quality would be potentially significant, as future projects constructed during buildout of the CPU could result in discharges to surface water or groundwater. Grading and exposed soil could result in sedimentation. Residential development could result in the discharge of sediment, nutrients, trash and debris, oxygen-demanding substances, oil and grease, pesticides, and bacteria and viruses. Commercial development could result in discharge of sediment, nutrients, organic compounds, oxygen-demanding substances, pesticides, and bacteria and viruses. Projects would be required to prepare a Storm Water Pollution Prevention Plan. Development of parks, schools, roads, and other public infrastructure would contribute to any of the identified pollutants noted above. The 2013 Program EIR mitigation framework included measure HYD/WQ-2, which would reduce impacts associated with water quality to a less than significant level.

2019 Addendum

Based on drainage studies prepared for the 2019 PA-61 project, it was confirmed that the majority of storm water run-off within the project site directed to the east and off-site, with the remaining runoff is directed towards the northwest corner of the site (towards the intersection of Otay Mesa Road and Caliente Avenue) and into an existing storm drain system. The 2019 PA-61 project would increase the 100-year flow rate; however, the 2019 PA-61 project included site design BMPs to ensure that any increased runoff from the site would not exceed the capacity of existing storm water systems or provide substantial additional sources of polluted runoff. Therefore, no new or greater impacts related to hydrology and water quality compared to those described in the 2013 Program EIR would occur.

Project

Consistent with the 2013 Program EIR mitigation framework as well as City regulations, a site-specific Preliminary Drainage Report (Drainage Report) and Storm Water Quality Management Plan (SWQMP) were completed by Chang Consultants (Chang Consultants 2021a and 2021b, respectively). It is noted that the City's 2017, Drainage Design Manual's (Manual) rational method procedure was the basis for the existing and proposed condition hydrologic analyses. The Manual states that "the combination of storm drain system capacity and overflow" shall be able to carry the 100-year, while "the underground storm drain system shall be based upon a 50-year frequency storm." Since the site is so small, there would be minimal differences between the 50- and 100-year flow rates. Therefore, the 100-year analyses were utilized in the drainage analysis.

The Preliminary Drainage Report assessed pre- and post-project runoff conditions for the project site. Under existing, pre-project conditions, storm water run-off is directed over the natural ground surface towards the northwest corner of the site (towards the intersection of Otay Mesa Road and Caliente Avenue) and into an existing public storm drain system. There are no other existing on-site drainage facilities and there is minimal off-site run-on. The existing condition 100-year flow rate from the project site is 6.6 cubic feet per second (cfs).

Under post-project condition storm runoff will be conveyed over the ground surface and by private driveways to two on-site private storm drain systems. A Modular Wetland System Linear will treat runoff at the lower downstream (north) end of each storm drain system. The treated runoff will then enter a single vault for flow control. The runoff will be conveyed west out of the vault by a proposed pipe to the existing public storm drain system at the intersection of Otay Mesa Road and Caliente Avenue. The existing storm drain system crosses Otay Mesa Road and continues north along Ocean View Hills Parkway (Ocean View Hills Parkway is named Caliente Avenue south of Otay Mesa Road) before outletting into a natural drainage within Dennery Canyon. The natural drainage continues north within Dennery Canyon and ultimately flows into the Otay River. The proposed condition 100-year flow rate would be 9.8 cfs.

A preliminary detention analysis was performed to estimate the storage volume needed to attenuate the 100-year flow from 9.8 to the existing 6.6 cfs. Similar to the 2019 analysis, it was concluded that the project would increase the 100-year flow rate and specifically that at least 0.093 acre-feet (4,051 cubic feet) of storage would be needed. The project can provide the required on-site storage within the proposed vault in order to avoid increasing the 100-year flow (Chang Consultants 2021a), ensuring that impacts related to increased on-site sheet flow would be less than significant.

The project site is located in the Otay Valley Hydrologic Area (910.20), which is in the San Diego Bay watershed. The existing beneficial uses from the 2011 "Water Quality Control Plan for the San Diego Basin" (Otay Mesa Hydrologic Area 910.20) for inland surface waters include the following:

- Agricultural Supply (AGR). These uses include use of water for farming, horticulture, or ranching.
- Non-contact Water Recreation (REC-2). These uses include the uses of water for recreational activities involving proximity to water, but not normally involving body contact with water, such as picnicking and hiking.
- Warm Freshwater Habitat (WARM). These uses include uses of water that support warm water ecosystems for purposes of preservation of aquatic habitats.
- Wildlife Habitat (WILD). These uses include uses of water that support terrestrial ecosystems for preservation of vegetation and wildlife.

The potential beneficial uses include the following:

- Industrial Service Supply (IND). These uses include uses of water for industrial activities that do not depend primarily on water quality, such as mining.
- Contact Water Recreation (REC-1). These uses include uses of water for recreational activities involving body contact with water, where ingestion of water is reasonably possible, such as swimming.

The existing groundwater beneficial uses are the following:

- Municipal and Domestic Supply (MUN): These uses include uses of water for community, military, or individual water supply systems including, but not limited to, drinking water supply.

- Agricultural Supply (AGR).
- Industrial Service Supply (IND).

The project runoff ultimately enters the southerly end of San Diego Bay, which is approximately 4.8 miles west of the project outfall and impaired for polychlorinated biphenyls. A number of pollutants are anticipated to be associated with project development including sediment, nutrients, heavy metals, organic compounds, trash and debris, oxygen demanding substances, oil and grease, bacteria and viruses, and pesticides. Development of the project includes impervious features such as multi-family buildings, driveways, roads, curb and gutters, trash enclosures, and hardscape. The overall increase in impervious surfaces would result in an increase in pollutants of storm water run-off. According to the City's Storm Water Requirements Applicability Checklist, the project is a Priority Development Project, and therefore prepared a SWQMP to identify and implement required site design and structural BMPs for storm water pollutant control (BMP Design Manual Chapter 5, Part 1 of Storm Water Standards) as well as low impact development source control BMPs.

Storm runoff from the development footprint would flow off the proposed impervious surfaces onto surrounding landscaping areas for dispersion, where feasible. Site design BMPs would include minimization of impervious areas, minimizing soil compaction, dispersing impervious areas, and landscaping with native or drought-tolerant species. The overall project runoff would then be conveyed by the private driveways to two on-site private storm drain systems, including a biofiltration system and Modular Wetland System Linear as described above. Source control requirements include prevention of illicit discharge into the storm drain system, storm drain stenciling, and protection of trash storage areas. Overall, BMPs would be utilized within the project site to ensure that potential impacts associated with water quality would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Geology/Soils

2013 Program EIR

Section 5.8 of the 2013 Program EIR provides an analysis of geology and soils impacts associated with the CPU. The Program EIR determined that the CPU is within a moderate to high geologic risk area and could therefore result in the exposure of persons or structures to seismic events associated with fault. Faults within the immediate CPU area are generally considered to comprise the La Nación Fault Zone. Faults in this zone are considered to be potentially active and would subject the CPU area to moderate to severe ground shaking, resulting in a potentially significant impact. Regarding compressible soils, the 2013 Program EIR determined that portions of the CPU area are underlain by undocumented fill, colluvium/topsoil, and alluvium, which are typically loose, dry and contain rubble and are considered compressible. For future projects underlain by compressible soils, removal and replacement by compacted fill would be required. In regard to expansive soils, the 2013 Program EIR determined that the CPU area contains clay mudstone strata within the Very Old Paralic Deposits that exhibit a high to very high expansion potential, which occur

over the majority of the CPU area, resulting in a potentially significant impact. No significant impacts were identified for potential rockfall hazards, and no rock stabilization or blasting would be required for future projects within the CPU area. The 2013 Program EIR Mitigation Framework included measure GEO-1, which requires preparation of a site-specific geotechnical report recommending project-specific engineering design measures which would reduce potential geologic hazard impacts to a less than significant level.

The 2013 Program EIR determined that impacts associated with erosion would be potentially significant, due to the steep nature of many of the hillsides and the generally poorly consolidated nature of the sedimentary materials and soils found throughout the CPU area, particularly in conjunction with some portions of the San Diego Formation and in drainages and stream valleys. The 2013 Program EIR Mitigation Framework included measure GEO-2, which requires preparation of a site-specific geotechnical report to ensure that projects adhere to the Grading Regulation and National Pollutant Discharge Elimination System permit requirements. Implementation of this measure would reduce impacts associated with erosion to a less than significant level.

2019 Addendum

Consistent with the 2013 Program EIR Mitigation Framework, a site-specific Geotechnical Investigation was prepared for the 2019 PA-61 project. The results of the report found that the risk associated with liquefaction potential, subsidence, and on-site flooding would be low; however, the project was required to remove and replace the underlying compacted fill prior to site development. Additionally, through adherence to the California Building Code and implementation of proper engineering design and utilization of standard construction practices, the potential for impacts from geologic hazards would be less than significant. Therefore, no new or greater impacts related to hydrology and water quality compared to those described in the 2013 Program EIR would occur.

Project

An Update Geological Report (Update) was prepared by GEOCON, Inc. to address the currently proposed project (GEOCON 2021). The Update confirmed that, consistent with previous recommendations, the on-site undocumented fill, topsoil, and the upper portion of the Very Old Terrace Deposits were removed during site grading. The Update further confirmed the following findings: no evidence of faulting was observed during grading of the site in 2020, and therefore, the risk associated with ground rupture hazard is low; the risk associated with strong ground motion is no greater than that for the region; the risk associated with liquefaction hazard is low due to the lack of shallow groundwater; no evidence of landslide was encountered at the site during previous grading, and therefore, the risk associated with ground movement hazard due to landslide is low; based on the subsurface soil conditions encountered during our field investigation, the risk associated with ground subsidence is low; the site is not located within a tsunami inundation zone as defined by California Geological Survey; there are no lakes or reservoirs located near the site, and therefore, the risk associated with inundation hazard due to tsunami or seiche is low; the site is not located within a designated drainage or floodplain area, and therefore, the risk associated with flooding hazard is low (GEOCON 2021).

Based on the results of the 2019 Geotechnical Investigation and 2021 Update, it was concluded that the planned construction would be feasible from a geotechnical standpoint. Additionally, the project

would be required to comply with the California Building Code, which would reduce impacts to people or structures to an acceptable level of risk. Implementation of proper engineering design and utilization of standard construction practices, to be verified at the building permit stage, would ensure that the potential for impacts from regional geologic hazards would remain less than significant.

Regarding erosion, a SWQMP was prepared for the project by Chang Consultants (2021b) that includes measures to ensure that construction of the project would not result in the disruption of soils due to grading activity and increased impervious surfaces. Additionally, the project would adhere to the City's Grading Regulations and National Pollutant Discharge Elimination System permit requirements. Conformance to mandated City grading requirements, the SWQMP, and the recommendations of the Geotechnical Investigation/Update prepared for the project would ensure that impacts associated with future grading and construction operations would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Energy Conservation

2013 Program EIR

Section 5.9 of the 2013 Program EIR provides an analysis of energy conservation impacts associated with the CPU. The 2013 Program EIR concluded that impacts associated with energy conservation would be less than significant, as implementation of the CPU would not result in the use of excessive amounts of fuel or other forms of energy during the construction of future projects under the CPU. In addition, the 2013 Program EIR concluded that implementation of the CPU would not be anticipated to result in a need for new electrical systems or require substantial alteration of existing utilities, which would create physical impacts. Based on the program-level analysis of the CPU, state and local mandates for energy conservation, and the energy reduction measures set forth in the CPU policies. Impacts associated with energy use would be less than significant.

2019 Addendum

The 2019 Addendum concluded that through the requirement to meet the mandatory energy standards of the current California Energy Code as well as the Community Plan Urban Design Element and would be required to comply with energy conservation requirements of the Climate Action Plan (CAP) Checklist, the project would not result in energy use during the construction or operation that would result in any new or more severe impacts related to electrical power or fuel consumption.

Project

Energy used during construction of the proposed land uses would not be considered significant given the short-term nature of the energy consumption. Energy use during construction would occur within two general categories: fuel use from vehicles used by workers commuting to and from the

construction site, and fuel use by vehicles and other equipment to conduct construction activities. Based on the Air Quality Analysis prepared for the project, construction is anticipated to last one year. Based on California Emissions Estimator Model calculations, project construction would require a maximum of 57 worker vehicle trips per day and 8 vendor trips per day during building construction activities. All other construction activities would require fewer worker and vendor vehicle trips. Additionally, a total of 325 hauling trips would be required during the grading phase. Construction energy consumption would not be greater than the energy consumption that would be associated with development of the site for a commercial use. Fuel consumption associated with construction worker commute would be similar of any other typical commute in San Diego County, and would not result in a wasteful, inefficient, or unnecessary consumption of gasoline or diesel fuel. Consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards. Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generate lower emissions, use less energy, and are more advanced technologically than the previous tier. CARB's Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. There are no known conditions in the project area that would require nonstandard equipment or construction practices that would increase fuel-energy consumption above typical equipment fuel consumption rates. Therefore, project construction would not result in the wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

In regard to long-term operational related energy consumption, although the project is proposing a CPA and rezone to allow for residential development within a site planned for commercial use, development of the project would not result in any new or more severe impacts related to electrical power or fuel consumption in comparison to what would be needed to accommodate the site if it was fully developed as a commercial operation. Based on the GHG emission calculations prepared for the 2019 PA-61 project for the 45,000-square-foot retail portion of the project, as well as the GHG emission calculations prepared for the project as a part of the Air Quality Analysis, the proposed project would overall consume less energy than a commercial use (RECON 2022a).

The project would be required to meet the mandatory energy standards of the current California Energy Code as well as the Community Plan Urban Design Element, which contains a list of climate change and sustainable development policies that focus on designing new development to have a climate, energy efficient, and environmentally oriented site design.

Since the project would be required to meet the mandatory energy standards of the current California Energy Code, Title 24 Building Energy Standards of the California Public Resources Code, and would be required to comply with energy conservation requirements of the CAP Checklist, the project would not result in energy use during the construction or operation that would result in any new or more severe impacts related to electrical power or fuel consumption.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Noise

2013 Program EIR

Section 5.10 of the 2013 Program EIR provides an analysis of noise impacts associated with the CPU. The 2013 Program EIR determined that impacts associated with traffic noise would be significant, as noise sensitive land uses are proposed in areas where exterior noise levels would exceed the noise and land use compatibility standards established in Table N-3 of the General Plan. Exterior and potentially interior traffic noise impacts are anticipated at the majority of locations adjacent to Interstate 805, SR-905, State Route 125, Otay Mesa Road, and Airway Road. The 2013 Program EIR Mitigation Framework included measures NOI-1 and NOI-2 that would be required by future projects to demonstrate the exterior and interior noise levels for residential uses would not exceed the compatibility standards of the City's General Plan. These measures required site-specific exterior and interior noise analyses to identify site-specific noise attenuating measures; however, even with implementation of these measures, the 2013 Program EIR determined that traffic noise resulting from implementation of the CPU would not be compatible with the General Plan standards. The 2013 Program EIR determined that impacts associated with stationary source noise would be significant, as the CPU has the potential to site noise-sensitive uses (i.e., residential) adjacent to noise-generating commercial and industrial uses. The 2013 Program EIR Mitigation Framework included measure NOI-3, which requires preparation and submittal of a site-specific acoustical/noise analysis to recommend site-specific noise attenuation measures; however, even with implementation of this measure, the 2013 Program EIR determined that impacts would remain significant and unavoidable at the program level.

The 2013 Program EIR determined that impacts associated with airport noise would be less than significant, as existing uses within the 60 and 65 community noise equivalent level (CNEL) noise contours from Brown Field would be considered conditionally compatible with these noise levels from operations at Brown Field and General Abelardo L. Rodríguez International Airport in Tijuana, Mexico.

The 2013 Program EIR determined that impacts associated with construction noise would be potentially significant, as construction activities related to implementation of the CPU would generate short-term noise impacts to noise-sensitive land uses located adjacent to construction sites. In addition, construction-related noise associated with future development projects within the CPU area could result in short-term, temporary noise impacts affecting coastal California gnatcatchers, raptors, and other sensitive species within the MHPA. In order to reduce potentially significant impacts associated with construction noise, the 2013 Program EIR Mitigation Framework included measures NOI-4 (and LU-2) requiring the implementation of best construction management practices, including preparation of a project-specific Construction Noise Management Plan; however, impacts were determined to remain significant and unavoidable.

2019 Addendum

Consistent with the 2013 Program EIR Mitigation Framework, a site-specific Noise Analysis was prepared for the 2019 PA-61 project. The Noise Analysis concluded that anticipated construction activities would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404; therefore, temporary increases in noise levels from construction activities would be less

than significant. With respect to specific noise impacts associated with Lot 1 (commercial development), it was determined that the interior noise levels in the commercial buildings would be compatible with City standards. Likewise, exterior noise levels along the perimeter of Lot 1 would be compatible with the City's commercial standards. There was no expectation that operational noise sources (vehicles arriving and leaving) would violate the City's Noise Abatement and Control Ordinance and noise from proposed HVAC systems were found to be within applicable limits. Therefore, no new or greater impacts related to noise generation from the commercial site (Lot 1) compared to those described in the 2013 Program EIR would occur.

Project

Consistent with the 2013 Program EIR Mitigation Framework, a site-specific Noise Analysis was prepared for the project by RECON (RECON 2021b). The technical study analyzed the existing and future noise environments associated with the proposed project. The technical report is summarized below.

The main source of noise at the project site is vehicle traffic on SR-905, Otay Mesa Road, Caliente Avenue, and SR-905 on- and off-ramps. Secondary sources of noise included aircraft from operations associated with Brown Field and General Abelardo L. Rodríguez International Airport. Existing ambient noise levels range from 61.5 A-weighted decibels [dB(A)] one-hour equivalent noise level (L_{eq}) at the western property line, 50 feet east of Caliente Avenue, to 75.9 dB(A) L_{eq} , at the southern property line, 150 feet north of SR-905.

Construction Noise

The project site is surrounded by multi-family uses to the north, SR-905 and open space to the south, and San Ysidro High School to the southwest. Multi-family uses are currently being constructed east of the project site on Lot 2 of the approved 2019 PA-61 project. Additionally, MHPA habitat is located northeast and southeast of the project site. A variety of noise-generating equipment would be used during the construction phase of the project, such as excavators, backhoes, front-end loaders, and concrete saws, along with others. The exact number and pieces of construction equipment required are not known at this time. Although maximum noise levels may be 85 to 90 dB(A) at 50 feet during most construction activities, hourly average noise levels would be lower when taking into account the equipment usage factors. The loudest phase of construction would be the grading/excavation phase and would include dozers, loaders, and excavators. For purposes of providing a conservative analysis, construction noise levels were calculated based on all three pieces of equipment being active simultaneously. Construction noise is considered a point source and would attenuate at approximately 6 dB(A) for every doubling of distance.

Noise levels were modeled at a series of 20 receivers located at the adjacent uses and MHPA. The results are summarized in Table 7. Modeled receiver locations and construction noise contours are shown in Figure 4.

Table 7 Construction Noise Levels at Off-site Receivers		
Receiver	Land Use	Construction Noise Level [dB(A) L_{eq}]
1	Residential	71
2	Residential	72
3	Residential	72
4	Residential	72
5	Residential	71
6	Residential	60
7	Residential	61
8	Residential	63
9	Future Residential	64
10	Future Residential	64
11	Vacant	65
12	Vacant	65
13	School	52
14	School	52
15	Residential	57
16	Residential	57
17	MHPA	52
18	MHPA	50
19	MHPA	52
20	MHPA	51
dB(A) L_{eq} = A-weighted decibels equivalent noise level; MHPA = Multi-Habitat Planning Area SOURCE: RECON 2021b NOTE: SoundPLAN data is contained in RECON 2021b, Attachment 3		

As shown, construction noise levels are not anticipated to exceed 75 dB(A) L_{eq} at the adjacent residential uses or 60 dB(A) L_{eq} at the adjacent MHPA habitat. Although the existing adjacent residences and MHPA would be exposed to construction noise levels that could be heard above ambient conditions, the exposure would be temporary. Additionally, construction activities are not anticipated to exceed 75 dB(A) L_{eq} . As construction activities associated with the project would comply with noise level limits from Noise Abatement and Control Ordinance Section 59.5.0404, temporary increases in noise levels from construction activities would be less than significant.

Vehicle Traffic Noise: Exterior Noise Levels

As required by mitigation measure NOI-1 of the 2013 Program EIR, a site-specific noise analysis was prepared to calculate exterior noise levels and analyzes noise reduction measures, as necessary, to demonstrate that future noise would not exceed the residential noise compatibility standards of the General Plan. Multi-family residential uses are “compatible” with exterior noise levels up to 60 CNEL, and “conditionally compatible” with exterior noise levels up to 70 CNEL. In “conditionally compatible” areas, feasible noise mitigation techniques should be analyzed and incorporated to make the outdoor activities acceptable and building structures must attenuate exterior noise levels to an indoor noise level of 45 CNEL. The exterior compatibility standard is applicable at the proposed exterior use areas. In the case of the proposed project, exterior use areas include the balconies.

Vehicle traffic noise level contours across the project site were calculated using SoundPLAN. These contours consider shielding provided by proposed buildings, topography, and proposed grading. These noise contours are shown in Figure 5. As shown, first-floor noise levels would exceed 65 CNEL across the entire perimeter of project site and would exceed 70 CNEL at the northernmost buildings closest to Otay Mesa Road and the southernmost buildings closest to SR-905. To determine exterior noise levels at the first-, second-, and third-floor building façades, noise levels were modeled at 45 specific receiver locations, also shown in Figure 5. The results are summarized in Table 8.

Table 8 Future Vehicle Traffic Noise Levels				
Receiver	Location	Exterior Noise Level (CNEL)		
		First Floor	Second Floor	Third Floor
1	Residential Building Façade	73	75	75
2	Residential Building Façade	66	68	69
3	Residential Building Façade	60	62	63
4	Residential Building Façade	65	65	66
5	Residential Building Façade	73	74	74
6	Residential Building Façade	62	64	64
7	Residential Building Façade	56	57	60
8	Residential Building Façade	65	65	66
9	Residential Building Façade	75	75	76
10	Residential Building Façade	66	66	67
11	Residential Building Façade	56	57	59
12	Residential Building Façade	60	61	62
13	Residential Building Façade	75	75	76
14	Residential Building Façade	60	61	62
15	Residential Building Façade	62	64	66
16	Residential Building Façade	70	70	71
17	Residential Building Façade	64	66	67
18	Residential Building Façade	67	70	71
19	Residential Building Façade	67	70	72
20	Residential Building Façade	57	59	61
21	Residential Building Façade	57	58	60
22	Residential Building Façade	57	59	61
23	Residential Building Façade	62	65	66
24	Residential Building Façade	53	55	58
25	Residential Building Façade	59	60	61
26	Residential Building Façade	55	57	59
27	Residential Building Façade	55	57	60
28	Residential Building Façade	61	63	64
29	Residential Building Façade	54	54	57
30	Residential Building Façade	62	65	66
31	Residential Building Façade	63	65	66
32	Residential Building Façade	65	66	67
33	Residential Building Façade	65	67	68
34	Residential Building Façade	63	65	66
35	Residential Building Façade	61	64	65
36	Residential Building Façade	67	68	69
37	Residential Building Façade	74	74	75
38	Residential Building Façade	69	70	71
39	Residential Building Façade	67	69	70

Table 8 Future Vehicle Traffic Noise Levels				
Receiver	Location	Exterior Noise Level (CNEL)		
		First Floor	Second Floor	Third Floor
40	Residential Building Façade	70	72	73
41	Residential Building Façade	69	71	72
42	Residential Building Façade	62	63	64
43	Residential Building Façade	63	65	66
44	Residential Building Façade	69	70	71
45	Residential Building Façade	68	70	71
SOURCE: RECON 2021b				
NOTE: SoundPLAN data are provided in RECON 2021b, Attachment 4.				

The exterior use areas for the proposed project include the proposed balconies. As shown in Table 8, exterior noise levels could exceed 70 CNEL at the building façades on the second and third floors. Therefore, to refine the analysis further and determine if exterior noise levels would exceed 70 CNEL on the proposed balconies, exterior noise levels were modeled at each proposed second-floor balcony location (there are no balconies proposed at the third-floor level). Balcony receiver locations are shown in Figure 6. As shown, balcony noise levels are projected to exceed the “conditionally compatible” noise level of 70 CNEL at five of the balconies facing SR-905. Therefore, the project includes noise attenuating design measures in the form of a solid 3.5-foot balcony wall extending the length/perimeter of the balcony on the five balconies. To reduce noise levels at these receivers, the 3.5-foot balcony railing would need to be constructed as a solid barrier. Noise levels at these balconies were modeled with construction of this 3.5-foot balcony, and the results are summarized in Table 9.

Table 9 Future Vehicle Traffic Noise Levels with Noise Attenuation Design Measures		
Receiver	Balcony Noise Level (CNEL)	
	Without Balcony Barriers	With Balcony Barriers
74	71	67
75	72	65
76	72	67
77	72	68
78	72	68
CNEL = Community Noise Equivalent Level		
SOURCE: RECON 2021b		
NOTE: SoundPLAN data is provided in RECON 2021b, Attachment 4		

Due to the building orientations and balcony design, all other balconies would be sufficiently shielded from roadway noise and noise levels would not exceed 70 CNEL. Therefore, with construction of a solid 3.5-foot balcony wall, balcony noise levels would be reduced to less than 70 CNEL, and impacts associated with exterior noise levels would be reduced to less than significant.

Vehicle Traffic Noise: Interior Noise Levels

The interior noise level standard for residential uses is 45 CNEL. As a result of the application of the 2013 Program EIR mitigation framework (NOI-1), a site-specific exterior noise analysis was

performed as detailed above. As shown in Table 8, exterior noise levels at the residential building façades would be as high as 76 CNEL. A noise reduction of up to 31 dB would be required to achieve an interior noise level of 45 CNEL or less. As further required by mitigation framework NOI-2 of the 2013 Program EIR, prior to the issuance of building permits, a site-specific interior noise analysis would be prepared for those units shown in Figure 7, demonstrating that the window, door, and wall components would achieve a necessary sound transmission class rating required to reduce interior noise levels to 45 CNEL or less. Mitigation measure NOI-2 of the 2013 Program EIR would be carried forward and included in the project's MMRP. Therefore, through implementation of mitigation measure NOI-2, interior noise impacts would be reduced to less than significant.

Off-site Vehicle Traffic Noise

The project would increase traffic volumes on local roadways. However, the project would not substantially alter the vehicle classifications mix on local or regional roadways nor would the project alter the speed on an existing roadway or create a new roadway. Thus, the primary factor affecting off-site noise levels would be increased traffic volumes. Traffic noise was evaluated as a part of the noise analysis prepared for the 2019 project. Based on the land uses proposed, it was found that the 2019 project's contribution to the increase over ambient noise levels would be less than 1 dB and would therefore be less than significant (RECON 2019). Applying a trip generation rate of 72 cumulative trips and 120 driveway trips per 1,000 square feet for a neighborhood shopping center, a 45,000-square-foot retail use would generate 3,240 daily cumulative trips and 5,400 daily driveway trips, which are significantly greater than the 632 daily trips generated by the proposed project (RECON 2021b). Therefore, the noise level increases associated with the project would be less than those previously analyzed. Therefore, the project would result in a less than cumulatively considerable off-site noise level increase, and direct and cumulative traffic noise impacts associated with the project would be less than significant.

On-site Generated Noise

The primary noise sources on-site would be HVAC equipment. Noise levels were modeled at a series of 20 receivers located at the property line. HVAC unit locations were obtained from the site plan drawings. Noise generated by HVAC equipment would occur on an intermittent basis, primarily during the day and evening hours and less frequently during the nighttime hours. For a worst-case analysis, it was assumed that the HVAC units would operate continuously. Modeled receivers, the locations of the HVAC units, and the daytime and evening noise contours are shown in Figure 8, and the nighttime noise contours are shown in Figure 9. Future projected noise levels are summarized in Table 10.

As shown, daytime and evening HVAC noise levels at the adjacent properties would not exceed 55 or 50 dB(A) L_{eq} and nighttime HVAC noise levels would not exceed 45 dB(A) L_{eq} . Noise levels would not exceed the applicable Noise Abatement and Control Ordinance limits at the property lines. Additionally, HVAC noise levels would not exceed 60 dB(A) L_{eq} at the MHPA. Noise impact associated with on-site generated noise would be less than significant.

Table 10 Heating, Ventilation, and Air Conditioning Noise Levels at Adjacent Property Lines				
Receiver	Land Use	Noise Limit [dB(A) L_{eq}]	Noise Level [dB(A) L_{eq}]	
		Daytime/Evening/Nighttime	Daytime/Evening	Nighttime
1	Residential	55/50/45	47	44
2	Residential	55/50/45	48	45
3	Residential	55/50/45	48	45
4	Residential	55/50/45	43	40
5	Residential	55/50/45	40	37
6	Residential	55/50/45	28	25
7	Residential	55/50/45	30	27
8	Residential	55/50/45	32	29
9	Future Residential	55/50/45	32	29
10	Future Residential	55/50/45	32	29
11	Vacant	--	26	23
12	Vacant	--	25	22
13	School	55/50/45*	15	12
14	School	55/50/45*	15	12
15	Residential	55/50/45	23	20
16	Residential	55/50/45	23	20
17	MHPA	60	18	15
18	MHPA	60	16	13
19	MHPA	60	18	15
20	MHPA	60	17	14
dB(A) L_{eq} = A-weighted decibels equivalent noise level; MHPA = multi-habitat planning area *Residential noise level limits applied at the school. SOURCE: RECON 2021b NOTE: Modeled data is included in RECON 2021b, Attachment 5				

Aircraft Noise

Secondary sources of noise at the project site aircraft from operations associated with Brown Field and General Abelardo L. Rodríguez International Airport in Tijuana. However, based on the aircraft noise contours shown in Figure 5.10-2 of the 2013 Program EIR, the project site is located outside the 60 CNEL contours for both airports. Therefore, aircraft noise impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Paleontological Resources

2013 Program EIR

Section 5.11 of the 2013 Program EIR provides an analysis of paleontological resource impacts associated with the CPU, which concludes that impacts to paleontological resources would be potentially significant, as approximately 352 acres designated as high paleontological sensitivity, approximately 1,505 acres designated as moderate sensitivity, and less than 1 acre designated as

low sensitivity would potentially be impacted by buildout of the CPU. As such, CPU implementation would result in grading that would impact paleontological resources. Future development subject to discretionary review would require project level analysis and construction monitoring. Implementation of this measure would reduce impacts to paleontological resources to a less than significant level.

2019 Addendum

Consistent with the 2013 Program EIR Mitigation Framework, the 2019 PA-61 project included a mitigation and monitoring program that required paleontological monitoring during grading activities. The program also included specific actions that would be taken should paleontological resources be uncovered. Implementation of the mitigation measure ensured that potentially significant impacts to paleontological resources would be reduced to below a level of significance. Therefore, no new or greater impacts compared to those described in the 2013 Program EIR would occur.

Project

The site is underlain by compacted fill overlying Very Old Terrace Deposits (GEOCON 2021). The project site has been graded consistent with the Final Map No. 16413, recorded on August 27, 2020, for the 2019 PA-61 project. During site grading, a paleontological monitoring program was implemented consistent with the mitigation measures associated with the 2019 PA-61 project. Undocumented fill, topsoil, and the upper portion of the Very Old Terrace Deposits were removed to expose the underlying sandy terrace deposits. Remedial removal depths of approximately 3 to 7 feet occurred across the lot and a portion of the eastern edge of the lot was mined to a depth of approximately 14 feet below original grade to generate capping soils. Paleontological monitoring was implemented, and no resources were encountered. Because grading of the site is complete with no further excavation into geological formations required to implement development on Lot 1, no additional paleontological monitoring would be required.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Transportation/Circulation

2013 Program EIR

Section 5.12 of the 2013 Program EIR provides an analysis of transportation/circulation impacts associated with the CPU. The 2013 Program EIR determined that impacts associated with capacity of the circulation system would be significant. Specifically, a total of 24 roadway segments under the Horizon Year Plus CPU condition would be expected to operate at unacceptable level of service, resulting in significant roadway segment impacts. A total of 49 intersections would be expected to operate at unacceptable levels under the Horizon Year Plus CPU condition, resulting in significant intersection impacts, and 39 intersections would remain significant after mitigation. The 2013 Program EIR determined that all Interstate 805 freeway segments studied would be expected to operate at an acceptable level of service in the Horizon Year Plus CPU condition, while five SR-905

freeway segments would be expected to operate at unacceptable levels in the Horizon Year Plus CPU condition, resulting in a significant impact at these five SR-905 freeway segments. In regard to freeway ramp metering impacts, the 2013 Program EIR determined that five SR-905 metered freeway on-ramps, including those within the PA-61 project area (SR-905 and Caliente Road) would be expected to experience delays over 15 minutes with downstream freeway operations at unacceptable levels in the Horizon Year Plus CPU condition, resulting in a significant impact.

The 2013 Program EIR Mitigation Framework stated that at the program level, impacts would be reduced through the CPU proposed classifications of roadways and identification of necessary roadway, intersection, and freeway improvements. Specific mitigation measures or construction of these improvements would be carried out at the project-level via the City's PFFP and/or specific improvement proposals included as part of future development projects. Funding would be through construction by individual development projects, collection of Facilities Benefit Assessment fees, fair-share contributions to be determined at the project-level, and potentially other sources.

The 2013 Program EIR identified significant impacts at roadway segments throughout the CPU area. None of the road segments are within the PA-61 project study area. Even with incorporation of the recommended street classifications identified in Table 5.12-4 of the 2013 Program EIR, 24 roadway segments would operate unacceptably in the Horizon Year Plus CPU condition, resulting in significant and unmitigated impacts to roadway segments. The 2013 Program EIR Mitigation Framework stated that partial mitigation may be possible in the form of transportation demand management measures that encourage carpooling and other alternate means of transportation. At the time future discretionary subsequent development projects are proposed, project-specific traffic analyses would be required to contain detailed recommendations.

The 2013 Program EIR identified significant impacts at 49 intersections throughout the CPU area. Of these intersections, the following seven are within the PA-61 project study area: Ocean View Hills Parkway/Del Sol Boulevard; Caliente Avenue/SR-905 eastbound and westbound ramps; Caliente Avenue/Airway Road; Otay Mesa Road/Corporate Center Road; Otay Mesa Road/Innovative Drive; and Otay Mesa Road/Heritage Road. The 2013 Program EIR Mitigation Framework included Measure TRF-1, which requires intersection improvements per the lane designations identified in the 2013 Program EIR Figures 5.12-4a through 5.12-4g. However, the 2013 Program EIR concludes that even with the lane configurations proposed for the intersections analyzed, 39 intersections would continue to be significant and unmitigated.

The 2013 Program EIR proposed mitigations for freeway segment impacts include the construction of high-occupancy vehicle lane in each direction on the SR-905. However, because the affected freeway segments are owned and operated by California Department of Transportation, mitigation to these segments cannot be guaranteed by the City. Therefore, Additional mitigation such as transportation demand management measures may be identified in the future at the project-level; however, impacts to the SR-905 mainline segments would remain significant and unmitigated.

At the time future development projects are proposed, project-specific traffic analyses would be required to contain detailed recommendations. All project-specific mitigation for direct impacts shall be implemented prior to the issuance of Certificate of Occupancy in order to provide mitigation at the time of impact; however, at the program level impacts would remain significant and unmitigated.

2019 Addendum

A Transportation Impact Analysis (TIA) using a Level of Service (LOS) metric was prepared by LOS Engineering, Inc. to evaluate whether the 2019 PA-61 project would result in greater impacts on roads within the project site study area than anticipated in the 2013 Program EIR. The impacts identified by the TIA were consistent with the impacts identified in the 2013 Program EIR including three direct existing plus project, three direct opening day plus project, and five horizon year plus project cumulative impacts to project area intersections and road segments. The 2019 PA-61 project included transportation mitigation measures that would reduce all project related traffic impacts to less than significant, as shown in Table 11. Since approval of the 2019 PA-61 project, several of the mitigation measures have been implemented. Additionally, further consultation has occurred with Caltrans regarding implementation of mitigation measure TRF-1. Caltrans determined that restriping the SR-905 westbound ramp to accommodate southbound dual right turns at SR-905 westbound/Caliente Avenue, would be infeasible; but a replacement measure has been identified that would provide equivalent mitigation. The last column in Table 11 describes the implementation status of each 2019 transportation mitigation measure and identifies the revision to TRF-1 that would be implemented with this project.

Table 11 Transportation Impacts and Mitigation from the 2019 Addendum - Implementation Status and Applicability			
Impact from 2019 Addendum	Mitigation from 2019 Addendum	Significance of Impacts After Mitigation from 2019 Addendum	Implementation Status/ Applicability to Current Addendum
Impact TRF-1: Direct Existing Plus Project impact at the intersection of Caliente Avenue at the SR-905 westbound (WB) on-ramp (LOS E PM) Impact TRF-4: Direct Opening Day 2020 impact at the intersection Caliente Avenue at the SR-905 westbound (WB) ramp (LOS E PM)	TRF-1: Prior to issuance of the first building permit, Owner/Permittee shall restripe the southbound approach to include a through lane, a through-right turn lane, and right turn lane satisfactory to the City Engineer and Caltrans.	Impacts would be reduced to less than significant.	This mitigation has been amended after coordination with Caltrans to the following: TRF-1: Prior to issuance of the first building permit, Owner/Permittee shall widen and restripe the southbound approach to include a separate right turn lane satisfactory to the City Engineer and Caltrans. This mitigation measure is in the planning phase and has not yet been satisfied.

Table 11 Transportation Impacts and Mitigation from the 2019 Addendum - Implementation Status and Applicability			
Impact from 2019 Addendum	Mitigation from 2019 Addendum	Significance of Impacts After Mitigation from 2019 Addendum	Implementation Status/ Applicability to Current Addendum
Impact TRF-2: Direct Existing Plus Project impact at the intersection of Caliente Avenue/Airway Road (LOS F AM) Impact TRF-5 Direct Opening Day 2020 impact at the intersection of Caliente Avenue/Airway Road (LOS F AM)	TRF-2: Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the installation of a traffic signal satisfactory to the City Engineer if said signal is not already installed and operational	Impacts would be reduced to less than significant.	Mitigation has been implemented by the 2019 PA-61 project.
Impact TRF-3: Direct Existing Plus Project impact at the intersection of Otay Mesa Road/ Emerald Crest Ct (LOS F PM)	TRF-3: Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the installation of a traffic signal satisfactory to the City Engineer if said signal is not already installed and operational.	Impacts would be reduced to less than significant.	Mitigation has been implemented by the 2019 PA-61 project
Impact TRF-6: Direct Opening Day 2020 impact at the intersection of Otay Mesa Road/Emerald Crest Ct (LOS F PM)	TRF-3: Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the installation of a traffic signal satisfactory to the City Engineer if said signal is not already installed and operational.	Impacts would be reduced to less than significant.	Mitigation has been implemented by the 2019 PA-61 project
Impact TRF-7: Horizon Year 2062 cumulative impact at the intersection of Otay Mesa Rd/Ocean View Hills Pkwy/Caliente Ave (LOS E PM)	TRF-4: Prior to issuance of the first building permit, Owner/Permittee shall bond for the restriping of the westbound approach to three left turn lanes, a through-right turn lane, and an exclusive right turn lane satisfactory to the City Engineer.	With implementation of the mitigation measure, impacts would be reduced to less than significant. However, if not implemented in the Horizon Year, then the impact would not be mitigated consistent with the 2013 Program EIR.	Mitigation measure TRF-4 will be carried forward and included in the current project's MMRP (see Section VIII, below).
Impact TRF-8: Horizon Year 2062 cumulative impact at the intersection of Caliente Avenue/SR-905 WB Ramp (LOS F PM)	TRF-5: Prior to issuance of the first building permit, Owner/Permittee shall make a fair share contribution of 8.8	Implementation of this mitigation measure would reduce impacts to less than significant.	The revised mitigation measure TRF-1 will implement the additional southbound right turn

Table 11 Transportation Impacts and Mitigation from the 2019 Addendum - Implementation Status and Applicability			
Impact from 2019 Addendum	Mitigation from 2019 Addendum	Significance of Impacts After Mitigation from 2019 Addendum	Implementation Status/ Applicability to Current Addendum
	percent toward PFFP OM T-11.1 that includes the construction of an additional southbound right turn lane satisfactory to the City Engineer.		lane, which will fully mitigate Impact TRF-8.
Impact TRF-9: Horizon Year 2062 impact at the intersection of Caliente Avenue/Airway Road (LOS F AM & PM), Impact TRF-10: Horizon Year 2062 impact at the intersection of Otay Mesa Road/Emerald Crest Court (LOS F PM)	TRF-6: The Horizon Year cumulative impacts at Caliente Avenue/Airway Road and Otay Mesa Road/Emerald Crest Court (Impacts TRF-9 and TRF-10) will be mitigated by TRF-2 and TRF-3 at project's Opening Day 2020.	Impact would be reduced to less than significant.	Mitigation has been implemented at Caliente Avenue/Airway Road by the 2019 PA-61 project and at Otay Mesa Road/Emerald Crest Court by the 2019 PA-61 project.
Impact TRF-11: Horizon Year 2062 impact along the segment of Caliente Ave between Otay Mesa Rd and SR-905 WB Ramp (LOS F).	TRF-7: Prior to issuance of the first building permit, Owner/Permittee shall assure by permit and bond the construction of a full width raised median on Caliente Avenue from Otay Mesa Rd to SR-905 WB Ramp, satisfactory to the City Engineer. Improvements shall be installed and operational prior to first occupancy.	Impact would be reduced to less than significant.	Mitigation in process – construction of the raised median has been assured through permitting and bonding under City PRJ # 651551, Drawing # 41669-7-D on (August 12) (2020).

The impacts identified were determined to be consistent with the mitigation framework established in the 2013 Program EIR. Therefore, implementation of these measures ensured that the project would not result in a new significant impact, nor would a substantial increase in the severity of impacts from that described in the 2013 Program EIR occur.

Project

This Addendum provides a supplemental analysis to the 2013 Program EIR. However, with respect to transportation/circulation, impacts have been evaluated using the updated metric of vehicle miles traveled (VMT). Notwithstanding the updated analysis, the discussion of project impacts also includes a brief discussion of trip generation in order to provide a basis for concluding that there would be no new impacts or effects relative to the 2019 PA-61 project. To address transportation impacts, LOS Engineering, Inc. prepared a VMT Assessment Memorandum, which includes

information on trip generation and VMT. The VMT Assessment Memorandum (LOS Engineering 2022), includes a Project Information Form (PIF) for the project. The memorandum was prepared in accordance with the City's Transportation Study Manual (City of San Diego 2020a) requirements, which are consistent with CEQA.

Trip Generation

The approved 2019 PA-61 project TIA was based on up to a maximum of 267 multi-family units and 45,000 square feet of commercial use space. The cumulative trip generation associated with the 2019 PA-61 project was calculated to be 4,716 trips (LOS Engineering, Inc. 2019). The approved residential portion (2019 PA-61, Lot 2) is under construction with 203 multi-family units. The proposed project will replace the 45,000 square feet of commercial with 79 multi-family units, resulting in total build-out of 282 multi-family residential units within the PA-61 project site. The approved, proposed (highlighted in yellow below), and difference in trip generation is shown in Table 12.

Table 12 Approved and Proposed Trip Generation													
Land Use	Daily Rate	Size and Units	ADT	%	Split	AM		%	Split	PM			
						In	Out			In	Out		
Driveway Trips													
Neighborhood Shopping Center	120/ksf	45,000 sf	5,400	4%	0.6	0.4	130	86	11%	0.5	0.5	297	297
Multi-Family (over 20 du/ac)	6/du	6 du	1,602	8%	0.2	0.8	26	103	9%	0.7	0.3	101	43
Developed Park	50/ac	0.19 acre	10	4%	0.5	0.5	0	0	8%	0.5	0.5	0	0
sandag traffic model internal capture		2.8%	-196	--	--	--	-4	-5	--	--	--	-11	-10
External Driveway Trips			6,816	--	--	--	152	184	--	--	--	387	330
Cumulative Trips													
Neighborhood Shopping Center	72/ksf	45,000 sf	3,240	4%	0.6	0.4	78	52	11%	0.5	0.5	178	178
Multi-Family (over 20 du/ac)	6/du	6 du	1,602	8%	0.2	0.8	26	103	9%	0.7	0.3	101	43
Developed Park	50/ac	0.19 acre	10	4%	0.5	0.5	0	0	8%	0.5	0.5	0	0
SANDAG Traffic Model Internal Capture		2.8%	-136	--	--	--	-3	-4	--	--	--	-8	-6
External Driveway Trips			4,716	--	--	--	101	151	--	--	--	271	215
Approved Under Construction Multi-Family (over 20 du/ac)	6/du	203 du	1,218	8%	0.2	0.8	19	78	9%	0.7	0.3	77	33
AM Total							50		PM Total		110		
Proposed Multi-Family (under 20 du/ac)	8/du	79 du	632	8%	0.2	0.8	10	40	10%	0.7	0.3	44	19
Totals	--	282 DU	1,850	--	--	--	29	118	--	--	--	121	52

du = dwelling unit; ac = acre; sf = square feet; ksf = thousand square feet; ADT = average daily traffic; % = percent;
SANDAG = San Diego Association of Governments
SOURCE: City of San Diego 2003b
NOTE: Total above ± 1 due to Excel Rounding

As shown in Table 12, build-out of the PA-61 project would result in 2,866 less trips than analyzed under the 2019 PA-61 project. Trip distribution and assignment was analyzed to determine whether there would be any changes in impacts to surrounding roadways compared to the previously analyzed project. The distribution of trips for the project was evaluated using the approved TIA from the Candlelight (residential) Project, located on Caliente Ave south of Airway Road, approximately 2,500 feet from the project site. Application of the Candlelight distribution to the proposed project resulted in a finding that although the overall PA-61 trip generation would be less than the approved

2019 PA-61 project, there would be an overall increase of 33 AM peak hour trips at the intersection of Caliente Ave and SR-905 westbound ramps and an increase of 2 AM peak hour trips at the intersection of Caliente Ave and SR-905 eastbound ramps due to the new residential only distribution. All other intersections had a decrease in peak hour trips.

As shown in Table 13, at the intersection of Caliente Ave/SR-905 westbound ramps, the current project results in an overall increase of 33 AM peak hour trips relative to the 2019 project; however, this intersection is operating at LOS B in the AM peak hour under near-term plus project conditions. Therefore, the addition of 33 AM peak hour trips would not significantly increase the delay nor change the LOS. In the PM peak hour, this intersection is operating at LOS E under near-term plus project conditions. Therefore, the reduction of 11 PM peak hour trips may marginally improve the delay but would not change the LOS. The AM increase of 33 trips and PM decrease of 11 trips would not change the significance of impacts.

Also shown in Table 13, at the intersection of Caliente Ave/SR-905 eastbound ramps, the current project results in an overall increase of 2 AM peak hour trips relative to the 2019 project; however, this intersection is operating at LOS D (35.7 seconds of delay) in the AM peak hour under near-term plus project conditions. Therefore, the addition of 2 AM peak hour trips would not significantly increase the delay nor change the LOS because 35.7 seconds is at the better end of the LOS D range (35-55 seconds). In the PM peak hour, this intersection is operating at LOS C under near-term plus project conditions. A reduction of 6 PM peak hour trips may marginally improve the delay. The AM increase of 2 trips and PM decrease of 6 trips would not change the significance of impacts.

Table 13 Caliente Avenue Intersection Operations Compared to 2019 PA-61 Project									
Intersection	Movement	Study Period	Near-Term		Near-Term + Project				Current Project
			Delay ²	LOS ³	Delay ²	LOS ³	Delta ⁴	Sig ⁵	
7) Caliente Ave at SR-905 WB Ramps (S)	All	AM	15.5	B	16.2	B	0.7	No	AM up 33 trips
	All	PM	57.3	E	66.6	E	9.3	Yes	PM down 11 trips
8) Caliente Ave at SR-905 EB Ramps (S)	All	AM	34.2	C	35.7	D	1.5	No	AM up 2 trips
	All	PM	30.4	C	32.1	C	1.7	No	PM down 6 trips
SOURCE: Table 20 of the Approved PA-61 TIA dated 1/14/2019									

In order to ensure mitigation of project impact at the intersection of Caliente Avenue and SR-905, the project would widen and restripe Caliente Avenue at the southbound approach to SR-905 westbound on-ramp to include a separate right turn lane per the amended mitigation measure TRF-1 (2019 PA-61 project). Addition of this improvement to the current project description and as part of the amended mitigation measure TRF-1 would ensure impacts TRF-1, TRF-4, and TRF-8 identified in the 2019 PA-61 Addendum would be fully mitigated.

The project would not result in a new significant impact related to LOS, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Vehicle Miles Traveled

Senate Bill (SB) 743, which became effective July 1, 2020, was signed into law in 2013 with the intent to better align CEQA practices with statewide sustainability goals related to efficient land use,

greater multi-modal choices, and GHG reductions and updated how transportation impacts are evaluated under CEQA. CEQA Guidelines Section 10564.3, enacted pursuant to SB 743, was adopted in December 2018, and became effective in the city of San Diego July 1, 2020. The amended section identifies VMT as the appropriate metric for measuring transportation impacts along with the elimination of auto delay/LOS for CEQA purposes statewide. Since SB 743 became effective in the city of San Diego after the approved entitlements, VMT was not used as the performance metric in the 2019 TIA or Addendum. Currently, the City's CEQA Guidelines require examination of whether a project would result in VMT exceeding thresholds identified in the City's Transportation Study Manual (City of San Diego 2020a).

In order to implement SB 743, the City adopted the Mobility Choices Program. The Mobility Choices program was evaluated as part of the City's Complete Communities: Housing Solutions and Mobility Choices PEIR (City of San Diego 2020b). The purpose of the Mobility Choices Program is to implement SB 743 by ensuring that new development mitigates transportation VMT impacts to the extent feasible, while incentivizing development within the City's TPAs and urban areas. The Mobility Choices regulations included amendments to the City's SDMC and Land Development Manual to support implementation of the program in addition to adoption of a new CEQA significance threshold for transportation that implements SB 743.

The Complete Communities: Housing Solutions and Mobility Choices PEIR found that implementation of the Mobility Choices Program and associated updates to the LDC to implement a new threshold for VMT impacts would not be associated with increases in per capita VMT. Rather, implementation of the Mobility Choices program would support reductions in per capita VMT by either requiring the construction of, or funding for, transportation infrastructure and amenities within Mobility Zones 1 and 2 (e.g., Downtown or in a TPA) that would encourage non-vehicular travel. The Complete Communities: Housing Solutions and Mobility Choices PEIR found that implementation of the Mobility Choices program and the new significance threshold for transportation impacts, would result in VMT impacts for any new development that occurs in an area that generates resident VMT per capita or employee VMT per employee that is greater than 85 percent of the base year regional average, absent any mitigation. While the Mobility Choices Program regulations were intended to serve as mitigation to ensure an overall reduction in citywide VMT, the PEIR did not conclude that all potential VMT impacts would be fully mitigated because at a program level of analysis it could not be determined with certainty whether the improvements associated with program implementation would fully mitigate VMT impacts at the project level. Although the Mobility Choices Program is anticipated to result in the implementation of infrastructure improvements that could result in per capita VMT reductions, at a program level, the PEIR found that potentially significant VMT impacts could nonetheless remain significant because it could not be determined with certainty whether the improvements would be implemented at the time a future development project's VMT impacts could occur and whether those impacts would be mitigated to a less than significant level. The analysis for this issue was cumulative in nature, accordingly, cumulative impacts related to VMT would also be significant.

The City's Complete Communities: Housing Solutions and Mobility Choices PEIR evaluated, among other things, the environmental impacts of adoption of the City's Complete Communities: Mobility Choices (Mobility Choices Program). The Mobility Choices Program included adoption of Ordinance Number O-21274, on December 9, 2020. The Mobility Choices regulations included the identification of Mobility Zones, VMT Reduction Measures as outlined in SDMC Section 143.1103(b) and Land

Development Manual Appendix T, and an Active Transportation In-Lieu Fee to be used to mitigate VMT impacts from new development in VMT inefficient areas by collecting funds for implementation of active transportation improvements in VMT efficient areas.

LOS Engineering, Inc. prepared a VMT Assessment Memo to assess transportation VMT impacts consistent with the City's Transportation Study Manual (City of San Diego 2020a).

The proposed project was evaluated under the City's Transportation Study Manual VMT Screening Criteria for land development projects and was determined to not be screened out of completing a VMT assessment based on the project location, proposed use, and expected trip generation. The project is located in Census Tract 100.15, in which the Resident VMT per capita is 17.8 and the regional average is 18.9, which means the project would have a VMT that is 93.8 percent of the regional average VMT/capita per the SANDAG Series 14 (ABM2+ Base Year 2016) screening map. Therefore, the project does not screen out from a VMT analysis, it is anticipated that the project would result in a significant transportation VMT impact, and mitigation will be required to the extent feasible.

The project would comply with the Complete Communities: Mobility Choices ordinance (effective January 8, 2021 outside the Coastal Zone) and would rely upon the Findings and Statement of Overriding Considerations for the Complete Communities: Housing Solutions and Mobility Choices PEIR to mitigate significant VMT impacts to the extent feasible.

Pursuant to SDMC Section 143.1103, the project is located within Mobility Zone 2 because it is located either partially or entirely in a TPA. Development in Mobility Zone 2 is required to include VMT Reduction Measures totaling at least 5 points. The project includes the following VMT Reduction Measures which would achieve 5.5 reduction points required by the Mobility Choices Ordinance. Implementation of these measures would minimize VMT impacts to the extent feasible.

1. Install pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway. An area of 250 square feet will be designated near the intersection of Otay Mesa Road and Calle Albatross (2.5 points for 250 square feet of resting area).
2. Provide one on-site bicycle repair station (1.5 points).
3. Provide six short-term bicycle parking spaces that are available to the public, and at least 10 percent bicycle parking beyond minimum requirements (1.5 points).

The project's proposed 5.5 points of VMT Reduction Measures meets the minimum requirement of 5.0 points as required by the Mobility Choices regulations for developments located in Mobility Zone 2. Implementation of these Reduction Measures would ensure a reduction in VMT impacts to the extent feasible and relies upon the City's Mobility Choices Ordinance and the Findings and SOCs from the Complete Communities: Housing Solutions and Mobility Choices PEIR.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR, the 2019 Addendum to the Program EIR, or the Complete Communities: Housing Solutions and Mobility Choices PEIR.

Public Services and Recreation

2013 Program EIR

Section 5.13 of the 2013 Program EIR provides an analysis of public service impacts associated with the CPU. The 2013 Program EIR stated that buildout of the CPU would increase demand for fire protection services and would contribute to the need for new or altered facilities. The CPU anticipated construction of a planned 10,500-square-foot fire station (Fire Station No. 49) in addition to a 10,500-square-foot fire station to be collocated with the police facilities near Britannia Boulevard and Airway Road to ensure the department meets established response times, within the CPU area. The construction of new facilities would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at the program-level of analysis conducted for the 2013 Program EIR, impacts related to the construction of fire protection facilities were determined to be less than significant.

The 2013 Program EIR stated that buildout of the CPU would result in additional demand for police service in Beat 713. As discussed in the 2013 Program EIR, the average response times for Beat 713 exceed both the citywide average and police department goals for Emergency, Priority One, and Priority Two calls. Police response times would continue to increase with the buildout of CPU and the increase of traffic generated by new growth, requiring construction of new facilities. The 2013 Program EIR stated that construction of new facilities would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, it was determined that, at the program level analysis, impacts related to the construction of new police protection facilities would be less than significant.

The 2013 Program EIR stated that buildout of the proposed CPU would place additional demands on school services and additional facilities would be required to meet the needs of the CPU buildout. As discussed in the 2013 Program EIR, the construction of these facilities would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. The 2013 Program EIR determined that payment of the statutory fee, pursuant to SB 50, by future projects consistent with CPU would mitigate the impact because of the provision that the statutory fees constitute full and complete mitigation. Impacts were determined to be less than significant.

The 2013 Program EIR identified that new parks would be required in the CPU area in order to meet the increased demand associated with buildout of the proposed CPU. Under the CPU, approximately 2,909 acres would be designated for parks and open space. Of this, 161 acres were designated for population-based parks. The remaining 2,748 acres would consist of open space. The construction of additional park facilities is specifically indicated in the PFFP for the CPU; and the 2013 Program EIR stated that it is reasonable to assume that these facilities would be constructed in the future. The construction of these facilities would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, at this program-level of analysis, the 2013 Program EIR determined that impacts related to the construction of new park and recreation facilities within the CPU area would be less than significant.

The 2013 Program EIR stated that there would be a need for an additional library facility to serve the CPU area upon buildout. The 2013 Program EIR stated that the construction of a new facility was specifically contemplated by the current PFFP for the CPU, and that it is reasonable to assume that this facility would be constructed in the future. The construction of this facility would take place within the development footprint of the CPU and would be subject to separate environmental review at the time design plans are available. Therefore, the 2013 Program EIR determined that at the program level of analysis, impacts related to the need for construction of a new library within the CPU area would be less than significant.

2019 Addendum

The 2019 PA-61 project included a GPA and CPA to allow residential development within Lot 2 of the project site, thereby introducing new residents at the project site and resulting in an increase in population beyond that anticipated by the CPU, as the site was previously designated and zoned for commercial use. The 2019 Addendum concluded that the additional residents above what was anticipated for the project site would increase the demand for public services within the project area. However, through payment of development impact and park fees, SB 50 mitigation procedures, and compliance with City regulations and General Plan policies relating to ensuring the provision of adequate public services, it was concluded that impacts would be less than significant, and the 2019 PA-61 project would not create any new significant impact, nor would it result in a substantial increase in the severity of impacts from that described in the 2013 Program EIR.

Project

Fire Services

Similar to the 2019 PA-61 project, the project would result in additional residents at the project site (Lot 1) and within the CPU area, beyond that anticipated under the CPU. This would increase the demand for fire protection within the City's Fire-Rescue Department service area. However, the project would be constructed per applicable fire codes and comply with applicable City regulations. As the site was previously zoned for commercial development, the site would require to be serviced by the Fire-Rescue Department, regardless of the final land use of the site. Although, the project could result in increases in service calls due to development of a vacant site, and an increase in population beyond that anticipated by the CPU, no new facilities or improvements to existing facilities would be required because of the project. Furthermore, Development Impact Fees (DIFs) would be paid prior to building permit issuance, which would be used to maintain as well as fund future facilities. Therefore, no new or expanded facilities would be required as a result of the project, and impacts would be less than significant.

Police and Emergency Services

The project would introduce new residents at the project site, and result in an increase in population beyond that anticipated by the CPU. Although the project could result in increases in service calls, no new facilities or improvements to existing facilities would be required as a result of the project. As discussed in the 2013 Program EIR, the average response times for Beat 713 exceed the citywide average and department's goals for all calls, except Priority Four calls. As the site was previously zoned for commercial development under the CPU, the project site would be required to be serviced

by the San Diego Police Department, regardless of the final land use of the site. Therefore, development of residential units within the project site would not be anticipated to require the provision of new police service facilities within the CPU area, as the need for police services at this site was previously contemplated under the 2013 Program EIR and CPU. Moreover, ongoing funding for police services is provided by the City General Fund, and DIFs would be paid prior to building permit issuance, which would be used to maintain as well as fund future facilities. Therefore, no new or expanded facilities would be required as a result of the project, and impacts would be less than significant.

Schools

According to the 2013 Program EIR, the project site is within the Sweetwater Union High School District (SUHSD) and the San Ysidro School District (SYSD). Buildout of the CPU was anticipated to result in an additional 9,312 students within the SYSD, and 2,527 students within the SUHSD. The student generation rate utilized in the 2013 Program EIR for multi-family residential development (as proposed for the project) was 0.5424 per unit for SYSD and 0.1171 per unit for SUHSD. Based on the potential buildout of 79 multi-family units, the project is anticipated to generate an additional 43 students within the SYSD and 9 students within the SUHSD, for a total of 52 students, beyond that anticipated by the 2013 Program EIR.

The school districts reviewed the current project. The SUHSD stated that student placement would be available at San Ysidro High School (closest school) or at an alternate school site to ensure an optimal learning environment.

As discussed in the 2013 Program EIR, the individual school districts are responsible for planning, siting, building, and operating schools in their responsible districts within the CPU area. When additional demand warrants, the provision of school facilities would be the responsibility of the SYSD and SUHSD. 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 the project would constitute full and complete mitigation. Thus, the payment of statutory fees to SYSD and SUHSD and adherence to the policies contained in the CPU 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.

Parks

Relative to parks and recreation facilities, the General Plan standard for population-based parks is 2.8 useable acres per 1,000 residents, which can be achieved through a combination of neighborhood and community park acreages and park equivalencies. The most recent SANDAG household population estimates are as of April 2020 and include a household population of 18,038 residents in Otay Mesa (SANDAG 2021). This existing population estimate requires about approximately 50.5 acres of population-based parks. According to the 2013 Program EIR, buildout of the CPU would result in a total of 161 acres of designated population-based parks, of which 51 acres were included as existing population-based park area in the northwest district of the CPU area. As such, the project would have a less than significant impact on park land.

Recreational Facilities

The General Plan standard for population-based recreation facilities is one 17,000-square-foot Recreation Center for every 25,000 residents and one Aquatic Complex for every 50,000 residents. The most recent household population estimate of 18,038 within Otay Mesa does not reach these thresholds. There are currently no existing recreation centers and no existing aquatic complexes within the CPU area. Buildout of the CPU area is anticipated to reach 67,035 residents, requiring two 17,000-square-foot recreation centers and one aquatic complex of 50,000 square feet. There are no planned recreation centers or aquatic centers for the CPU at this time; however, Policy 7.1-15 of the CPU includes language to include both a recreation center and aquatic center in the Grand Park to equitably serve the Otay Mesa community. Additionally, the payment of park fees in accordance with the City's DIF schedule for new residential units would be required as a condition of project approval. Therefore, the project would have a less than significant impact on recreational facilities.

Libraries

Buildout of the project site at 79 units would be anticipated to generate approximately 268 residents, utilizing the SANDAG persons per household rate of 3.39 for Otay Mesa (SANDAG 2021). As discussed in the 2013 Program EIR, the existing Otay Mesa-Nestor Library serves the needs for both the Otay Mesa-Nestor and the Otay Mesa communities. In addition, the San Ysidro Library, located outside the CPU area, is also available for the residents of the Otay Mesa community. In addition, the CPU provides that a library facility would be provided within the community as the community is built out (Otay Mesa CPU, Public Facilities, Services and Safety Element Policy 6.6-4). Even with the population increase projected to be generated by the project, existing library systems would not be impaired, nor would additional or expanded library facilities be required. Because residents may use the central library or any branch library that is part of the San Diego Public Library system, the existing branches could adequately serve the increase in residents from the project and no new or altered facilities would be required. Furthermore, DIFs would be required prior to building permit issuance. Impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Public Utilities

2013 Program EIR

Section 5.14 of the 2013 Program EIR provides an analysis of utility system impacts associated with the CPU.

The 2013 Program EIR concluded that impacts associated with water and reclaimed water utility systems would be less than significant, as improvements to these systems had been previously identified in master planning documents, including Otay Water District's (OWD) 2008 Water Resources Master Plan and 2010 Water Resources Master Plan Update and the City's Public Utilities Department (PUD) Otay Mesa Master Plan Optimization Baseline Report, and would be required regardless of whether the CPU was implemented. As it pertains to wastewater utility systems, the

2013 Program EIR determined that impacts would be less than significant, as the 2004 Otay Mesa Trunk Sewer Master Plan and 2009 Refinement Report previously identified sewer system improvements as required in future phases to accommodate buildout wastewater generation from the area. The three additional improvements identified within the CPU would occur within existing utility line easements and facilities and would not result in significant impacts to the environment.

Impacts associated with storm water infrastructure were concluded to be less than significant, as no storm drains, or other community-wide drainage facilities are proposed for construction in conjunction with adoption of the CPU. All such facilities would be constructed in conjunction with future development projects implemented in accordance with the CPU, designed to the satisfaction of the City Engineer. At the project-level, adherence to existing storm water regulations, conformance with General Plan and CPU policies, and review under CEQA would assure that impacts associated with the requirements for and/or construction of storm water infrastructure would be less than significant at the program-level.

With respect to solid waste, the 2013 Program EIR concluded that buildout under the CPU would significantly impact landfill capacity. Future development would be required to submit a Waste Management Plan (WMP) ensuring project specific conformance to solid waste reduction measures and compliance with recycling programs. Implementation of this measure would reduce impacts to public facilities to a less than significant level.

Communication systems impacts were identified as less than significant, as cable and telephone services would be available through private utility companies that have capacity to serve the CPU area. In addition, the 2013 Program EIR determined that short-term construction impacts from installation of new communication systems or undergrounding for individual future projects under the CPU would not result in significant impacts because communication lines would be within existing or planned roadway right-of-way.

2019 Addendum

Project-specific Water and Sewer Studies were prepared for the 2019 PA-61 project. Both studies concluded that existing facilities would be able to provide adequate capacity for the project. Additionally, consistent with the 2013 Program EIR Mitigation Framework measure UTIL-1, a project-specific WMP was prepared. The WMP included compliance strategies the implementation of which would ensure that solid waste diversion would be 78 percent (below City required 75 percent) and impacts would be less than significant. Overall, it was concluded that the project would not result in a new significant impact, nor would it result in a substantial increase in the severity of impacts from that described in the 2013 Program EIR.

Project

Water Facilities

A project-specific Water Study was prepared by Dexter Wilson Engineering, Inc. (DWE) (DWE 2021a). The purpose of the study is to analyze if the existing water system can adequately support the domestic and fire protection needs of the project.

The water demands of the project were developed in accordance with the City's Design Guidelines and Standards; multi-family residential water demand is estimated based on density and a unit demand of 150 gallons per day (gpd) per person (gpd/person) (DWE 2021a). Table 14 presents the projected potable water demand for the project.

Table 14 Water Demand			
Land Use	Quantity	Demand Factor (gpd/du)	Average Water Use (gpd)
Multi-Family Residential (22 du/acre)	79 units	465 gpd/du	36,735 gpd
gpd = gallons per day; du = dwelling units SOURCE: DWE 2021a			

The previously approved 2019 PA-61 commercial component was calculated to demand 22,450 gpd (15.6 gpd). The change from commercial to multi-family residential for PA-61 Lot 1 is projected to increase water demand by 14,285 gpd (DWE 2021a).

There are adequate existing public water facilities to support the project's water supply demands. There is an existing 24-inch public water line in Otay Mesa Road adjacent to the project site. The project would connect to this 24-inch line at one location. At this location, the "east" cul-de-sac, there is an existing stub in which the project water lines would connect. The other private fire protection system connection would be made in Caliente Avenue along the western boundary of the project site. The private domestic system connection would be made at this location as well. Connecting to the existing 16-inch public line in Caliente Avenue would ensure looping within the City water system. The private domestic water system for Lot 1 would be combined with Lot 2. Existing and proposed public water facilities are shown on Figure 10.

The Water Study modelled whether the existing system could support the demands of the project, including fire protection and domestic service. The project proposes the expansion and construction of a dual water system. One private system would provide fire protection and the second parallel private system would provide domestic service. The results of the computer hydraulic analysis indicate that with the proposed connection off Caliente Avenue and using the 12-inch public water main from the existing stub in Otay Mesa Road in the "east" cul-de-sac, the existing and proposed water system can provide sufficient flow and pressure for the project's fire protection service needs (DWE 2021a).

The planning level multi-family fire flow guideline of 3,000 gallons per minute (gpm) was modeled at the Lot 1 multi-family residential area between the two proposed private fire hydrants within the project site. Pipe break scenarios were also modeled within the public water system. Under normal operating conditions (all pipes open) the planning level flow of 3,000 gpm is being met and under pipe break conditions with a minimum residual at several locations within the project site. The planning level commercial fire flow guideline of 4,000 gpm was modeled at both a designated node central within the commercial area and a proposed public hydrant adjacent to the commercial site. The Water Study determined that under normal operating conditions, maximum day demand plus 3,000 gpm and 4,000 gpm fire flow scenarios can be met at the project site with all residual pressures greater than 45 pounds per square inch and 42 pounds per square inch, respectively, and pipeline velocities less than 15 feet per second under all-pipes-open scenarios as well as under pipe break scenarios.

Therefore, the project would not result in the relocation or construction of new or expanded water facilities.

Sewer Facilities

A project-specific Sewer Study was prepared by DWE (DWE 2021b) to determine if the existing public gravity sewer system and proposed private gravity sewer system are both able to provide adequate capacity for the project. The sewer system analysis was developed in accordance with the City's Design Guidelines and Standards which provides that the sewer generation for the multi-family units would be equal to the single-family equivalent dwelling unit (EDU) sewer generation factor of 280 gpd per EDU (DWE 2021b). The projected sewer generation for the commercial component of the previously approved 2019 PA-61 was 15,715 gpd. The change from commercial to multi-family residential for PA-61 Lot 1 is projected to increase sewer generation by 6,405 gpd (9.9 gpm). Table 15 presents the projected sewer generation for the project.

Table 15 Project Sewer Generation			
Land Use	Quantity	Generation Factor (gpd/du)	Average Sewer Generation (gpd)
Multi-Family Residential (22 du/acre)	79 units	280 gpd/du	22,120 gpd
gpd=gallons per day; du = dwelling unit SOURCE: DWE 2021b			

There are adequate existing sewer facilities to support the project. As details in the Sewer Study (DWE 2021b, Appendix C) the sewer flow from the project meets all City design criteria, including a minimum velocity of two feet per second, in the existing 10-inch gravity line. Currently there is no flow into the gravity line. The previous flow has been diverted to the Otay Mesa trunk sewer line and this force main was abandoned. Therefore, once complete, the project (both the proposed Lot 1 and previously approved Lot 2) would be the only development flowing into this stretch of the 10-inch gravity sewer line. The velocity of flow would be 2.66 feet per second, meeting the City criteria and no off-site gravity sewer improvements would be needed to provide adequate sewer service to the project (DWE 2021b). Therefore, the project would not result in the relocation or construction of new or expanded sewer facilities.

In addition to the off-site analysis, an on-site sewer analysis was completed. The private on-site gravity sewer system was designed according to the City's Sewer Design Guide. The sewer modelling results show the depth ratios and velocities in the proposed on-site gravity sewer lines follow City design criteria and would adequately support anticipated project wastewater flow (DWE 2021b). Figure 11 illustrates the proposed on-site sewer system.

Stormwater Facilities

As discussed under the hydrology and water quality section above, storm runoff from the development footprint would flow off the proposed impervious surfaces onto surrounding landscaping areas for dispersion, where feasible. Site design BMPs would include minimization of impervious areas, minimizing soil compaction, dispersing impervious areas, and landscaping with native or drought-tolerant species. The overall project runoff would then be conveyed by the private driveways to two on-site private storm drain systems, including a biofiltration system and Modular

Wetland System Linear. Source control requirements include prevention of illicit discharge into the storm drain system, storm drain stenciling, and protection of trash storage areas. Overall, BMPs would be utilized within the project site to ensure that the existing storm drain system would adequately support the anticipated run-off from the project

Communication Systems

Like the conclusions made in the 2013 Program EIR, there would be no significant impacts to cable and telephone services, as these are available through private utility companies that have the capacity to serve the CPU area. In addition, the City administers an undergrounding program and short-term construction impacts from installation of new communication systems or undergrounding for individual future projects under the CPU would not result in significant impacts because communication lines would be within existing or planned roadway right-of-way. As such, no significant impact is anticipated as a result of undergrounding these utility lines in order to provide communication systems to the project site.

Solid Waste Management

Consistent with the 2013 Program EIR Mitigation Framework measure UTIL-1, a site-specific WMP was prepared for the project by RECON (RECON 2022b). Consistent with applicable state regulations, including Assembly Bill (AB) 34 adopted in 2011, the City Council adopted the Zero Waste Objective (2013), implementing the 75 percent diversion of waste target goal from landfills by the year 2020 and zero waste by 2040. Additional local regulations pertaining to solid waste management includes the City's Municipal Code Ch.14 Art. 2 Div. 8: §142.0810, §142.0820, Ch. 6 Art. 6 Div. 7; §66.0706, §66.0709, §66.0710; and Ch. 6 Art. 6 Div. 6; §66.0711, §66.0604, §66.0606. These statutes designate refuse and recycling space allocation requirements for the following:

- on-site refuse and recyclable material storage requirements,
- diversion of construction and demolition debris regulations, and
- diversion of recyclable materials generated from residential facilities, businesses, commercial/institutional facilities, apartments, condominiums, and special events requiring a City permit.

Demolition, Grading and Construction Waste

The WMP evaluated the project's generation of demolition, grading and construction waste. The project site is undeveloped; therefore, no demolition would be required and no demolition waste would be generated. The project site was previously graded consistent with approved grading plans associated with the 2019 PA-61 approval (Project No. 605191, Final Map No. 16413). Project construction could require additional grading for individual pad and roads which would generate green waste that would be source separated and recycled at the Miramar Greenery facility at 5180 Convoy Street. Goals for this phase would be communicated to grading contractors through contract documents, project conditions of approval that require implementation of WMP measures, and the Solid Waste Management Coordinator (SWMC) for the project.

With respect to construction waste, the U.S. EPA (2009) provides an average generation rate of 4.39 pounds of construction waste per square foot for residential types of uses, which would apply to the

project's 79-unit complex. The study also provides an average generation rate of 4.34 pounds of construction waste per square foot for non-residential types of uses, which would apply to the recreational space. Table 16 shows how much project construction waste would be generated by the proposed land uses. Waste generation calculations are detailed in Section 5.3 of the WMP (RECON 2022b).

Table 16			
Construction Waste Generation			
Land Use	Amount (square feet)	Generation Rate (pounds per square foot)	Tons Generated
Multi-Family Residential	190,314	4.39	417.7
Non-Residential (Recreational Space)	4,134	4.34	8.9
Total	194,448		426.6
SOURCE: RECON 2022			

Implementing the City's 75 percent diversion of waste target goal adopted under the Zero Waste Objective requires a majority of waste to be handled at facilities other than landfills. There are two types of waste diversion: "mixed-debris diversion" and "source-separated diversion." Mixed-debris diversion is a method in which all material waste is disposed of in a single container for transport to a mixed construction and demolition recycling facility. Under source-separated diversion, materials are separated on-site before transport to appropriate facilities that accept specific material types. Generally, a greater diversion rate is achieved under source separated diversion, as facilities that accept mixed debris typically achieve 50 to 70 percent diversion, whereas single material recyclers often achieve a nearly 100 percent diversion rate (RECON 2022b). The project would implement source-separated diversion, and recyclable waste materials would be separated on-site into material-specific containers and diverted to an approved recycler. These facilities achieve a 100 percent diversion rate for most materials except for a 75 percent diversion rate for roof material.

As shown in Table 17, use of the source separation method for most of the material types (where feasible) would result in the total diversion of approximately 336.9 tons which calculates to approximately 79.0 percent.

Table 17			
Total Construction Waste Generated, Diverted, and Disposed of By Phase			
Phase	Tons Generated	Tons Diverted	Tons Disposed
Demolition	0	0	0
Grading	0	0	0
Construction	426.2	336.9 (79%)	89.7 (21%)
Total	426.6	336.9 (79%)	89.7 (21%)

In order to ensure that the anticipated diversion of waste would occur during project construction, the project would include the designation of a SWMC for the duration of project construction. The SWMC would ensure that all contractors and subcontractors are educated and trained to follow City waste diversion regulations and that procedures for waste reduction and recycling efforts are implemented. The SWMC would ensure that all contractors and subcontractors are educated and trained to follow City waste diversion regulations, that procedures for waste reduction and recycling efforts are implemented, and ensure the project meets all state law and City Municipal Code requirements to reach the anticipated 79 percent diversion rate. Meeting the 79 percent diversion

rate would allow the project's impacts associated with construction related solid waste generation to be less than significant.

Operational Waste

Unlike grading and construction, occupancy is an ongoing process. Therefore, it requires an ongoing plan to manage and reduce waste in order to meet the waste reduction goals established by local and state policy. All of the units (79 multi-family units) would be served by the City during occupancy of the project. The estimated annual waste to be generated during occupancy of the project is based on the expected waste generation that was calculated using the City ESD Environmental Services Department Waste Generation Factors for residential uses. The recreational space (tot lot) would generate minimal waste that would be managed with trash and recycling receptacles. The estimated solid waste generation rate for multi-family uses is 1.6 tons/year/unit (RECON 2022b). The anticipated operational waste generated by the project is estimated to amount to a total of 126.4 tons per year per unit. Table 18 shows the tons that would be generated during the occupancy. The proposed 79 multi-family units would generate approximately 126.4 tons of waste per year and the non-residential recreational space would generate approximately 7.02 tons of waste per year.

Table 18 Occupancy Phase Annual Waste Generation						
Land Use	Dwelling Units/ Square Feet	Generation Rate	Waste Generated (tons/unit/year)/ (tons/square feet/year)	Percent Diverted	Tons Diverted	Tons Disposed
Multi-Family Units	79 Units	1.6 tons/ unit/year	126.4	50%	63.2	63.2
Total			126.4		63.2	63.2
SOURCE: RECON 2022b						

According to the City Waste Management Guidelines, compliance with the City's Recycling Ordinances is expected to provide a minimum recycling service volume of 50 percent for large complexes. Therefore, waste anticipated to be diverted during the occupancy phase would be approximately 63.2 tons per year. The remaining 63.2 tons per year would, however, exceed the 60 ton-per-year threshold of significance for a cumulative impact on solid waste services in the City (RECON 2022b). However, the City's Waste Management Guidelines have not been updated to reflect new mandates for organic material recycling and food waste collection citywide. According to the California Department of Resources Recycling and Recovery 2018 Facility-Based Characterization of Solid Waste in California, organic material accounted for approximately 31 percent of the multi-family residential disposed waste. Therefore, of the 63.2 tons of disposed materials anticipated after the standard 50 percent diversion rate (see Table 15), it is assumed that 31 percent, or 19.6 tons of that tonnage would be organic.

To comply with state mandates, the project would need to demonstrate diversion of 50 percent of organic waste prior to January 1, 2025 and 75 percent thereafter. As shown in Table 19, with the assumption of a 75 percent diversion rate for organic materials, the project would result in a total disposed organic waste of 7.2 percent (or a 76 percent reduction).

Table 19 Material Composition of Multi-Family Residential Disposed Organic Waste			
Organic Material Description	% of Total Waste	Anticipated Diversion with Franchisee Organics Recycling Programs in Place	Resulting % of Total Disposed Organic Waste
Food – Potentially Donatable	4.8%	75%	1.2%
Food – Not Donatable – Meat	2.4%	0%	0%
Food – Not Donatable – Non-meat	16.2%	75%	4%
Food – Inedible	1.2%	75%	0.3%
Landscape Organics & wood materials	6.6%	75%	1.7%
Total Estimate of Organic Residential Disposed Waste	31.2%		7.2% or (76% reduction)
SOURCE: RECON 2022b			

To reduce the cumulative impact on solid waste, the applicant (or applicant's successor in interest) shall be responsible for implementing a long-term waste management program, consistent with the Recycling Ordinance, as part of project implementation. This program shall include recyclable collection services required by and in accordance with the Recycling Ordinance, as well as providing exterior storage space for refuse, recyclable materials, and a means of handling landscaping and green waste materials. Specific programs are detailed in the WMP, the implementation of which would become a condition of project approval. With the diversion rate and implementation of solid waste management strategies set forth in the WMP, impacts associated with operational solid waste would be less than significant.

Exterior Storage

The project would be required to implement the City's Municipal Code on-site refuse and recyclable material storage space requirements for the duration of project occupancy. For the project's proposed 79 units, a minimum of 192 square feet of refuse storage area and a minimum of 192 square feet of recyclable material storage area would be required (RECON 2022b). The total exterior refuse and recyclable material storage requirement for the project would be 384 square feet. The project would meet this requirement by each individual residential unit providing its own 2.38 square feet of refuse storage and 2.38 square feet of recycling storage within their garages. One refuse storage and one recycling bin per the 79 residential units would equate to 376 square feet. However, it is expected that several units would contain multiple bins and therefore meet the total storage area requirement of 384 square feet.

Implementation of the measures contained within the WMP would be conditions of project approval. Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Water Supply

2013 Program EIR

Section 5.15 of the 2013 Program EIR provides an analysis of water supply impacts associated with the CPU. The 2013 Program EIR determined that impacts associated with water supply would be less

than significant. The Water Supply Assessment (WSA) prepared for the 2013 Program EIR concluded that there is sufficient water supply to serve existing demands, project demands of the CPU, and future water demands within the City PUD and OWD service area in normal and dry year forecasts during a 20-year projection.

The 2013 Program EIR concluded that impacts associated with landscape plans would be less than significant, as all future development must conform to existing regulations, as well as the General Plan and CPU policies, which would ensure the use of predominantly drought-resistant landscaping and water conservation for landscape maintenance.

2019 Addendum

The 2019 Addendum found there would be adequate water supply to support the needs of the project. The 2019 PA-61 project also included a CPA to redesignate Lot 2 of project site from a commercial only to residential uses at a density of a density range of 15 to 29 dwelling units per acre. Lot 1 remained designated for commercial use. Specifically, while the 2019 PA-61 project increased the demand within the project site from what was anticipated in the 2013 Program EIR, the increased demand had been accounted for through the Accelerated Forecast Growth demand increment of the San Diego County Water Authority (SDCWA) 2010 Urban Water Management Plan (UWMP). This demand increment was intended to account for land use development included in SANDAG's growth forecast and projected to occur beyond year 2040, but not yet accounted for in local jurisdictions' land use plans. The 2019 Addendum concluded the City PUD would have access to SDCWA's regional supply associated with AFG, thereby ensuring the anticipated population increase associated with the project would have adequate water supply. Additionally, the residential component of the project would be required to implement a number of water conservation features required by City including CAP Checklist requirements for water efficient buildings such as requiring installation low-flow fixtures. Therefore, impacts would be less than significant, and the project would not result in a new significant impact, nor would it result in a substantial increase in the severity of impacts from that described in the 2013 Program EIR.

Project

The project does not meet the criteria in the City CEQA Determination Thresholds which would require the preparation of a water supply assessment. The project would be required to implement water conservation measures and would be conditioned to present will-serve letters or submit a Utility Service Application to the City substantiating that adequate water supplies would be available. Conforming with these requirements would ensure that the project would not have a substantial adverse effect on water supplies and impacts would be less than significant.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Population and Housing

2013 Program EIR

Section 5.16 of the 2013 Program EIR provides an analysis of population and housing impacts associated with the CPU. The 2013 Program EIR estimated that population buildout under the CPU would increase to approximately 67,035 people by 2050. The 2013 Program EIR determined that impacts associated with population growth would be less than significant, as the CPU 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, and focus increased housing supply within compact villages conducive to supporting frequent transit service in accordance with the RCP and General Plan goals and policies. The CPU provides comprehensive planning for the management of population growth and necessary economic expansion to support economic development efforts where none currently exist, resulting in a less than significant impact.

The 2013 Program EIR determined that impacts associated with affordable housing would be less than significant, as the land use designations and design guidelines contained in the CPU are intended to foster the development of housing for all income levels. 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, resulting in a less than significant impact.

2019 Addendum

The total population for the CPU area in 2017 was estimated to be 17,658 (SANDAG 2017). Utilizing a person per household rate of 3.68, as provided by SANDAG 2017 estimates, the 2019 PA-61 project was anticipated to generate approximately 983 residents. The addition of 983 people was not deemed a significant increase in population growth within the area and was consistent with the projected increase in overall population expected for the Otay Mesa community planning area. Impacts were determined to be less than significant and therefore, no new or greater impacts compared to those described in the 2013 Program EIR would occur.

Project

The project would require a CPA and a rezone to allow for residential development within Lot 1 which is currently designated as Community Commercial-Residential Prohibited under the CPU. Therefore, 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 2013 Program EIR nor the 2019 PA-61 project. As stated above, the 2013 Program EIR estimated that population buildout under the CPU would be 67,035 people by 2050. Utilizing the 2020 a person per household rate of 3.39, as provided by SANDAG 2021 estimates, the project is anticipated to generate approximately 268 residents. The addition of 268 people 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 Otay Mesa community planning area. Impacts would be less than significant.

The project would incorporate at least 10 percent of the total units developed as 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 CPU policies. Specifically, the project includes 8 affordable housing units.

In addition, like the 2019 PA-61 project, the addition of residential units within Lot 1 would further serve to implement SANDAG's RCP and Regional Housing Element, as well as work to implement the goals of the City's General Plan and Housing Element by providing a mix of housing types within mixed-use centers linked to public transportation. The project would increase the City's and region's supply of needed housing consistent with SANDAG's regional growth forecast. In addition, the project would focus increased housing supply within compact villages conducive to supporting frequent transit service in accordance with the RCP and General Plan goals and policies.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Agricultural and Mineral Resources

2013 Program EIR

Section 5.17 of the 2013 Program EIR provides an analysis of agricultural and mineral resource impacts associated with the CPU. The 2013 Program EIR determined that impacts associated with the conversion of agricultural land would be less than significant. It was determined that although the CPU would convert additional Important Farmland to non-agricultural uses, these areas are fragmented and are surrounded by urban land uses and MHPA lands, and agricultural viability within the CPU area has been significantly reduced due to rising land values, water costs, increasing taxes, habitat management planning, and other land use conflicts. Agricultural land in the CPU area is intended as an interim, rather than permanent use. The CPU allows agriculture as an interim use pending development and would rezone the Central Village to an agricultural "holding" zone to accommodate continued agricultural operations until such time that a Specific Plan is implemented.

The 2013 Program EIR determined that impacts associated with City and regional consequences of agricultural land conversion would be less than significant, as the viability of this area for agricultural use is limited, and the amount of existing farmland is minimal relative to the regional total.

The 2013 Program EIR determined that impacts to mineral resources would be less than significant, as portions of the CPU area where Mineral Resource Zone (MRZ) 2 "regionally significant" aggregate resource areas exist are currently developed or where entitlements have already been approved for future development. These existing and planned developments restrict access to these aggregate areas and preclude the ability to extract those resources. Further, the majority of the acreage designated as MRZ-2 contains existing residential uses, which would be incompatible with extraction operations even under the adopted community plan. MRZ-3 mineral resources are not considered a significant mineral resource. As such, the ability to extract mineral resources would not be impacted with the adoption of the CPU.

2019 Addendum

The 2019 Addendum determined that no impacts to agricultural or mineral resources would result under the 2019 PA-61 project. Therefore, no new or greater impacts compared to those described in the 2013 Program EIR would occur.

Project

The project site is located on land that is designated as Farmland of Local Importance, as shown on Figure 5.17-1 of the 2013 Program EIR. However, the project site is not currently in active agricultural use, is fragmented and surrounded by other urban land uses and freeway corridor and has been previously designated for commercial development under the approved land use plan for the Otay Mesa CPU. In addition, the project site is not currently designated or zoned for agricultural production. Therefore, impacts related to the conversion of agricultural land would be less than significant. In addition, the project site is located within an MRZ-3 as shown on Figure 5.17-3 of the 2013 Program EIR, which is land that is not considered to be significant mineral resource areas. Impacts to mineral resources would not occur.

Based on the foregoing analysis and information, there is no evidence that the project would result in a new significant impact, nor would a substantial increase in the severity of impacts occur from that described in the 2013 Program EIR or the 2019 Addendum to the Program EIR.

Greenhouse Gas Emissions

2013 Program EIR

The 2013 Program EIR 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 CPU 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 CPU would be required to implement GHG-reducing features beyond those mandated under existing codes and regulations.

The 2013 Program EIR 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 business as usual would fall short of meeting the City's goal of a minimum 28.3 percent reduction in GHG emissions relative to business as usual. While the Mobility, Urban Design, and Conservation elements of the CPU 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 CPU's projected emissions would fall short of meeting the 28.3 percent reduction goal.

2019 Addendum

In the time following the certification of the 2013 Program EIR, the City adopted a CAP in December 2015 that outlines the actions the City will undertake to achieve its proportional share of state GHG emission reductions. The 2019 PA-61 project prepared a CAP Consistency Checklist which included the requirement for conduct a CAP Checklist Step 3 conformance evaluation. The project included a number of project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. These project features were a condition of project approval and ensured the project's consistency with the City's CAP. Overall, it was determined that the 2019 PA-61 project's contribution of GHGs to cumulative statewide emissions would be less than cumulatively considerable based on its consistency with the City's CAP Consistency Checklist. Therefore, the 2019 project's direct and cumulative GHG emissions would have a less than significant impact on the environment and no new or greater impacts compared to those described in the 2013 Program EIR would occur.

Project

The 2013 Program EIR Identified various policies and recommendations aimed to reduce GHG emissions of which support the City's reduction goals. Therefore, in keeping with the policies in the CPUs, the project would be required to comply with the requirement to prepare a CAP Consistency Checklist. The project's CAP Consistency Checklist documents the project's consistency with the City's CAP and to show the project's consistency with the underlying assumptions in the CAP and thereby to ensure the City will achieve the emission reduction targets identified in its CAP. The City has identified the following five CAP strategies identified for the reduction of GHG emissions: energy-and water-efficient buildings; clean and renewable energy; bicycling, walking, transit, and land use; zero waste (gas and waste management); and climate resiliency.

CAP Consistency Checklist

The CAP Consistency Checklist includes a three-step process to determine if a project would result in a GHG impact. Step 1 consists of an evaluation to determine the project's consistency with existing General Plan, Community Plan, and zoning designations for the site. Step 2 consists of an evaluation of the project's consistency with applicable strategies and actions of the CAP. Step 3 is to determine whether a project with a land use and/or zone designation change within a TPA would be consistent with the assumptions of the CAP. Step 3 would only apply if Step 2 is answered in the affirmative under Option B. The project's consistency with the CAP Consistency Checklist is presented below.

Under Step 1 of the CAP Consistency Checklist Step (Land Use Consistency), the project would require a CPA to change the land use designation of the project site from Community Commercial – Residential Prohibited to Residential Medium Density and a rezone from CC-1-3 to RM-2-5 within a TPA, thus triggering the requirement to conduct a CAP Checklist Step 3 conformance evaluation. Additionally, for informational purposes, emissions due to operation of the project were calculated by RECON as a part of the Air Quality Analysis and compared to the GHG emissions associated with the currently approved 45,000 square foot retail use (RECON 2022a). It was found that the project would be less GHG-intensive when compared to the existing designations, as the project would result in the annual emission of 770 metric tons of carbon dioxide equivalent (MT CO₂E) in

comparison to 3,345 MT CO₂E if the site were to be built out entirely as a retail use. Because the proposed project includes a land use plan and zoning designation amendment, would result in an increased density within a TPA, and would implement CAP Checklist Step 3 measures, the project would be consistent with the CAP per Step 1(B).

Completion of Step 2 of the CAP Consistency Checklist demonstrates that the project would be consistent with applicable strategies and action for reducing GHG emissions. This includes project features consistent with the energy and water efficient buildings strategy, as well as bicycling, walking, transit, and land use strategy. These project features would be assured as a condition of project approval. Thus, the project is consistent with the CAP.

As required by Step 3 of the CAP Consistency Checklist, the project would implement the City of Villages strategy in an identified TPA by providing housing within 1,500 feet walking distance of a transit stop. In addition, the project would support identified public transit routes and add density directly adjacent to an existing bus route (Route 905) and within 1,500 feet walking distance of a park-and-ride lot.

In regard to pedestrian improvements new accessible sidewalks have been constructed along the project frontage along Otay Mesa Road and Caliente Avenue. Internal paths would connect to sidewalks to provide pedestrian connectivity to adjacent transit. Thus, with the proposed internal private pedestrian connections to the improved public sidewalks, the project incorporates features for walkability, providing direct access to the transit stop on the westbound SR-905 on-ramp at Caliente Avenue and to local commercial amenities. Pertaining to increasing bicycle opportunities, previously approved bicycle improvements, including bike lane striping along the project frontage on Otay Mesa Road have been constructed.

Under the previously approved 2019 PA-61 project, a 0.19-acre park would be constructed on Lot 2 adjacent to the project site (Lot 1). The park would provide recreational opportunities for future residents. The project would enhance the surrounding right-of-way by providing improved pedestrian pathways adjacent to and within the project site. The project would also include landscaping improvements within the project site and along the project site frontage that would enhance the roadway corridor and the pedestrian realm along Otay Mesa Road and Caliente Avenue. The project would construct a non-contiguous sidewalk along the project frontage with Otay Mesa Road, and include street trees along the sidewalk area, thereby creating a more comfortable walking environment through shading and separation from vehicles. In addition, the project site's location in proximity to an existing bus route, park and ride facility, and existing and proposed Class I, II, and III bicycle routes would encourage alternative transportation uses. The project landscape plan provides for a number of tree options to accommodate the varying needs throughout the project site and frontage. As such, the project would comply 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.

Based on the foregoing analysis and information, there is no evidence that the project would require a major change to the 2013 Program EIR. The project would not result in a new significant impact,

nor would a substantial increase in the severity of impacts from that described in the 2013 Program EIR occur.

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 EIR. The certified Program EIR 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 2013 Program EIR 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 2013 Program EIR indicated that significant impacts to the following issue areas would be substantially lessened or avoided if all the proposed mitigation measures recommended in the 2013 Program EIR were implemented: land use; biological resources; historical resources; human health/public safety/hazardous materials; hydrology/water quality; geology/soils; and paleontological resources. The 2013 Program EIR further concluded that significant impacts related to air quality, noise, utilities, and greenhouse gas emissions would not be fully mitigated to below a level of significance. With respect to cumulative impacts, implementation of the 2013 Program EIR would result in significant impacts related to air quality, noise, traffic/circulation (horizon year), utilities (solid waste), agricultural resources, and GHG emissions, which would remain significant and unmitigated. Similarly, the Complete Communities: Housing Solutions and Mobility Choices Program EIR indicated that significant impacts related to vehicle miles traveled would result despite implementation of the Mobility Choices Ordinance.

Because there were significant unmitigated impacts associated with the original 2013 Program EIR and the Complete Communities: Housing Solutions and Mobility Choices Program EIR, 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 respective Program EIRs, 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 Program EIRs, new CEQA Findings and or Statement of Overriding Considerations are not required.

The 2019 Addendum found that the 2019 PA-61 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 Program EIR. Likewise, the project analyzed herein 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 Program EIRs.

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

The project shall be required to comply with the applicable mitigation measures outlined within the MMRP of the previously certified Program EIR (No. 30330/304032/SCH No. 2004651076) and those identified with the project-specific subsequent technical studies. The following MMRP identifies measures that specifically apply to this 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: <http://www.sandiego.gov/development-services/industry/standtemp.shtml>
4. The **TITLE INDEX SHEET** must also show on which pages the "Environmental/Mitigation Requirements" notes are provided.
5. **SURETY AND COST RECOVERY** – The Development Services Director or City Manager may require appropriate surety instruments or bonds from private Permit Holders to ensure the long-term performance or implementation of required mitigation measures or programs. The City is authorized to recover its cost to offset the salary, overhead, and expenses for City personnel and programs to monitor qualifying projects.

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

1. **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 Acoustical 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. 690358 and/or Environmental Document No 690358, shall conform to the mitigation requirements contained in the associated Environmental Document and implemented to the satisfaction of the DSD's Environmental Designee (MMC) and the City Engineer (RE). The requirements may not be reduced or changed but may be annotated (i.e. to explain when and how compliance is being met and location of verifying proof, etc.). Additional clarifying information may also be added to other relevant plan sheets and/or specifications as appropriate (i.e., specific locations, times of monitoring, methodology, etc).

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

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

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

- 4. **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:

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
Biology	Consultant Qualification Letters	Prior to Preconstruction Meeting
Biology	Biology Reports	Biology/Habitat Restoration Inspection
Noise	Acoustical Reports	Noise Mitigation Features Inspection
Traffic	Traffic Reports	Traffic Features Site Observation
Waste Management	Waste Management Reports	Waste Management Inspections
Bond Release	Request for Bond Release Letter	Final MMRP Inspections Prior to Bond Release Letter

SPECIFIC MMRP ISSUE AREA CONDITIONS/REQUIREMENTS:

Biological Resources (Burrowing Owl)

PRECONSTRUCTION SURVEY ELEMENT - Prior to Permit or Notice to Proceed Issuance:

1. As this project has been determined to be BUOW occupied or to have BUOW occupation potential, the Applicant Department or Permit Holder shall submit evidence to the ADD of Entitlements verifying that a Biologist possessing qualifications pursuant "Staff Report on Burrowing Owl Mitigation, State of California Natural Resources Agency Department of Fish and Game. March 7, 2012 (hereafter referred as CDFG 2012, Staff Report), has been retained to implement a burrowing owl construction impact avoidance program.
2. The qualified BUOW biologist (or their designated biological representative) shall attend the pre-construction meeting to inform construction personnel about the City's BUOW requirements and subsequent survey schedule.

Prior to Start of Construction:

1. The Applicant Department or Permit Holder and Qualified Biologist must ensure that initial pre-construction/take avoidance surveys of the project "site" are completed between 14 and 30 days before initial construction activities, including brushing, clearing, grubbing, or grading of the project site; regardless of the time of the year. "Site" means the project site and the area within a radius of 450 feet of the project site. The report shall be submitted and approved by the Wildlife Agencies and/or City MSCP staff prior to construction or BUOW eviction(s) and shall include maps of the project site and BUOW locations on aerial photos.
2. The pre-construction survey shall follow the methods described in CDFG 2012, Staff Report - Appendix D (*please note, in 2013, CDFG became California Department of Fish and Wildlife or CDFW*).
3. 24 hours prior to commencement of ground disturbing activities, the Qualified Biologist shall verify results of preconstruction/take avoidance surveys. Verification shall be provided to the City's Mitigation Monitoring and Coordination (MMC) Section. If results of the preconstruction surveys have changed and BUOW are present in areas not previously

identified, immediate notification to the City and WA's shall be provided prior to ground disturbing activities.

During Construction:

1. **Best Management Practices shall be employed as** BUOWs are known to use open pipes, culverts, excavated holes, and other burrow-like structures at construction sites. Legally permitted active construction projects which are BUOW occupied and have followed all protocol in this mitigation section, or sites within 450 feet of occupied BUOW areas, should undertake measures to discourage BUOWs from recolonizing previously occupied areas or colonizing new portions of the site. Such measures include, but are not limited to, ensuring that the ends of all pipes and culverts are covered when they are not being worked on, and covering rubble piles, dirt piles, ditches, and berms.
- 2 **Ongoing BUOW Detection** - If BUOWs or active burrows are not detected during the pre-construction surveys, Section "A" below shall be followed. If BUOWs or burrows are detected during the pre-construction surveys, Section "B" shall be followed. NEITHER THE MSCP SUBAREA PLAN NOR THIS MITIGATION SECTION ALLOWS FOR ANY BUOWs TO BE INJURED OR KILLED OUTSIDE **OR** WITHIN THE MHPA; in addition, IMPACTS TO BUOWs WITHIN THE MHPA MUST BE AVOIDED.

A. Post Survey Follow Up if Burrowing Owls and/or Signs of Active Natural or Artificial Burrows Are Not Detected During the Initial Pre-Construction Survey - Monitoring the site for new burrows is required using CDFW Staff Report 2012 Appendix D methods for the period following the initial pre-construction survey, until construction is scheduled to be complete and is complete (*NOTE - Using a projected completion date (that is amended if needed) will allow development of a monitoring schedule*).

- 1) If no active burrows are found but BUOWs are observed to occasionally (1-3 sightings) use the site for roosting or foraging, they should be allowed to do so with no changes in the construction or construction schedule.
- 2) If no active burrows are found but BUOWs are observed during follow up monitoring to repeatedly (4 or more sightings) use the site for roosting or foraging, the City's Mitigation Monitoring and Coordination (MMC) Section shall be notified and any portion of the site where owls have been sites and that has not been graded or otherwise disturbed shall be avoided until further notice.
- 3) If a BUOW begins using a burrow on the site at any time after the initial pre-construction survey, procedures described in Section B must be followed.
- 4) Any actions other than these require the approval of the City and the Wildlife Agencies.

B. Post Survey Follow Up if Burrowing Owls and/or Active Natural or Artificial Burrows are detected during the Initial Pre-Construction Survey - Monitoring the site for new burrows is required using Appendix D CDFG 2012, Staff Report for the

period following the **initial** pre-construction survey, until construction is scheduled to be complete and is complete (*NOTE - Using a projected completion date (that is amended if needed) will allow development of a monitoring schedule which adheres to the required number of surveys in the detection protocol*).

- 1) This section (B) applies only to sites (including biologically defined territory) wholly outside of the MHPA – **all direct and indirect impacts to BUOWs within the MHPA SHALL be avoided.**
- 2) If one or more BUOWs are using any burrows (including pipes, culverts, debris piles etc.) on or within 300 feet of the proposed construction area, the City's MMC Section shall be contacted. The City's MMC Section shall contact the Wildlife Agencies regarding eviction/collapsing burrows and enlist appropriate City biologist for on-going coordination with the Wildlife Agencies and the qualified consulting BUOW biologist. No construction shall occur within 300 feet of an active burrow without written concurrence from the Wildlife Agencies. This distance may increase or decrease, depending on the burrow's location in relation to the site's topography, and other physical and biological characteristics.
 - a) **Outside the Breeding Season** - If the BUOW is using a burrow on site outside the breeding season (i.e. September 1 – January 31), the BUOW may be evicted after the qualified BUOW biologist has determined via fiber optic camera or other appropriate device, that no eggs, young, or adults are in the burrow and written concurrence from the Wildlife Agencies for eviction is obtained prior to implementation.
 - b) **During Breeding Season** - If a BUOW is using a burrow on-site during the breeding season (Feb 1-Aug 31), construction shall not occur within 300 feet of the burrow until the young have fledged and are no longer dependent on the burrow, at which time the BUOWs can be evicted. Eviction requires written concurrence from the Wildlife Agencies prior to implementation.
- 3) **Survey Reporting During Construction** - Details of construction surveys and evictions (if applicable) carried out shall be immediately (within 5 working days or sooner) reported to the City's MMC Section and the Wildlife Agencies and must be provided in writing (as by e-mail) and acknowledged to have been received by the required Agencies and DSD Staff member(s).

Post Construction:

1. Details of all the surveys and actions undertaken on-site with respect to BUOWs (i.e., occupation, eviction, locations etc.) shall be reported to the City's MMC Section and the Wildlife Agencies within 21 days post-construction and prior to the release of any grading bonds. This report must include summaries of all previous reports for the site; and maps of the project site and BUOW locations on aerial photos.

NOISE (INTERIOR NOISE ANALYSIS)

Mitigation measure NOI-2 of the 2013 Program EIR mitigation framework would be included herein, as follows:

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

TRANSPORTATION/CIRCULATION (LEVEL OF SERVICE)

Mitigation measures TRF-2, TRF-3, TRF-5 and TRF-6 of the 2019 PA-61 addendum have been implemented and mitigation measure TRF-7 would be satisfied with implementation of mitigation measure TRF-1. To mitigate the project's direct and cumulative impacts at Caliente Ave/SR-905 westbound on-ramp (Impacts TRF-1, TRF-4, and TRF-8) associated with the 2019 PA-61 project, revised mitigation measure TRF-1 discussed herein would be implemented, as follows:

TRF-1 Prior to issuance of the first building permit, Owner/Permittee shall widen and restripe the southbound approach of the intersection of SR-905 westbound on-ramp/Caliente Avenue to include a separate right turn lane satisfactory to the City Engineer and Caltrans. This improvement shall be complete and operational prior to first occupancy.

Additionally, mitigation measure TRF-4 of the 2019 Addendum mitigation framework would be included herein, as follows:

TRF-4 Prior to issuance of the first building permit, Owner/Permittee shall permit and bond for the restriping of the westbound approach of the intersection of Otay Mesa Road and Ocean View Hills/Caliente Avenue to three left turn lanes, a through-right turn lane, and an exclusive right turn lane, and associated signal modification, satisfactory to the City Engineer.

TRANSPORTATION/CIRCULATION (VEHICLE MILES TRAVELED)

The project shall implement the following VMT Reduction Measures which would achieve 5.5 reduction points required by the Mobility Choices Ordinance. Implementation of these measures would minimize VMT impacts to the extent feasible.

1. Install pedestrian resting area/recreation node on-site, adjacent to public pedestrian walkway. An area of 250 square feet will be designated near the intersection of Otay Mesa Road and Calle Albatross (2.5 points for 250 square feet of resting area).
2. Provide one on-site bicycle repair station (1.5 points).

3. Provide six short-term bicycle parking spaces that are available to the public, and at least 10 percent bicycle parking beyond minimum requirements (1.5 points).

IX. CERTIFICATION

Copies of the addendum, the certified PEIR, the MMRP, and associated project-specific technical appendices, if any, may be accessed on the City's CEQA webpage at <https://www.sandiego.gov/ceqa/final>.



E. Shearer-Nguyen
Senior Planner
Development Services Department

August 28, 2022

Date of Final Report

Attachments:

- References
- Figure 1: Regional Location
- Figure 2: Project Location of Aerial Photograph
- Figure 3: Site Plan
- Figure 4: Construction Noise Contour
- Figure 5: Vehicle Traffic Noise Contours
- Figure 6: Second-Floor Balcony Receivers
- Figure 7: Units Requiring Site Specific Interior Noise Analysis
- Figure 8: Daytime/Evening HVAC Noise Contours
- Figure 9: Nighttime HVAC Noise Contours
- Figure 10: Existing and Proposed Water System
- Figure 11: Proposed On-site Sewer System

REFERENCES

California Air Resources Board (CARB)

- 2017 Technical Advisory: Strategies to Reduce Air Pollution Exposure Near High-Volume Roadways. April 2017.

Chang Consultants

- 2021a Preliminary Drainage Report for Planning Area 61-Lot 1. October.
- 2021b Priority Development Project Storm Water Quality Management Plan, Planning Area 61-Lot 1, October.

Department of Toxic Substances Control

- 2018 EnviroStor Database. <https://www.envirostor.dtsc.ca.gov/public/>. Accessed October 10, 2018.

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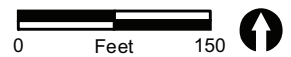
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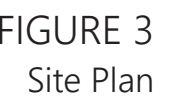


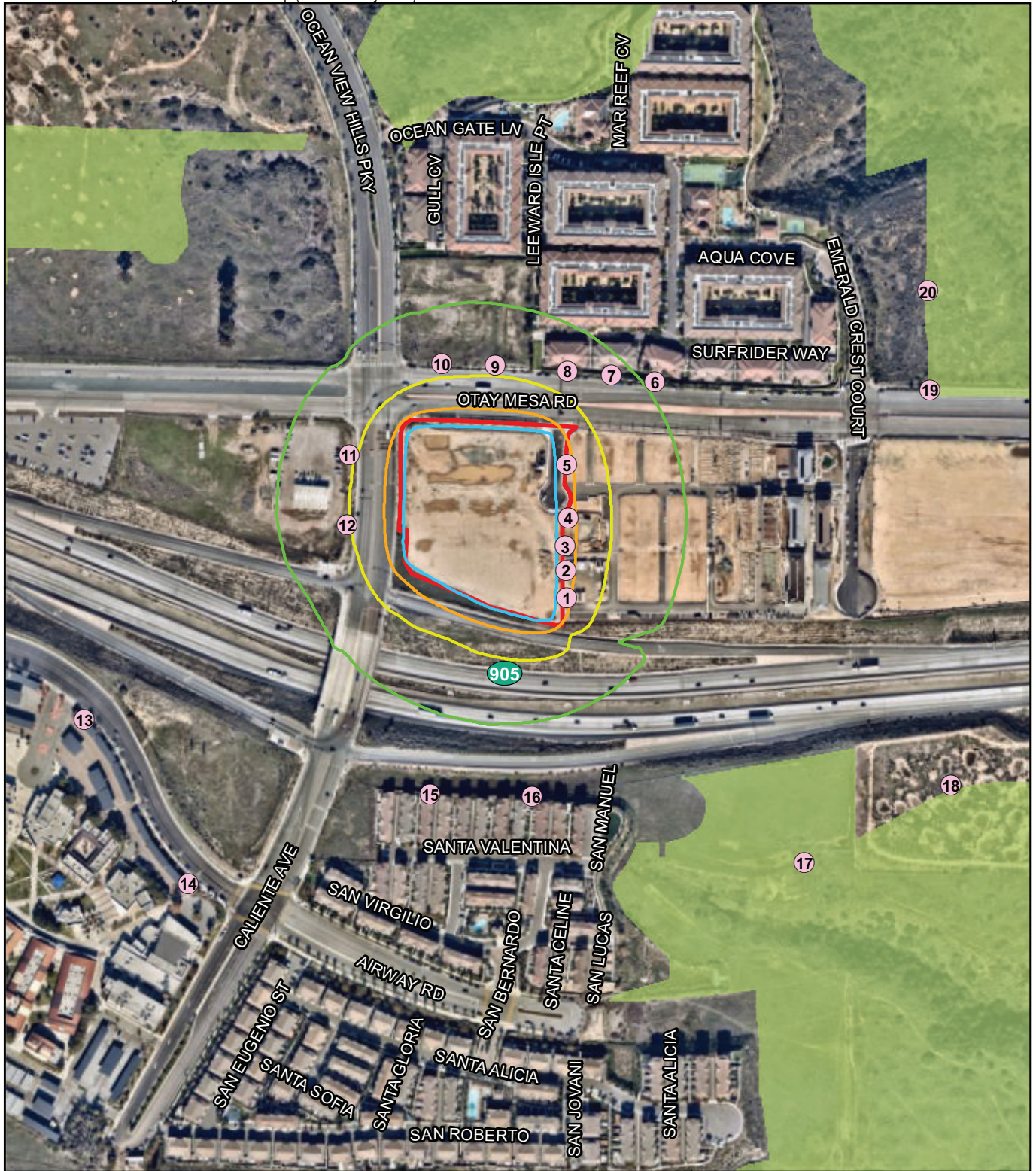
✱ Project Location

FIGURE 1
Regional Location



 Project Boundary





 Project Boundary

 City of San Diego MHPA

 Receiver

Construction Noise Contours

 60 dB(A) Leq

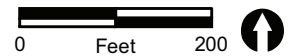
 65 dB(A) Leq

 70 dB(A) Leq

 75 dB(A) Leq

0 Feet 400 

FIGURE 4
Construction Noise Contours



- Project Boundary** **Vehicle Traffic Noise Contours**
- Site Plan
 - On-site Receiver
 - 65 CNEL
 - 70 CNEL
 - 75 CNEL

FIGURE 5

Vehicle Traffic Noise Contours



- Project Boundary
- Second-Floor Balcony Receivers
- Site Plan
- Balconies Exceeding 70 CNEL

FIGURE 6
Second-Floor Balcony Receivers



- Project Boundary
- Site Plan
- Units Requiring Site Specific Interior Noise

FIGURE 7



Project Boundary

City of San Diego MHPA

Receiver

HVAC Units

Daytime/Evening HVAC Noise Contours

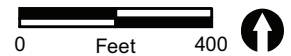
35 dB(A) Leq

40 dB(A) Leq

45 dB(A) Leq

FIGURE 8

Daytime/Evening HVAC Noise Contours



- | | |
|---|--|
| Project Boundary | Nighttime HVAC Noise Contours |
| City of San Diego MHPA | — 35 dB(A) Leq |
| ● Receiver | — 40 dB(A) Leq |
| ■ HVAC Units | — 45 dB(A) Leq |

FIGURE 9

Nighttime HVAC Noise Contours

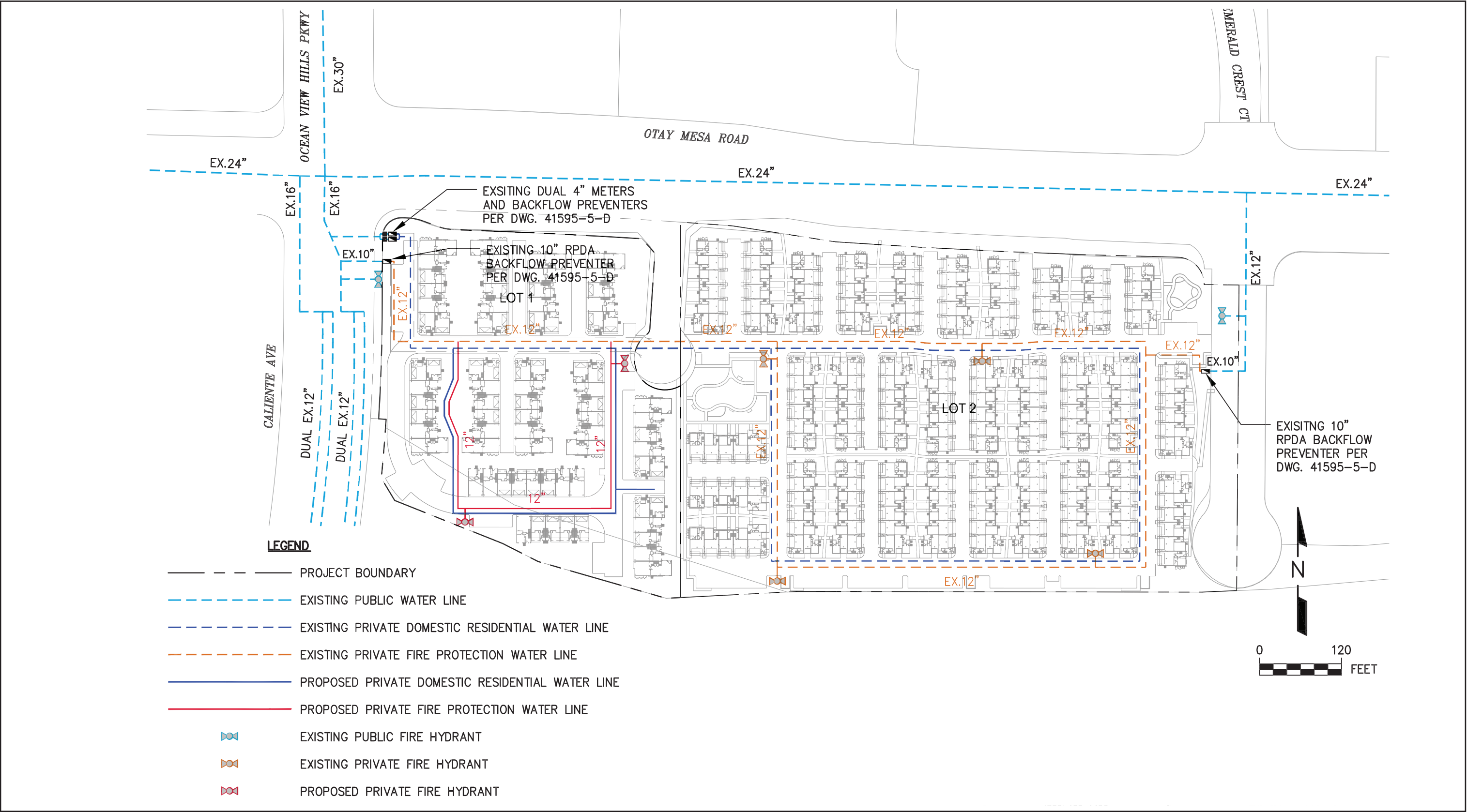


FIGURE 10
Existing and Proposed Water System



RECON

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FIGURE 11

Proposed On-site Sewer System