

5.7 Agriculture

Section 3.7, Agricultural Resources, of the Otay Ranch GDP Program EIR (90-01) analyzed the existing conditions, potential impacts, and mitigation measures related to agricultural resources for Otay Ranch. Implementation of the Otay Ranch GDP would result in significant cumulative effects on agricultural resources. The Program EIR includes a mitigation measure that requires the preparation of an agricultural plan as a condition of approval for the Village Six SPA Plan project area. The following discussion focuses on the project specific impacts to agricultural resources that would result with the development of the Village Six SPA Plan.

5.7.1 Existing Conditions

Historically, the Village Six SPA Plan area has been used for dry farming, as well as cattle and sheep grazing. Crop production was limited to hay and grains due to limited water availability; however, with advancements in water importation and irrigation, tomato cultivation increased and truck farming was introduced. Cattle grazing and cultivation of wheat and barley continue as active uses on-site. The Agricultural Management Map for Otay River, Jamul-Proctor Valley, and San Ysidro Mountains (Baldwin Vista 1989) delineates intensities of allowed agricultural use within Otay Ranch. According to this map, cultivation and cattle grazing activities are allowed on the Village Six SPA Plan property. There is no land current subject to the Williamson Act on the Village Six property.

Land area historically utilized for agricultural production in the region has decreased with the conversion of farmland into urban uses. Although the project site contains farmland of local importance, the high cost of importing water has become prohibitive for many agricultural activities.

Soil Suitability for Agriculture

The United States Department of Agriculture, Soil Conservation Service (SCS) publishes the Important Farmlands Inventory, which is used by the County of San Diego in determining the location and significance of farmland countywide. The inventory designates three separate agricultural categories based on the physical and chemical characteristics of the soil: Prime Farmland, Farmland of Statewide Importance, and Farmland of Local Importance. These classifications (described below) were adapted for California agriculture by the California Department of Food and Agriculture in 1981. The California Department of Conservation established the Farmland Mapping and Monitoring Program (FMMP) in 1982 to carry on the Important Farmland mapping efforts initiated by SCS.

Prime Farmland

Prime Farmland has the most favorable combination of physical and chemical features, enabling it to sustain long-term production of agricultural crops. This land possesses the soil quality, growing season, and moisture supply needed to produce sustained high yields. In order to qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to SCS mapping.

Farmland of Statewide Importance

Farmland of Statewide Importance is similar to Prime Farmland; however, it possesses minor shortcomings, such as greater slopes and/or less ability to store moisture. In order to qualify for this classification, the land must have produced irrigated crops at some point during the two update cycles prior to SCS mapping. Approximately 386 acres of Village Six is designated Farmland of Statewide Importance.

Farmland of Local Importance

Farmland of Local Importance is important to the local agricultural economy, as determined by the County Board of Supervisors and a local advisory committee. The County of San Diego defines Farmland of Local Importance as land with the same characteristics as Prime and Farmland of Statewide Importance. Approximately 386 acres of Village Six is designated Farmland of Local Importance.

5.7.2 Thresholds of Significance

According to the CEQA Guidelines, Appendix G, impacts to agricultural resources would be significant if the proposed project:

- Converts Prime Farmland, Unique Farmland, or Farmland of Statewide Importance, as shown on the maps prepared pursuant to the FMMP of the California Resources Agency, to nonagricultural use;
- Conflicts with existing zoning for agricultural use or a Williamson Act contract;
- Involves other changes in the existing environment which, due to their location or nature, could result in conversion of farmland to nonagricultural use.

5.7.3 Impacts

According to the FMMP San Diego County Important Farmlands Map (July 1988), the Village Six SPA Plan area contains Farmland of Local Importance. Implementation of the

proposed project would convert approximately 386 acres of Farmland of Local Importance to urban uses resulting in a countywide incremental loss of agricultural land.

Continued conversion of agricultural lands to urban development in the maritime and coastal area climates will eventually result in the loss of ability to produce and market off-season fresh tomatoes, vegetables, and field-grown flora crops, most of which have state and national importance. The loss of agricultural land within the county and land suitable for the potential production of coastal-dependent crops would result in a significant impact due to the incremental and irreversible loss or impairment of a limited agricultural resource. The phased development of the proposed project will incrementally convert ongoing agriculture uses to urban development.

Portions of the Village Six SPA Plan area may continue to be used for grazing as an interim use during project construction; however, this could adversely affect urban uses in adjacent villages due to noise, odor, insects, rodents, and chemical applications. Conversely, agricultural activities occurring within Villages Two and Seven are anticipated to continue during development and possibly after completion of the proposed project, which may result in similar incompatible uses.

Impacts to agriculture would remain the same should residential development be undertaken on the site proposed for the high school.

5.7.4 Level of Significance Prior to Mitigation

The loss of agricultural land and land suitable for the production of crops would result in a significant impact due to the incremental and irreversible loss or impairment of limited agricultural resources. Noise, odors, insects, rodents, and chemicals associated with agricultural operations would create indirect, short-term, potentially significant impacts between the agricultural uses and urban uses.

5.7.5 Mitigation Measures

- 5.7-1 The agricultural plan included in the Village Six SPA Plan shall be implemented for the area as development proceeds on the project. The following measures shall be implemented by the developer to the satisfaction of the Director of Planning and Building.
- a) A 200-foot buffer between developed property and ongoing agriculture operations;
 - b) Vegetation to shield adjacent urban development (within 400 feet) from agriculture activities where pesticides are to be applied;

- c) Notification of adjacent property owners of potential pesticide application through newspaper advertisements; and
- d) Fencing, where necessary, to ensure the safety of Village Six SPA residents.

5.7.6 Level of Significance After Mitigation

Implementation of the agricultural plan would reduce short-term significant impacts between urban uses and agricultural operations below a level of significance. The agricultural plan provides separation between urban uses and adjacent agricultural uses, and includes a requirement for notification of adjacent property owners of pesticide use and other potentially harmful activities, as well as physical barriers if warranted.

The cumulative loss of important agricultural lands is considered a significant impact, and no mitigation measures are available to reduce this impact to a level below the level of significance.

5.8 Housing and Population

The following discussion focuses on the project-specific impacts to housing and population resulting from the development of Village Six SPA Plan.

5.8.1 Existing Conditions

The total number of housing units in the City of Chula Vista, as of January 1, 2000, was 59,333 (SANDAG). Between 1990 and 2000, approximately 9,480 dwelling units were added to the housing stock. The number of units increased 19.0 percent over the 10-year period. A total of 23,483 dwelling units was approved under the adopted GDP/SRP, as analyzed in Program EIR 90-01.

The City of Chula Vista Housing Element contains the following objective and policy which is applicable to the project:

- Achievement of a balanced residential community through the integration of low- and moderate-income housing throughout the City and the adequate dispersal of such housing to preclude establishment of specific low-income enclaves.
- The Affordable Housing Policy shall require a minimum of 10 percent of each housing development to be affordable to low- and moderate-income households, with at least one-half of those units (5 percent of project total units) being designated for low-income households.

The Housing Element also includes Affordable Housing Program Implementation Guidelines that offer flexibility in meeting affordable housing goals by considering alternatives to actual developer built-in production. These alternatives include land set-asides, off-site projects, and in-lieu contributions.

Additionally, the Otay Ranch GDP established a five-year objective that requires each village to proportionately assist the City of Chula Vista to meet or exceed Otay Ranch's share of the five-year regional allocation as provided by Chula Vista's Housing Element. The Otay Ranch GDP requires that prior to or concurrent with the approval of a SPA plan, a housing plan shall be approved that addresses the type and location of housing to be provided pursuant to the regional share allocation.

The total population of the City of Chula Vista, as of January 1, 2000, was 173,556 (SANDAG). Chula Vista grew by approximately 28.4 percent, or 31,735 persons, from 1990 to 2000. This represents an annual average increase of 2.8 percent. Buildout of the entire Otay Ranch GDP will result in an estimated population of 70,684. The population estimate is based on the 1999 population generation factor derived from the California Department of Finance of 3.01 persons per dwelling unit. SANDAG has projected that from 1995 to 2020,

the City of Chula Vista's population will increase by 82 percent. It is also projected that civilian employment will increase by 90 percent within the same time frame. It is projected that the increase in housing units from 1995 to 2020 will increase by 79 percent.

5.8.2 Thresholds of Significance

According to Appendix G of the CEQA guidelines, impacts to housing and population would be significant if the proposed project:

- Induces substantial population growth in an area, either directly or indirectly;
- Displaces substantial numbers of existing housing, necessitating the construction or replacement of housing elsewhere;
- Displaces substantial numbers of people, necessitating the construction or replacement of housing elsewhere.

5.8.3 Impacts

The Village Six SPA Plan would increase the housing stock of the City of Chula Vista by approximately 2,086 dwelling units. This proposed level of development is included in the adopted planning for the City of Chula Vista. The project represents a future housing supply for the region. Phasing will occur in response to market conditions, which will help to fulfill the demand for housing. If the high school is not built, an additional 146 units could be constructed for a total of 2,232 units.

Housing

SANDAG has adopted a series of plans and policies to address regional growth within the county of San Diego. One of the projects adopted by SANDAG is the Regional Transportation Plan, which includes the Growth Management Plan. The Growth Management Plan incorporates population, housing, and transportation forecasts. Particularly, the forecasts have identified specific projections for the City of Chula Vista. The Growth Management Plan stresses maintaining a prosperous economy while providing an adequate and equitable transportation system, preserving open space and habitat, increasing the rate of home ownership, and reforming the state-local tax system to assist and sustain all of the above. SANDAG encourages compliance with a transit design that promotes pedestrian activity and interconnected public transportation through buses, and trolleys.

Village Six SPA Plan development is proposed for vacant land. No displacement of existing housing stock would occur. SANDAG has forecasted a need for an additional approximately 13,500 dwelling units within the City of Chula Vista by 2005. The Village Six SPA Plan

would implement the SANDAG policies by implementing a bus system, providing a pedestrian-oriented development, preserving open space adjacent to the project, offering new homes, increasing the tax base for the City of Chula Vista, and providing right-of-way for the regional transit system.

Affordable Housing

The Village Six SPA Plan would provide 5.0 percent low-income and 5.0 percent moderate-income housing. This constitutes 202 affordable units, half of which are designated as low-income housing and half as moderate-income housing. The proposed 10 percent affordable housing is consistent with the objectives of the City's Housing Element and the Otay Ranch GDP requirements

Population

The proposed SPA Plan estimates the population of the proposed Village Six SPA Plan to be 6,279 people. The population increase anticipated as a result of the proposed project is estimated by multiplying the number of project-proposed dwelling units to be constructed by 3.01 persons per dwelling unit.

Table 5.8-1 includes the SPA forecast for population generation. SANDAG has forecast that the City of Chula Vista will have an increase of over 41,000 people who will have to be accommodated by 2005. Approximately 15 percent of the total population increase forecast for the City of Chula Vista could be accommodated by the buildout of the Village Six SPA Plan.

**TABLE 5.8-1
VILLAGE SIX SPA PLAN POPULATION AND HOUSING MIX**

Unit Type	Number of Units	Generation Factor	Forecast Population
Single-family	1,203	3.01	3,621
Multi-family	883	3.01	2,658
TOTAL	2,086		6,279

SOURCE: Village Six SPA Plan.

Should the high school not be constructed and single-family residences placed on neighborhood R-11/S-2, the number of units would be increased to 2,232 and the forecast population would be 6,718.

Village Six SPA Plan development is proposed for vacant land. No displacement of people would occur. The anticipated growth in population and dwelling units within Village Six is consistent with the growth forecasted by SANDAG and the Growth Management Program adopted by the City and would not present significant population or housing impacts.

5.8.4 Level of Significance Prior to Mitigation

No significant adverse housing and population impacts have been identified.

5.8.5 Mitigation Measures

No mitigation measures are required.

5.8.6 Level of Significance After Mitigation

No significant housing and population impacts were identified as part of this SEIR.

5.9 Water Resources and Water Quality

The Otay Ranch GDP Final Program EIR (90-01) analyzed the existing conditions, concluded that implementation of the GDP would result in significant environmental effects on water resources and water quality, and provided mitigation measures for the entire Otay Ranch GDP. The following discussion includes a more detailed analysis of SPA-level impacts based on the Otay Ranch SPA Village Six Preliminary Regional Drainage Study, Major Drainage Patterns and Facilities (P&D Consultants, Inc., September 2001) and the Preliminary Hydrology Study for Otay Ranch Village 6 (Hunsaker and Associates, July 2001) and are included as part of this EIR (Appendix E). Groundwater conditions were evaluated in the geotechnical reconnaissance (see Appendix C).

5.9.1 Existing Conditions

Surface Water and Hydrological Setting

The project area is located in the southwestern portion of the San Diego Basin. The San Diego Basin has been divided into 11 hydrographic units and 54 hydrographic subunits, which are based primarily on surface water drainage basins (Regional Water Quality Control Board [RWQCB] 1975). The proposed Village Six SPA Plan is located within the Otay Hydrographic Unit.

The landscape of the project area is predominantly rolling hills with arroyos draining to canyons that flow west and south away from the Otay Reservoir basin. Drainage from the Village Six SPA Plan area converges into Poggi Canyon, which ultimately discharges into the Otay River approximately 4.5 miles southwest of the Village Six SPA Plan property. The natural drainage basin for the Village Six vicinity is a combination of two subbasins that drain directly into Poggi Canyon from the north and south sides of Olympic Parkway and from a third subbasin that drains into an unnamed tributary canyon. This unnamed tributary canyon then flows into Poggi Canyon approximately 2,500 feet west of the Village Six SPA Plan boundary. The drainage basin covers 4.99 square miles with a 100-year peak discharge into the Otay River of 2,319 cubic feet per second (cfs).

Surface water in the Otay Subunit downstream from Otay Lakes is ephemeral (temporary) and generally found in man-made ponds. According to the Otay Ranch GDP Program EIR, the RWQCB rates the surface water in the subunit as having beneficial uses for agriculture, non-contact recreational sport, wildlife, rare and endangered species, and potential beneficial uses for industry as reported in the Otay Ranch GDP Final Program EIR.

Groundwater Hydrogeology

Groundwater occurs in all sedimentary units and the various surficial deposits present on Otay Ranch. Regional groundwater flow is generally from east to west while the direction of

local groundwater flow is controlled by the orientation of the drainage basins and topography. The quantity and quality of groundwater varies according to the permeability of the geologic formation and local topography. Permeability rates within the Otay Valley parcel are greatest in the Otay River valley. Groundwater recharge occurs in upland areas with springs, which is most common in the mountainous regions.

Groundwater conditions were observed to be variable. Seepage occurs throughout the project area and typically consists of perched groundwater flowing laterally rather than a regional groundwater table. Shallow, perched groundwater may be encountered particularly in the drainage courses. The depth of groundwater along Poggi Canyon may vary seasonally with flooding of the adjacent channel. Changes in rainfall or site drainage could produce other areas of locally perched groundwater within the soils underlying the site.

Groundwater Quality

The Otay Hydrographic Unit contains groundwater that is rated generally poor to very poor due to high levels of total dissolved solids. According to the Otay Ranch GDP Program EIR, the groundwater in the project area contains sodium-calcium chloride, and samples from both Poggi Canyon to the north and Otay Valley to the south exceed federal secondary drinking water standards. This situation is caused, in part, from the higher salt concentrations in imported water used for irrigation. Water containing dissolved salts entrapped at the time the sedimentary rocks were deposited also contributes to the groundwater composition and quality.

5.9.2 Thresholds of Significance

Based on Appendix G of the CEQA guidelines, impacts to hydrology and water quality would be significant if the proposed project:

- Violates any water quality standards or waste discharge requirements, including City of Chula Vista Engineering Standards for storm water flows and volumes;
- Substantially depletes groundwater or interferes substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level;
- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site;
- Substantially alters the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increases the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

- Creates or contributes runoff water which would exceed the capacity of existing or planned storm water drainage systems or provides substantial additional sources of polluted runoff or otherwise substantially degrades water quality;
- Alters an existing 100-year floodplain or flood regime;
- Places housing within a 100-year flood hazard area structures which would impede or redirect flood flows;
- Exposes people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; and/or
- Exposes people or structures to inundation by seiche, tsunami, or mudflow.

5.9.3 Impacts

Hydrology/Surface Water

Village Six consists predominantly of rolling hills with arroyos that drain to canyons that flow west into Poggi Canyon. Poggi Canyon is the major drainage course for Village Six. The limits of the proposed Village Six SPA Plan drainage basins do not follow exactly the limits of the natural drainage basins according to current grading design; however, the difference between the existing and proposed drainage basins would not be substantial.

The project area is divided into three major drainage basins with four master drainage facilities. The four master facilities include an open channel drainage system along the north side of Olympic Parkway, a 60-inch storm drain in Olympic Parkway, a ~~36~~ to 42~~96~~-inch storm drain within proposed La Media Road, and a ~~60~~96-inch storm drain within proposed Birch Road. The on-site drainage pattern would funnel flow into a series of on-site storm drains for collection by major storm drains within the adjacent collector roads (Figure 5.9-1).

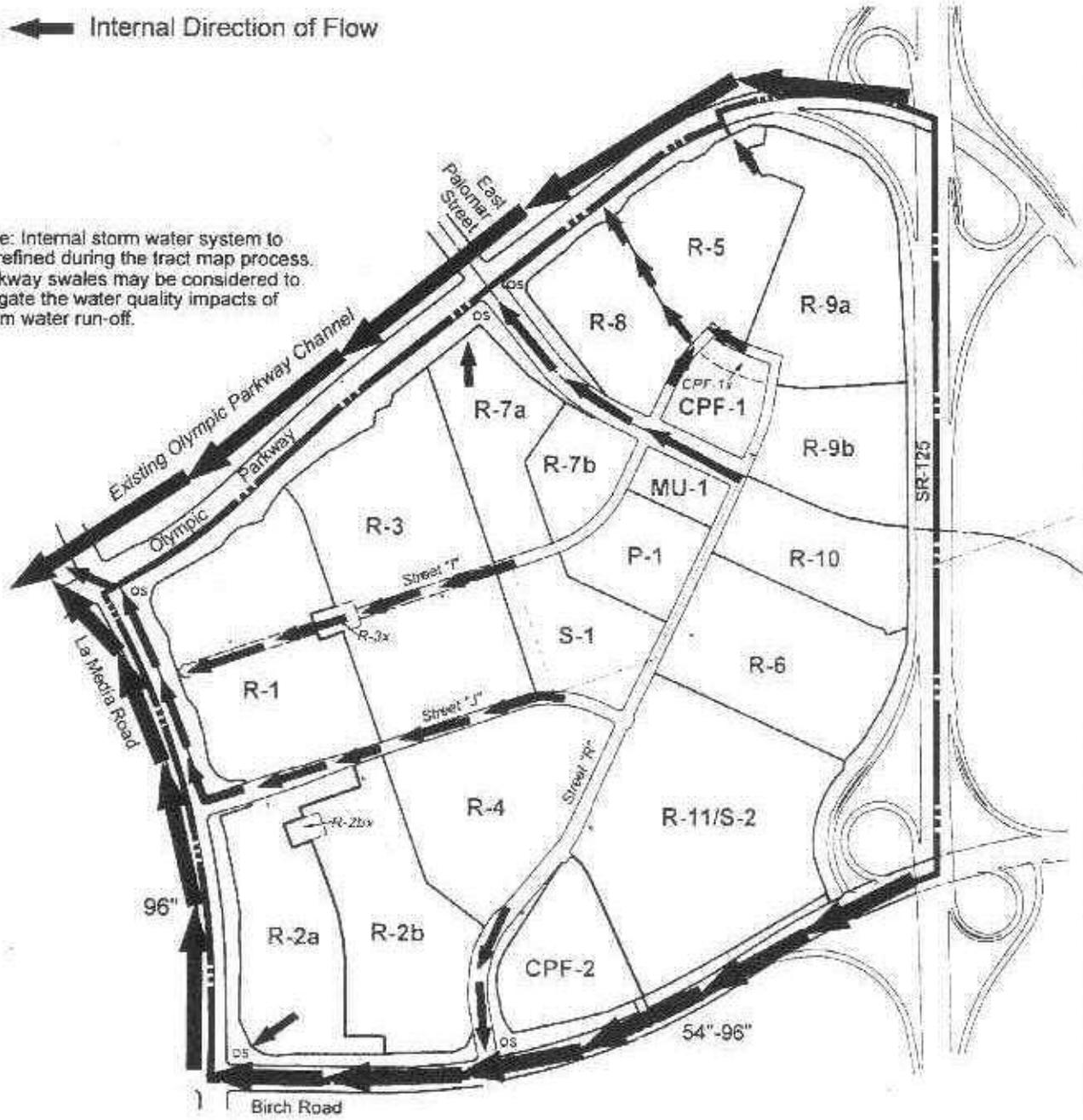
The 60-inch storm drain in Olympic Parkway is part of the culvert system proposed by Caltrans to convey drainage from the east side of SR-125 to the west side and is an extension of the Caltrans facility to the Poggi Canyon open channel. Caltrans may opt to continue the open channel rather than pipe the flows. The La Media Road storm drain intercepts drainage ~~within~~ outside the Poggi Canyon watershed and transports it to the proposed open channel that will run alongside Olympic Parkway in Poggi Canyon. The Birch Road storm drain will connect to the culvert system proposed by Caltrans to convey drainage from the east side of SR-125 to the west at the Birch Road overpass. This storm drain will run west under Birch Road and discharge into an unnamed canyon that is a tributary to Poggi Canyon.

Development of the proposed Village Six SPA Plan would result in an increase in the amount of runoff during storms due to the overall increase in impervious surfaces area.

← Major Storm Water Lines/Channels

← Internal Direction of Flow

Note: Internal storm water system to be refined during the tract map process. Parkway swales may be considered to mitigate the water quality impacts of storm water run-off.



Map Source: Cinti Land Planning



FIGURE 5.9-1
Storm Drainage Plan
Village Six Otay Ranch Development Plan

Based on the amount of additional development area, the surface runoff in a 100-year storm event would increase with implementation of the Village Six SPA Plan.

The existing Q_{50} and Q_{100} flows associated with the Village Six area is 221 cfs and 272 cfs, respectively. When SR-125 is constructed these flows will increase to 248 cfs and 306 cfs, respectively. With the proposed completion of the Village Six SPA plan, and the construction of SR-125 Q_{50} flows are anticipated to be 437 cfs and Q_{100} flows will be 538 cfs. These flow rates are summarized in Table 5.9-1. These rates represent a 76 percent increase over existing flows from the Village Six SPA plan area alone.

**TABLE 5.9-1
DISCHARGE QUANTITIES
FOR
VILLAGE SIX SPA PLAN**

	Existing Flow		Proposed SPA		Increase to Existing	
	Q_{50}	Q_{100}	Q_{50}	Q_{100}	Q_{50}	Q_{100}
With SR-125	248	306	437	538	189	232
Without/SR-125	221	272	389	479	168	207

SOURCE: P&D Consultants Drainage Study for Village Six SPA, September 2001.

The increase in runoff flows has the potential to impact downstream drainage facilities in Poggi Canyon. The existing Poggi Canyon detention basin and the Poggi Canyon Channel has been designed to handle projected flows from Village Six. This detention basin is intended to serve as a regional drainage facility and has been constructed to reduce impacts to downstream facilities. A detailed drainage system will be developed and will include a hydraulic grade line analysis to determine exact pipe sizes needed to serve Village Six. The project will control the rate of on-site, post-development peak storm water runoff discharges. No permanent detention basins are planned within Village Six because the constructed off-site Poggi Canyon detention basin will be sufficient to retain runoff. Temporary desilting basins will be used during construction. These temporary basins will be maintained as long as required prior to site development.

Water Quality

In the short term, Village Six SPA Plan site preparation and grading, including clearing, trenching, and other earthwork, will generate sediment that could affect water quality. To reduce the impacts to water quality, construction activities will have to comply with all applicable regulations established by the U.S. Environmental Protection Agency as set forth in the National Pollutant Discharge Elimination System (NPDES) permit requirements for urban runoff and storm water discharge. Compliance with NPDES includes meeting the requirements of the General Permit for Stormwater Discharges Associated with Construction

Activity (General Construction Permit). In order to be covered under the General Construction Permit, a Notice of Intent must be filed with the RWQCB. Compliance with the permit requires that a storm water pollution prevention plan (SWPPP) be prepared and implemented for the project. Best management practices (BMPs), design, treatment, and monitoring for storm water quality must be addressed with respect to municipal and construction permits. The project is also subject to the requirements of RWQCB NPDES Permit No. CA 0108758, which consists of wastewater discharge requirements for storm water and urban runoff, including BMPs for storm water pollution control and the Municipal Water Storm Water Permit (Municipal Permit) adopted by the RWQCB on February 21, 2001 (RWQCB Order No. 2001-01, NPDES No. CAS0108758).

The proposed project is within the priority category of "home subdivisions of 100 housing units or more" established by the Municipal Permit. The Municipal Permit requires new developments in this priority development category to treat, infiltrate, or filter an amount of runoff from the development site based on numeric sizing criteria described in the permit. Although erosion and sedimentation potential would be reduced by development of the property, the potential for urban pollutants accumulating in surface runoff would increase, particularly from streets and parking lots associated with commercial uses, schools, and CPFs. Accumulated hydrocarbons such as fuels, solvents, oils, and grease originate from leaking automobile fluids and atmospheric deposition of airborne pollutants on the pavement would be collected in runoff flowing over these areas. Excess pesticides and herbicides in landscaped areas may also be picked up in surface runoff. The greatest concentration of urban-derived pollutants would be expected to occur during the early stages (typically the first 0.5 inch) of a rainfall or runoff event. This "first flush" contains the highest concentration of contaminants that are washed from roadways, roofs, curbs, and parking lots. Uncontrolled discharge of pollutants long-term with "first flush" events would have an indirect potentially significant impact.

In order to terminate coverage under the General Construction Permit, a Notice of Termination must be submitted and a Post-Construction Storm Water Management Plan must be prepared for the RWQCB. The Post-Construction Storm Water Management Plan requires that permanent BMPs be established to prevent the discharge of sediment and other pollutants in storm water runoff from the completed project. Appropriate non-structural and structural BMPs, such as homeowner education, homeowner covenants, conditions, restrictions, street sweeping, off-line treatment units, stenciled inlets, landscaping, grass-lined swales, in-line storm water treatment units(s), vegetation lined channels, and detention (for erosion prevention) will be included in the Village Six development. Typical post-development BMPs to treat water quality are concerned with nuisance water and first flush events. The BMPs for the project will be sized to mitigate the volume of runoff produced from a 85th percentile 24-hour rainfall event or if flow based BMPs are used, they would be designed to mitigate the maximum flow rate of runoff produced from a rainfall intensity of 0.2 inch of rainfall per hour, as is required by the Municipal Permit for San Diego (SDRWQCB, Order No. 2001-01, NPDES No. CAS018758). The State Water Quality

Control Board has discussed calculation methods, which encompass a range of values from 0.6 inch of runoff from the impervious portion of the basin up to a two-year storm event. The latest State Water Quality Control Board proposal includes both volumetric based standards and flow rate standards for water quality treatment.

Surface runoff from the proposed Village Six SPA Plan development would be collected in drainage inlets and catch basins and conveyed through proposed storm drain facilities to the discharge points into Poggi Canyon. The estimated Q_{50} from Village Six is 1,411 cfs. The estimate Q_{100} is 1,736 (Table 4 of Appendix E).

These results represent increases over the existing conditions. The technical reports conclude that drainage culverts and the Poggi Canyon Channel have been sized to handle the projected flows and a required detention basin, located on Poggi Canyon Creek near the Otay Ranch/Sunbow boundary, would attenuate peak flow increases associated with the increased impervious surfaces. Thus, no on-site detention basins are necessary. Temporary desilting basins are included in the plans to control runoff during construction. These temporary basins will be maintained as long as required prior to site development.

Additional drainage studies are required at the tentative map phase to confirm that the proposed on-site storm drain systems fully mitigate drainage impacts and meet the City's standards and requirements. Both the future land development construction drawings and associated reports will be required to include details, notes, and discussions relative to the required or recommended BMPs. With these controls included as part of the project, water quality impacts are not considered significant. A drainage study is required as part of mitigation to insure that these measures are adequately completed.

Groundwater Hydrogeology

The proposed development of the Village Six SPA Plan would increase the amount of impermeable surfaces, which would result in increased runoff and reduced on-site water percolation. The effects of reduced percolation would be limited to the Village Six SPA Plan property because locally the groundwater is perched and flows laterally rather than into a regional groundwater table. The Otay River valley is the principal aquifer within the Otay Valley parcel and would ultimately receive the additional runoff to replenish groundwater in addition to the existing basin discharge. Therefore, no significant impacts to groundwater quantity are anticipated.

Groundwater Quality

Although the increased exposure to urban pollutants could affect the quality of water recharging groundwater, filtering would occur during percolation and the Village Six SPA Plan area has not been identified as a source of significant groundwater recharge. In addition, the existing groundwater is already rated as poor quality throughout the drainage basin with

limitations on current uses. Therefore, no significant impacts to groundwater quality are anticipated.

5.9.4 Level of Significance Prior to Mitigation

Project implementation may result in non-point source discharges of pollutants caused by "first flush" events. These events have a potentially significant indirect long-term impact on water quality.

5.9.5 Mitigation Measures

5.9-1 Prior to issuance of a grading permit, a detailed drainage system design study shall be prepared to the satisfaction of the City Engineer shall include:

- a) Peak runoff at each inlet, outlet, interceptor, concentration, or confluence point, both predevelopment and postdevelopment conditions;
- b) The integration of the proposed system with the existing and proposed downstream drainage facilities to effectively control flows within the entire system;
- c) Maps showing existing and postdevelopment conditions for existing topography and proposed grading plans incorporating a drainage system design with main lines and detention/desilting facilities pursuant to Section 3-202.1 of the Chula Vista Subdivision Manual; and on-site detention/desilting facilities shall be incorporated in the design for the various phases of construction and postconstruction.

5.9-2 Prior to the issuance of the first grading permit the applicant shall submit a SWPPP including assignment of maintenance responsibilities for review and approval by the City Engineer prior to issuance of grading permits. The SWPPP shall be consistent with the requirements of the Clean Water Act and all requirements set forth in the General Construction Permit~~the BMPs of the RWQCB~~. BMPs identified in the SWPPP shall include but shall not be limited to the following:

- a) Temporary erosion control measures designed in accordance with the City of Chula Vista Grading Ordinance shall be employed for disturbed areas and shown on the grading plans.
- b) No disturbed surfaces shall be left without erosion control measures in place during the winter and spring months.

- c) Sediment will be retained on-site by a system of sediment basins, traps, or other appropriate measures, and shown on the grading plans.
- d) Silt and oil and other contaminants will be prevented from entering the storm drain system or removed from the system, by a means acceptable to the City Engineer. Storm drain inlets shall be labeled "No Dumping-Drains to Ocean."
- e) All parking lots shall be designed to allow storm water runoff to be directed to vegetative filter strips or oil-water separators to control sediment, oil, and other contaminants.
- f) Permanent energy dissipaters will be included for drainage outlets.
- g) A combination of on-site structural and non-structural BMPs for the treatment of urban pollutants in compliance with the Municipal Permit.

5.9.6 Level of Significance After Mitigation

Implementation of the above mitigation measures would reduce impacts to surface water hydrology and water quality below a level of significance. No impacts to groundwater quality or quantity are anticipated.

5.10 Traffic, Circulation, and Access

The Otay Ranch GDP Program EIR Findings, adopted by the City of Chula Vista on October 28, 1993, found that implementation of the GDP would result in significant cumulative impacts on transportation, circulation, and access. Mitigation measures, in conformance with the Otay Ranch GDP Program EIR Findings, were included in the Program EIR (90-01) and require projects to construct appropriate improvements and contribute their proportionate share towards construction of regional facilities.

Linscott, Law & Greenspan Engineers (LLG) has prepared an analysis of transportation/traffic impacts (Appendix F), dated September 2001, resulting from buildout of the proposed project. The following discussion provides a summary of this analysis. Please refer to Appendix F for more detailed technical information. Appendices to the LLG traffic report are available at the City of Chula Vista Planning and Building Department.

In November, LLG analyzed a revised roadway network that realigned Alta Road, as the southern boundary of the Eastern Urban Center, and provides Hunte Drive as a connection between Hunte Parkway and SR-125. These network realignments are southeast of the Village Six SPA area, east of SR-125. This analysis was completed during the public review period for this EIR. The results of the November analysis are presented as an attachment to Appendix F. They conclude that no significant traffic impacts in addition to those determined in the draft EIR would occur if the revised traffic network were constructed.

5.10.1 Existing Conditions

The project area currently consists of fallow agricultural land. The project area is bounded by the proposed alignments of SR-125 on the east, Olympic Parkway on the north, La Media Road on the west, and Birch Road on the south. Regional access is provided by I-805, which is located approximately four miles west of the project site. Figure 5.10-1 shows the existing and proposed roadways and intersections in the study area.

The following is a brief description of the existing street system in the project area.

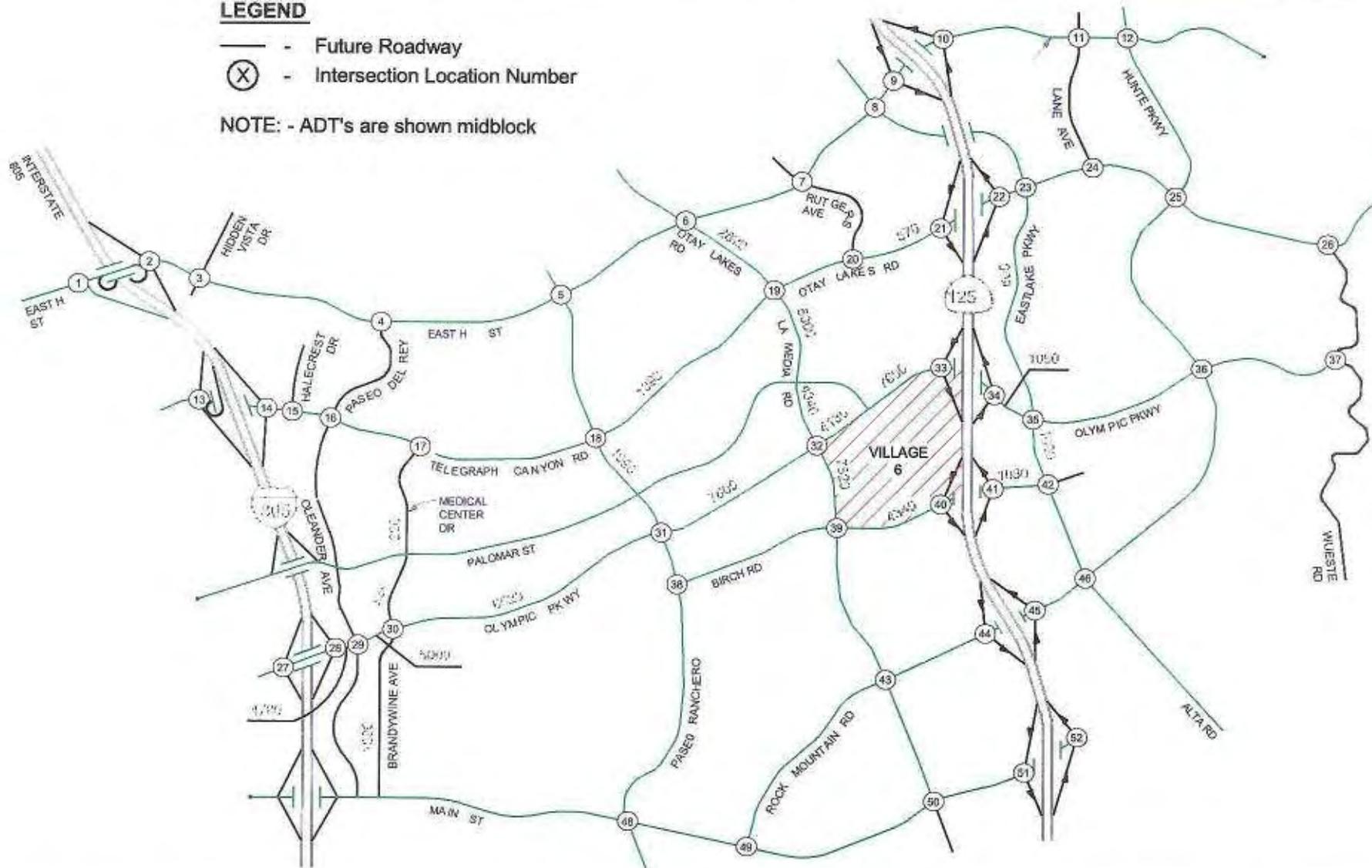
East H Street is to the north of the project boundary. East H Street is classified as a Six-Lane Prime Arterial from I-805 to Otay Lakes Road and as a Four-Lane Major east of Otay Lakes Road. Bike lanes exist on both sides of the road, and bus stops are located intermittently along East H Street. On-street parking is prohibited. Generally the posted speed limit is 50 miles per hour (mph), but near I-805, it is 40 mph and near Otay Lakes Road, it declines to 35 mph east of Otay Lakes Road.

Telegraph Canyon Road/Otay Lakes Road provides east-west access through the northern portions of the study area. Telegraph Canyon Road/Otay Lakes Road is classified as a Six-Lane Major west of Paseo del Rey and as a Six-Lane Prime Arterial east of Paseo del Rey.

LEGEND

- - Future Roadway
- (X) - Intersection Location Number

NOTE: - ADT's are shown midblock



Map Source: Linscott Law & Greenspan, 2001

FIGURE 5.10-1
Proposed Project Volumes at Buildout
Village Six Otay Ranch Development Plan

Currently, it is generally a six-lane facility, which transitions into a Class I Collector to the east of Hunte Parkway. Bike lanes exist on both sides of the road and bus stops are located intermittently along Telegraph Canyon Road/Otay Lakes Road. On-street parking is prohibited. The posted speed limit is 40 mph from I-805 to Crest Drive/Oleander Avenue, 45 mph from Crest Drive/Oleander Avenue to Old Telegraph Canyon Road, and 50 mph from Old Telegraph Canyon Road to Hunte Parkway.

Olympic Parkway provides direct access into the study area. It is classified as a Six-Lane Prime Arterial from I-805 to Hunte Parkway and as a Four-Lane Major east of Hunte Parkway. Olympic Parkway currently terminates at Paseo Ranchero and is a Four-Lane Major Street with bike lanes on both sides from I-805 to Oleander Avenue. Currently, it is a two-lane roadway east of Oleander Avenue, with improvements along the south side only. On-street parking is prohibited. The posted speed limit is 35 mph east of Oleander Avenue. Extension of this facility to the east is planned by the year 2002.

I-805 is a north-south freeway, which originates in South County and terminates at its connection with the I-5 freeway. Local interchanges in the project vicinity are at Olympic Parkway/Orange Avenue, Telegraph Canyon Road, and East H Street. I-805 is generally an eight-lane freeway between I-805 and SR-54 with auxiliary lanes present between some interchanges.

Medical Center Drive is classified as a Class I Collector and currently provides four lanes of travel. Bike lanes exist on both sides of the street and curbside parking is prohibited. A 35 mph speed limit is posted. Medical Center Drive becomes Brandywine Avenue south of East Palomar Street.

Paseo Ranchero is classified as a Class I Collector and currently extends from Rancho del Rey Parkway to East Palomar Street. Currently, the section of Paseo Ranchero from Telegraph Canyon Road to East Palomar Street is a Six-Lane Prime Arterial. Four lanes of travel are provided in the remaining section of Paseo Ranchero. Bike lanes exist today on both sides of the road; therefore, curbside parking is prohibited. The posted speed limit is 35 mph north of East H Street and 40 mph south of East H Street. Paseo Ranchero is planned to extend south of East Palomar Street to the future Olympic Parkway extension and beyond to Main Street as a Six-Lane Prime Arterial.

Otay Lakes Road is classified as a Six-Lane Prime Arterial. Currently, Otay Lakes Road is a Four-Lane Major arterial providing north-south access between Bonita Road and Telegraph Canyon Road, at which point it turns to the east. East of La Media Road, Otay Lakes Road is a Six-lane Prime Arterial and eventually transitions into a Class II Collector (two lanes) east of Hunte Parkway. Bike lanes exist on both sides of the road and the posted speed limit is 50 mph from Telegraph Canyon Road/La Media Road to the easterly city limits, east of Lane Avenue. La Media Road is planned to extend to the south from the intersection of Telegraph Canyon Road/Otay Lakes Road.

La Media Road is currently only built between Telegraph Canyon Road and Palomar Street. It is classified as a Prime Arterial.

Corral Canyon Road/Rutgers Avenue provides access between Central Avenue and Telegraph Canyon Road. Corral Canyon Road is classified as a Two-Lane Collector within the County of San Diego and becomes a Class II (Three-Lane) Collector within City of Chula Vista limits. Corral Canyon Road becomes Rutgers Avenue, also a Class II (Three-Lane) Collector, south of East H Street. Today, two lanes of travel are provided north of East H Street and four lanes of travel on the portion south of East H Street to Gotham Street. Bike lanes exist on either side of the street on both Corral Canyon Road/Rutgers Avenue. No curbside parking is available. The posted speed limit north of East H Street is 40 mph and 25 mph south of East H Street. Curbside parking is prohibited north of Gotham Street.

EastLake Parkway is classified as a Four-Lane Major Street and as a Six-Lane Prime Arterial south of the SDG&E easement in EastLake Greens. Currently, it provides four lanes (two lanes in each direction). Bike lanes exist on either side of the road and curbside parking is prohibited. The posted speed limit is 40 mph. This Four-Lane Major arterial will be extended south to the future Olympic Parkway extension as a Six-Lane Prime Arterial.

Hunte Parkway is classified as a Four-Lane Major Arterial from Otay Lakes Road to Olympic Parkway. Currently, it extends south of Otay Lakes Road to Olympic Parkway as a Four-Lane Major Street arterial with a posted speed limit of 45 mph. Bike lanes exist on either side of the road and curbside parking is prohibited. This facility connects to Olympic Parkway to the south. It is proposed to widen to a Six-Lane Prime Arterial from Olympic Parkway to SR-125.

SR-125 is proposed to be completed between SR-54 and SR-905 initially as a four-lane tollway. It may be constructed by 2004 but the current status is unclear.

Alta Road is a future planned roadway to be constructed between Hunte Parkway and SR-905 as a Six-Lane Prime Arterial.

Wueste Road is classified as a Class III Rural Collector. It is currently a narrow, winding two-lane roadway extending between Otay Lakes Road and the south city limits.

A total of 52 intersections within the study area were evaluated for traffic impacts. These intersections are shown in Figure 5.10-1. Twenty-seven of these intersections exist today, while the remaining 25 will be built in the future. Of the 27 existing intersections, 21 are signalized and 6 are unsignalized. The intersections studied were chosen based on the amount of project traffic expected to utilize these intersections.

Table 5.10-1 presents the existing AM and PM peak hour intersection operations. As seen in the table, all signalized intersections are calculated to currently operate at level of service (LOS) D or better, except the following:

- East H Street/I-805 southbound ramps (LOS F in the PM peak hour)
- Telegraph Canyon Road/I-805 northbound ramps (LOS E in the AM and PM peak hours)
- Olympic Parkway/I-805 southbound ramps (LOS E in the PM peak hour)

Table 5.10-2 summarizes the street segment operations under existing conditions. As seen in this table, all key street segments are calculated to operate at LOS C or better under existing conditions except the following:

- East H Street from I-805 to Hidden Vista Drive (LOS F)
- Telegraph Canyon Road from I-805 to Oleander Avenue (LOS D)

Arterials

The City of Chula Vista's Traffic Monitoring Program (TMP) assesses the operating performance of the City's arterial street system for compliance with the threshold standards in accordance with the Growth Management Oversight Committee (GMOC) methodology. The City of Chula Vista's significance criteria dictates that if a volume/capacity analysis indicates LOS D, E, or F conditions, the GMOC TMP method shall be utilized in the analysis of those segments in the short term (0-4 year horizon). Based on the GMOC TMP methodology described in Appendix D of the traffic report, East H Street and Telegraph Canyon Road were analyzed in the near-term condition (0-4 year horizon) because these arterials are the only sections or links of roadways located within GMOC arterial street segments calculated to operate at LOS D or worse. Using the TMP methodology, both arterial segments are calculated to operate at LOS C or better:

- East H Street: I-805 to Southwestern College
- Telegraph Canyon Road: Halecrest Avenue to Medical Center Drive
Medical Center Drive to Otay Lakes Road

Current conditions for I-805 between Bonita Road and East H Street are LOS F, and between East H Street and Telegraph Canyon Road the level of service is LOS E.

**TABLE 5.10-1
EXISTING PEAK HOUR INTERSECTION OPERATIONS**

Intersection		Existing	
		Delay	LOS
1. East H St./I-805 SB ramps	AM	51.9	D
	PM	>100.0	F
2. East H St./I-805 NB ramps	AM	14.6	B
	PM	36.9	D
3. East H St./Hidden Vista Dr.	AM	28.2	C
	PM	45.3	D
4. East H St./Paseo del Rey	AM	23	C
	PM	34.1	C
5. East H St./Paseo Ranchero	AM	39	D
	PM	34.6	C
6. East H St./Otay Lakes Rd.	AM	51.9	D
	PM	43.1	D
7. East H St./Rutgers Ave.	AM	37.3	D
	PM	31.1	C
8. East H St./EastLake Dr.	AM	33.8	D
	PM	21.9	C
11. Proctor Valley Rd. (East H St.)/Lane Ave.	AM	8.7	A
	PM	8.1	A
12. Proctor Valley Rd. (East H St.)/Hunte Pkwy.	AM	Low volumes	Low volumes
	PM		
13. Telegraph Canyon Rd./I-805 SB ramps	AM	31.2	C
	PM	38.1	D
14. Telegraph Canyon Rd./I-805 NB ramps	AM	76.9	E
	PM	64.4	E
15. Telegraph Canyon Rd./Halecrest Dr.	AM	48.1	D
	PM	23.3	C
16. Telegraph Canyon Rd./Paseo del Rey	AM	13.4	B
	PM	23.6	C
17. Telegraph Canyon Rd./Medical Center Dr.	AM	36.5	D
	PM	29.1	C
18. Telegraph Canyon Rd./Paseo Ranchero	AM	27.9	C
	PM	23.3	C
19. Telegraph Canyon Rd./La Media Rd.	AM	31.6	C
	PM	32.8	C
20. Otay Lakes Rd./Rutgers Ave.	AM	13	B
	PM	13.7	B
23. Otay Lakes Rd./EastLake Parkway.	AM	32.2	C
	PM	29.7	C

TABLE 5.10-1
EXISTING PEAK HOUR INTERSECTION OPERATIONS
 (continued)

Intersection		Existing	
		Delay	LOS
24. Otay Lakes Rd./Lane Ave.	AM	23.3	C
	PM	23.1	C
25. Otay Lakes Rd./Hunte Pkwy.	AM	30.5	C
	PM	3.7	C
26. Otay Lakes Rd./Wueste Rd.	AM	9.5 3	A
	PM	9.6 3	A
27. Olympic Pkwy./I-805 SB ramps	AM	22.5	C
	PM	28.4	C
28. Olympic Pkwy./I-805 NB ramps	AM	35	C
	PM	29.8	C
29. Olympic Pkwy./Oleander Ave.	AM	9.6	A
	PM	16.3	B
30. Olympic Pkwy./Brandywine Ave.	AM	6.4	A
	PM	8.1	A
36. Olympic Pkwy./Hunte Pkwy.	AM	Low volumes	Low volumes
	PM		
37. Olympic Pkwy./Wueste Rd.	AM	Low volumes	Low volumes
	PM		

NOTE: Shaded cells have an LOS of E or F. SB = southbound; NB = northbound.

**TABLE 5.10-2
EXISTING STREET SEGMENT OPERATIONS**

Street Segment	Roadway Class	Capacity at LOS C	Existing	
			Volume	LOS
H STREET				
I-805 to Hidden Vista Dr.	Prime Arterial	50,000	64,270	F
Hidden Vista Dr. to Paseo del Rey	Prime Arterial	50,000	44,410	C
Paseo Ranchero to Otay Lakes Road	Prime Arterial	50,000	26,520	A
Otay Lakes Road to Rutgers Rd.	Major Arterial (4L)	30,000	18,540	A
Rutgers Rd. to SR-125	Major Arterial (4L)	30,000	14,770	A
PROCTOR VALLEY ROAD				
Mount Miguel Rd. to Lane Ave.	Prime Arterial	50,000	4,080	A
TELEGRAPH CANYON ROAD				
I-805 to Halecrest	Prime Arterial ¹	50,000	50,800	F
Halecrest to Paseo del Rey	Prime Arterial	50,000	47,200	C
Paseo del Rey to Medical Center	Prime Arterial	50,000	42,000	B
Medical Center to Paseo Ranchero	Prime Arterial	50,000	40,990	B
Paseo Ranchero to Main Street	Prime Arterial	50,000	34,480	B
OTAY LAKES ROAD				
North of H St.	Major Arterial (4L)	30,000	20,300	A
H St. to Telegraph Canyon Rd.	Major Arterial (4L)	33,000	20,760	A
Telegraph Canyon Rd. to Rutgers Rd.	Prime Arterial	50,000	31,120	A
Rutgers Rd. to EastLake Pkwy.	Prime Arterial	50,000	28,300	A
EastLake Pkwy. to Lane Ave.	Prime Arterial	50,000	12,420	A
Lane Ave. to Hunte Pkwy.	Prime Arterial	50,000	6,830	A
Hunte Pkwy. to Wueste Rd.	Prime Arterial	50,000	3,620	A
PASEO RANCHERO				
H St. to Telegraph Canyon Rd.	Class I Collector	22,000	10,420	A
EASTLAKE PARKWAY				
N/O Otay Lakes Road	Major Arterial (4L)	30,000	8,760	A
S/O Otay Lakes Road	Major Arterial (4L)	30,000	16,590	A
LANE AVENUE				
N/O Otay Lakes Road	Class I Collector	22,000	3,900	A
HUNTE PARKWAY				
Otay Lakes Road to Clubhouse Drive	Major Arterial (4L)	30,000	3,590	A
WUESTE ROAD				
Otay Lakes Road to Olympic Parkway	Class III Collector	7,500	3,600	A

SOURCE: SANDAG Cities/County Transportation Forecast, October 2000.

NOTE: Levels of service D, E, and F indicated with shading.

¹Classified as a Six-Lane Major Arterial but functions as a Prime Arterial.

²Four-Lane Major Arterial until 2015.

³Classification is Six-Lane Prime Arterial south of SDG&E easement.

5.10.2 Thresholds of Significance

The City of Chula Vista has developed traffic standards, which were used by LLG to evaluate the proposed project. The traffic impacts would result in a significant transportation/traffic impact if they would exceed the following thresholds for intersections, street segments, freeways, and Congestion Management Program thresholds. The following criteria are from "Guidelines for Traffic Impact Studies" (February 13, 2001).

A. Short-term (Study Horizon Year 0 to 4)

1. Intersections

- a. Project specific impact if both the following criteria area met:
 - i. Level of service is LOS E or LOS F
 - ii. Project trips comprise 5% or more of entering volume.
- b. Cumulative impact if only #1 is met.

2. Street Lines/Segments

If the ADT methodology indicates LOS C or better, the impact is not significant. If the ADT methodology indicates LOS D, E, or F, the GMOC method should be used. The following criteria would then be used.

- a. Project specific impact if all the following criteria are met:
 - i. Level of service is LOS D for more than 2 hours or LOS E/F
 - ii. Project trips comprise 5% or more of segment volume
 - iii. Project adds greater than 800 ADT to segment
- b. Cumulative Impact if only #1

3. Freeways

- a. Project specific impact if both the following criteria are met:
 - i. Freeway segment LOS is LOS E or LOS F

- ii. Project comprises 5% or more of the total forecasted ADT on that freeway segment.
- b. Cumulative impact if only #1 is met

B. Long Term (Study Horizon Year 5 and later)

1. Intersections

- a. Project specific impact if both the following criteria are met:
 - i. Level of service is LOS E or LOS F
 - ii. Project trips comprise 5% or more of entering volume.
- b. Cumulative impact if only #1 is met.

2. Street Lines/Segments

Use the planning analysis using the volume-to-capacity ratio methodology only. The GMOC analysis methodology is not applicable beyond a four-year horizon.

- a. Project specific impact if all three of the following criteria are met:
 - i. Level of service is LOS D for more than 2 hours or LOS E/F
 - ii. Project trips comprise 5% or more of segment volume
 - iii. Project adds greater than 800 ADT to segment
- b. Cumulative Impact if only #1. However, if the intersections along a LOS D or LOS E segment all operate at LOS D or better, the segment impact is considered not significant since intersection analysis is more indicative of actual roadway system operations than street segment analysis. If segment Level of Service is LOS F, impact is significant regardless of intersection LOS.
- c. Notwithstanding the foregoing, if the impact identified in paragraph a. above occurs at study horizon year 10 or later, and is off-site and not adjacent to the project, the impact is considered cumulative. Study year 10 may be that typical SANDAG model year which is between 8 and 13 years in the future. In this case of a traffic study being performed in the

period of 2000 to 2002, because the typical model will only evaluate traffic at years divisible by 5 (i.e., 2005, 2010, 2015, and 2020) study horizon year 10 would correspond to the SANDAG model for year 2010 and would be 8 years in the future. If the model year is less than 7 years in the future, study horizon year 10 would be 13 years in the future.

- d. In the event a direct identified project-specific impact in paragraph a. above occurs at study horizon year 5 or earlier and the impact is off-site and not adjacent to this project, but the property immediately adjacent to the identified project-specific impact is also proposed to be developed in approximately the same time frame, an additional analysis may be required to determine whether or not the identified project specific impact would still occur if the development of the adjacent property does not take place. If the additional analysis concludes that the identified project-specific impact is no longer a direct impact, then the impact shall be considered cumulative.

3. Freeways

- a. Project specific impact if both the following criteria are met:
 - i. Freeway segment LOS is LOS E or LOS F
 - ii. Project comprises 5% or more of the total forecasted ADT on that freeway segment.
- b. Cumulative impact if only #1 is met

Congestion Management Program (CMP)

Project traffic and roadway improvements must be in compliance with the SANDAG CMP. The CMP was adopted by SANDAG on November 22, 1991, and is intended to directly link land use, transportation, and air quality through level of service performance. The CMP requires an enhanced CEQA review of all large projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips.

In 1993, the Institute of Transportation Engineers California Border Section and the San Diego Region Traffic Engineer's Council established a set of guidelines to be used in the preparation of traffic impact studies that are subject to the enhanced CEQA review process. This published document, which is titled 1993 Guidelines for Congestion Management Program Transportation Impact Reports for the San Diego Region, requires that a project study area be established as follows:

- All streets and intersections on CMP roadways or on “regionally significant arterials” where the project will add 50 or more peak hour trips in either direction.
- Mainline freeway locations where the projects will add 150 or more peak hour trips in either direction.

Per these guidelines, East H Street, I-805, Telegraph Canyon Road, and SR-125 were analyzed in this report, as required to satisfy the CMP.

5.10.3 Impacts

Methodology

In order to assess potential traffic impacts generated from Village Six, three separate analyses were conducted as follows:

1. Existing + project analysis
2. Near-term cumulative analysis
3. Long-term cumulative analysis

An existing + project analysis was conducted to determine the impacts of the entire project in relation to the existing baseline condition. Olympic Parkway was assumed to be built because it is fully funded and planned to be extended to Hunte Parkway by 2002. No other circulation improvements were assumed to be constructed.

A cumulative analysis of the near-term pre-SR-125 scenario was conducted. This analysis is pre-year 2005 and includes all projects in the eastern territories of Chula Vista as currently proposed. The basis for the near-term cumulative analysis is the East H Street/Telegraph Canyon Road Capacity Analysis Traffic Report prepared by Linscott, Law & Greenspan in June 2000.

A long-term cumulative analysis was conducted to determine the impact of the proposed project and all other proposed projects in the study area. The long-term cumulative analysis consists of a future analysis in five-year increments including 2005, 2010, 2015, 2020, and buildout, with all projects constructed as proposed.

For comparison purposes, an analysis of the study years outlined above was also conducted assuming *adopted* land uses were constructed for all projects in the study area. Village Six was assumed to be built as proposed.

The operations of the intersections, street segments, arterials, and freeways were determined with both the adopted land use plan and proposed project land uses. Determination of the significance of impacts was made for the proposed project. The adopted operations are provided to illustrate the potential effect of development under the existing plan relative to the proposed SPA Plan. A review of the tables in this report shows that the operations with adopted and proposed land uses are similar.

The basis of the traffic analysis is the 2020 City/County Forecast Traffic Model, which is produced by SANDAG. LLG worked with the City of Chula Vista and SANDAG to input the proper land use and network designations into the model for the following study years:

- Year 2005 (without SR-125)
- Year 2005 (with SR-125)
- Year 2010
- Year 2015
- Year 2020
- Buildout

For each of these study years, the model was run with both adopted land uses and circulation assumptions and proposed land uses and circulation assumptions for the entire study area. The proposed project's land uses and adopted land uses were coded into the traffic models, and the difference in total trips between the adopted and proposed land uses were calculated. These volumes were then added to the adopted land use model to analyze the impacts that are expected to result from the proposed land use changes.

SANDAG trip generation rates were utilized to determine the amount of traffic the project would generate. The one exception is the proposed private high school. The trip rate for the 2200-student school was based on counts at North Torrey Pines High School. The trip rate of 3.65 per student is considered to be conservative.

The project trip generation for the proposed Village Six SPA Plan is projected to be 32,780 ADT. Of this amount, 14,330 ADT are generated by non-residential uses and 18,450 trips by residential uses. Because schools, commercial uses, and recreational uses are planned within the project, some traffic will remain internal to the project. It was assumed that 30 percent of the trips generated by residential uses and 38.6 percent of non-residential uses would remain internal to the site.

Subtracting the internal trips generated from the total trip generation yields the external trip generation. The project is calculated to generate 21,720 ADT on the surrounding street system at project buildout. This traffic generation was assumed for the years 2010, 2015, 2020, and buildout analysis because the proposed project is scheduled for completion prior to 2010. For the year 2005, approximately 609 dwelling units and no non-residential uses were evaluated. All the traffic generated by these dwelling units was distributed to the regional network. No internal trips were assumed.

The following is a description of the results of each of the three analyses.

Existing + Proposed Project Analysis

The existing + proposed project analysis was conducted by adding the proposed project traffic to existing traffic and also assuming Olympic Parkway was extended from its current terminus to Hunte Parkway. Olympic Parkway is fully funded and will be extended prior to project completion.

Table 5.10-3 shows the existing + proposed project intersection analysis. This table shows that the addition of project traffic does not cause any intersection LOS to degrade from LOS D or better to LOS E or F. Some of the delays improve along East H Street and Telegraph Canyon Road due to the extension of Olympic Parkway.

Table 5.10-4 shows the existing + proposed project street segment analysis. This table shows that with the addition of project traffic, all street segments are calculated to continue to operate to at LOS C or better, except for the following three segments.

- H Street from I-805 to Hidden Vista Drive (LOS F)
- Telegraph Canyon Road from I-805 to Halecrest Drive(LOS F)
- Telegraph Canyon Road from Halecrest to Paseo del Rey (LOS E)

Near-term Cumulative Analysis

As traffic increases in the eastern territories of Chula Vista, the levels of service on the key east/west streets (East H Street, Telegraph Canyon Road, Olympic Parkway) will exceed City standards, unless SR-125 is constructed. The time frame when the standards will be exceeded is dependent on the number of housing units constructed per year. LLG completed an analysis in March 2001 which estimated the total number of housing units that could be constructed east of I-805 before the City roadway LOS standards would be exceeded. It was determined that East H Street and Telegraph Canyon Road just east of I-805 would be the "constraint" in the area street system. These roadways were then further studied using the City's Traffic Monitoring Program Methodology in terms of average travel speed.

**TABLE 5.10-3
FUTURE PEAK HOUR INTERSECTION OPERATIONS**

Intersection		Existing + Project		2005 without SR-125		2005 with SR-125		2010		2015		2020		Buildout	
		Delay	LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS
1. East H St./I-805 SB ramps	AM	45.5	D	58.2	E	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	>100.0	F	>100	F										
2. East H St./I-805 NB ramps	AM	8.7	A	13.1	B	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	18.8	B	54.2	D										
3. East H St./Hidden Vista Dr.	AM	25.4	C	34.2	C	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	38.7	D	>100	F										
4. East H St./Paseo del Rey	AM	23.2	C	24.6	C	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	34.3	C	37	D										
5. East H St./Paseo Ranchero	AM	38.7	D	41.3	D	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	34.4	C	44.1	D										
6. East H St./Otay Lakes Rd.	AM	52	D	53.5	D	44.5	D	51.1	D	47.8	D	49.8	D	51.5	D
	PM	45.1	D	49.4	D	53.6	D	54.1	D	54.9	D	54.3	D	54.9	D
7. East H St./Rutgers Ave.	AM	37.7	D	47.3	D	NA-2		NA-2		NA-2		NA-2		NA-2	
	PM	32	C	34.1	C										
8. East H St./EastLake Dr.	AM	36.8	D	43.2	D	NA-2		NA-2		NA-2		NA-2		NA-2	
	PM	30.1	C	34.8	C										
9. East H St./SR-125 SB ramps	AM		DNE		DNE	17	B	18.2	B	16	B	15.4	B	15.5	B
	PM					24.9	C	28.6	C	29.1	C	28.6	C	28.9	C
10. Proctor Valley Road/SR-125 NB ramps	AM		DNE		DNE	2.7	A	3.2	A	3.6	A	3.5	A	3.6	A
	PM					3.2	A	3.2	A	4	A	4	A	4.1	A
11. Proctor Valley Rd. (East H St.)/Lane Ave.	AM	8.4	A	43.6	D	47.8	D	46.6	D	44.1	D	40.7	D	41.3	D
	PM	7.9	A	35.7	D	36.2	C	40.3	D	44	D	39.9	D	40.4	D
12. Proctor Valley Rd. (East H St.)/Hunte Pkwy.	AM	7.2	A	24.4	D	33.3	C	42.4	D	40.7	D	37.8	D	38.5	D
	PM	7.3	A	22.4	C	25.2	C	52.1	D	47.3	D	47.8	D	49.8	D

**TABLE 5.10-3
FUTURE PEAK HOUR INTERSECTION OPERATIONS
(continued)**

Intersection		Existing + Project		2005 without SR-125		2005 with SR-125		2010		2015		2020		Buildout	
		Delay	LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS
13. Telegraph Canyon Rd./I-805 SB ramps	AM	29	C	44.3	D	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	31.8	C	>100	F										
14. Telegraph Canyon Rd./I-805 NB ramps	AM	62.6	E	68.7	E	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	41	D	27.7	C										
15. Telegraph Canyon Rd./Halecrest Dr.	AM	40.9	D	46.4	D	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	25	C	13.1	B										
16. Telegraph Canyon Rd./Paseo del Rey	AM	13.5	B	48.9	D	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	23.8	C	51.7	D										
17. Telegraph Canyon Rd./Medical Center Dr.	AM	38.6	D	54.1	D	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	29.8	C	43	C										
18. Telegraph Canyon Rd./Paseo Ranchero	AM	29.8	C	54.7	D	NA-1		NA-1		NA-1		NA-1		NA-1	
	PM	25.5	C	42.1	D										
19. Telegraph Canyon Rd./La Media Rd.	AM	34.4	C	51.1	D	40.7	D	53.9	D	52.9	D	51.8	D	54.3	D
	PM	34.5	C	54.7	D	42.8	D	52	D	50.6	D	52.3	D	55	D
20. Otay Lakes Rd./Rutgers Ave.	AM	14.8	B	24.6	C	NA-2		NA-2		NA-2		NA-2		NA-2	
	PM	14.1	B	20.7	C										
21. Otay Lakes Rd./SB SR-125		DNE		DNE		15.9	B	19	B	21.4	C	19.4	B	19.5	B
						40.6	D	46.9	D	54.4	D	45.8	D	49.5	D
22. Otay Lakes Rd./NB SR-125		DNE		DNE		6.3	A	10.3	B	12.6	B	11.8	B	12.4	B
						11	B	11.7	B	17.4	B	14.5	B	14.9	B
23. Otay Lakes Rd./EastLake Pkwy.		DNE		DNE		50.5	D	54.8	D	54.5	D	53.4	D	54.8	D
						46.6	D	48.4	D	41	D	38.3	D	39	D
24. Otay Lakes Rd./Lane Ave.	AM	23.9	C	28.3	C	27.5	C	29.4	C	30.1	C	32.3	C	33.3	C
	PM	23.9	C	26.8	C	27.2	C	28.7	C	29.2	C	29.5	C	29.8	C

**TABLE 5.10-3
FUTURE PEAK HOUR INTERSECTION OPERATIONS
(continued)**

Intersection		Existing + Project		2005 without SR-125		2005 with SR-125		2010		2015		2020		Buildout	
		Delay	LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS
25. Otay Lakes Rd./Hunte Pkwy.	AM	30.3	C	34.5	C	36.6	D	42.1	D	45	D	54.1	D	54.9	D
	PM	23.5	C	27.8	C	33.4	C	43.4	D	38.9	D	40.5	D	41.1	D
26. Otay Lakes Rd./Wueste Rd.	AM	4	A	6	A	10.9	B	DNE		DNE		DNE		DNE	
	PM	3.8	A	6.8	A	12.5	B								
27. Olympic Pkwy./I-805 SB ramps	AM	30.5	C	30.3	C	29.9	C	39.6	D	25.9	C	29.9	C	30.4	C
	PM	37.6	D	44.5	D	45.5	D	54.2	D	46.2	D	44.6	D	47.5	D
28. Olympic Pkwy./I-805 NB ramps	AM	50	D	54.2	D	47	D	54.3	D	44.7	D	53.6	D	51.7	D
	PM	27.5	C	33.3	C	30.1	C	35	D	30.7	C	31.5	C	32.9	C
29. Olympic Pkwy./Oleander Ave.	AM	31.8	C	28.4	C	32.1	C	42	D	28.1	C	34.8	C	37.4	D
	PM	9.4	A	20.5	C	24.6	C	30.1	C	25.8	C	30.4	C	32.8	C
30. Olympic Pkwy./Brandywine Ave.	AM	25.9	C	54	D	52.3	D	51.3	D	50.7	D	54	D	55	D
	PM	17.8	B	44.6	D	42.5	D	52	D	46.3	D	54.3	D	54.1	D
31. Olympic Pkwy./Paseo Ranchero	AM	33	C	40.9	D	39.3	D	49.3	D	52	D	52.1	D	54.8	D
	PM	24.7	C	38.7	D	37.7	D	48.2	D	50.7	D	52.2	D	54.7	D
32. Olympic Pkwy./La Media Rd.	AM	32.1	C	36.2	D	30.3	C	42.5	D	35.7	D	49.5	D	51.5	D
	PM	28.7	C	32	C	42.9	D	51.9	D	45.5	D	52.4	D	54.7	D
32a. Olympic Pkwy./East Palomar	AM	DNE		52.7	D	34	C	47.7	D	45.2	D	53.3	D	39.1	D
	PM			37	D	31.3	C	45.6	D	40.6	D	40.6	D	38.8	D
32b. East Palomar/La Media Rd.	AM	NA-3		NA-3		NA-3		NA-3		NA-3		NA-3		54.5	D
	PM													51.1	D
33. Olympic Pkwy./SB SR-125	AM	DNE		DNE		21.2	C	18.3	B	22.7	C	20.2	C	20.4	C
	PM					24.3	C	36.8	D	44.9	D	36.7	D	39.7	D
34. Olympic Pkwy./NB SR-125	AM	DNE		DNE		4	A	4.9	A	4.8	A	4.8	A	4.9	A
	PM					8.3	A	12.2	B	9.5	A	9.2	A	9.3	A

**TABLE 5.10-3
FUTURE PEAK HOUR INTERSECTION OPERATIONS
(continued)**

Intersection		Existing + Project		2005 without SR-125		2005 with SR-125		2010		2015		2020		Buildout	
		Delay	LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS
35. Olympic Pkwy./EastLake Pkwy.	AM	44.3	D	50.7	D	41.1	D	47.2	D	41.2	D	42.9	D	44	D
	PM	31.9	C	34.7	C	52.6	D	45	D	46.3	D	52.9	D	54.9	D
36. Olympic Pkwy./Hunte Pkwy.	AM	39.2	D	40.4	D	35.6	D	37.1	D	36.8	C	43.7	D	45.1	D
	PM	27.6	C	29.7	C	38.6	D	31.3	C	31.7	D	36.8	D	37	D
37. Olympic Pkwy./Wueste Rd.	AM	7.6	A	7.8	A	7.8	A	9.2	A	11.5	C	25.3	D	27.1	D
	PM	8.1	A	8.5	B	8.1	A	16.9	C	46.6	C	117.7	F	>100.0	F
38. Birch Street/Paseo Ranchero	AM	DNE		DNE		DNE		34.5	C	44	D	51.7	D	54.7	D
	PM	DNE		DNE		DNE		30	C	52.8	D	48.9	D	52.5	D
39. Birch Street/La Media Road	AM	DNE		DNE		DNE		42.9	D	48.2	D	54.8	D	54.6	D
	PM	DNE		DNE		DNE		50.9	D	49	D	49.3	D	51	D
40. Birch Street/SR-125 SB ramps	AM	DNE		DNE		6.9	A	5.5	A	18.9	B	15.8	B	16	B
	PM	DNE		DNE		19.7	B	25.3	C	29.5	C	11.2	B	11.4	B
41. Birch Street/SR-125 NB ramps	AM	DNE		DNE		5.8	A	29.1	C	20.8	C	16.7	B	16.9	B
	PM	DNE		DNE		20.5	C	23.2	C	24.5	C	18.9	C	19.4	B
42. Birch Street/EastLake Drive	AM	DNE		DNE		12.3	B	21.4	C	26.2	C	30.2	C	31.3	C
	PM	DNE		DNE		45.4	D	38.2	D	51.5	D	54.1	D	54.2	D
43. Rock Mtn. Road/La Media Road	AM	DNE		DNE		DNE		DNE		36.8	D	41	D	41.3	D
	PM	DNE		DNE		DNE		DNE		39.4	D	54.3	D	54.6	D
44. Rock Mtn. Road/SR-125 SB ramps	AM	DNE		DNE		DNE		6.6	A	1.9	A	18.2	B	18.4	B
	PM	DNE		DNE		DNE		6.7	A	7.4	A	20.7	C	20.9	C
45. Rock Mtn. Road/SR-125 NB ramps	AM	DNE		DNE		DNE		26.2	C	29.7	C	44.3	D	48.3	D
	PM	DNE		DNE		DNE		26.8	C	33.2	C	48.5	D	51.9	D
46. Rock Mtn. Road/ EastLake Parkway	AM	DNE		DNE		DNE		28.2	C	DNE		54.3	D	54.9	D
	PM	DNE		DNE		DNE		26.3	C	DNE		44.1	D	45.9	D

**TABLE 5.10-3
FUTURE PEAK HOUR INTERSECTION OPERATIONS
(continued)**

Intersection		Existing + Project		2005 without SR-125		2005 with SR-125		2010		2015		2020		Buildout	
		Delay	LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS	Proposed Delay	Proposed LOS
48. Main Street/Paseo Ranchero	AM		DNE		DNE		DNE		DNE	53	D	52.3	D	54.1	D
	PM									50.5	D	53.3	D	54.5	D
49. Main Street/Rock Mtn. Road	AM		DNE		DNE		DNE		DNE	27.1	C	31.2	C	31.6	C
	PM									26	C	45.8	D	48.8	D
50. Main Street/La Media Road	AM		DNE		DNE		DNE		DNE	26.2	C	30.9	C	31.2	C
	PM									26.6	C	45.2	D	47.4	D

NOTE: Shaded cells have an LOS of E or F. SB = southbound; NB = northbound; DNE = does not exist.

NA-1= Intersections west of Otay Lakes Road/La Media Road were not analyzed for the future scenarios with SR125 since the construction of Sr-125 will decrease traffic substantially in the area between I-805 and SR-125

NA-2= Intersections were not analyzed since these are minor and lower traffic volumes are expected with SR-125

NA-3= Only analyzed for buildout condition.

**TABLE 5.10-4
EXISTING PLUS PROJECT STREET SEGMENT OPERATIONS**

Street Segment	Roadway Class	Capacity at LOS C	Existing + Project Volume	LOS
H STREET				
I-805 to Hidden Vista Dr.	Prime Arterial	50,000	64,270	F
Hidden Vista Dr. to Paseo del Rey	Prime Arterial	50,000	44,410	C
Paseo Ranchero to Otay Lakes Road	Prime Arterial	50,000	26,760	A
Otay Lakes Road to Rutgers Rd.	Major Arterial (4L)	30,000	18,540	A
Rutgers Rd. to Mount Miguel Rd	Major Arterial (4L)	30,000	14,770	A
PROCTOR VALLEY ROAD				
Mount Miguel Rd. to Lane Ave.	Prime Arterial	50,000	4,080	A
TELEGRAPH CANYON ROAD				
I-805 to Halecrest	Prime Arterial ¹	50,000	51,230	F
Halecrest to Paseo del Rey	Prime Arterial	50,000	47,630	E
Paseo del Rey to Medical Center	Prime Arterial	50,000	42,550	B
Medical Center to Paseo Ranchero	Prime Arterial	50,000	51,540	B
Paseo Ranchero to Main Street	Prime Arterial	50,000	34,600	C
OTAY LAKES ROAD				
North of H St.	Major Arterial (4L)	30,000	21,150	A
H St. to Telegraph Canyon Rd.	Major Arterial (4L)	33,000	21,980	A
Telegraph Canyon Rd. to Rutgers Rd.	Prime Arterial	50,000	31,540	A
Rutgers Rd. to EastLake Pkwy	Prime Arterial	50,000	28,670	A
EastLake Pkwy. to Lane Ave.	Prime Arterial	50,000	12,420	A
Lane Ave. to Hunte Pkwy.	Prime Arterial	50,000	6,830	A
Hunte Pkwy. to Wueste Rd.	Prime Arterial	50,000	3,620	A
PASEO RANCHERO				
H St. to Telegraph Canyon Rd.	Class I Collector	22,000	10,480	A
EASTLAKE PARKWAY				
N/O Otay Lakes Road	Major Arterial (4L)	30,000	8,760	A
S/O Otay Lakes Road	Major Arterial (4L)	30,000	16,770	A
LANE AVENUE				
N/O Otay Lakes Road	Class I Collector	22,000	3,900	A
HUNTE PARKWAY				
Otay Lakes Road to Clubhouse Drive	Major Arterial (4L)	30,000	3,590	A
WUESTE ROAD				
Otay Lakes Road to Olympic Parkway	Class III Rural Collector	7,500	3,600	A

SOURCE: SANDAG Cities/County Transportation Forecast, October 2000.

NOTE: Levels of service D, E, and F indicated with shading.

¹Classified as a Six-Lane Major Arterial but functions as a Prime Arterial.

²Four-Lane Major Arterial until 2015.

³Classification is Six-Lane Prime Arterial south of SDG&E easement.

The City thresholds are approached as travel speeds decrease. Historical traffic data (speed and volumes) were collected and a linear regression equation was developed to form a relationship between speed and volume. Traffic models were run by SANDAG for the years 2001, 2002, 2003, and 2004 to forecast future traffic volumes. It was assumed that Olympic Parkway was extended to Hunte Parkway and SR-125 was not constructed. The 2001-2004 volumes were used to determine how much traffic would result annually prior to City thresholds being exceeded. This volume was then correlated to a number of dwelling units, which was estimated to be constructed before City thresholds are exceeded. It was ~~determined~~ estimated that 9,429 dwelling units could be constructed before exceeding City thresholds.

Based on the phasing assumed in Appendix H of the traffic technical study, City standards may ~~will~~ be exceeded on Telegraph Canyon Road in the near term, if SR-125 is not built. The impact on Telegraph Canyon Road was calculated to occur when the total number of new dwelling units in the eastern territories exceeded 9,429 units beginning January 1, 2000.

Long-term Cumulative Analysis

Year 2005 without SR-125

Tables 5.10-3 and 5.10-5 summarize the AM and PM peak hour delay and levels of service at key intersections and street segments, respectively. With the proposed project's land uses, all intersections are calculated to operate at LOS D or better in the AM and PM peak hours except the following intersections:

- East H Street/I-805 southbound ramps (LOS E in the AM and LOS F in the PM peak hours)
- East H Street/Hidden Vista Drive (LOS F in the PM peak hour)
- Telegraph Canyon Road/I-805 southbound ramps (LOS F in the PM peak hour)
- Telegraph Canyon Road/I-805 northbound ramps (LOS E in the AM peak hour)

In the Year 2005 without SR-125 and with proposed land uses, all key street segments are calculated to operate at LOS C or better except the following segments:

- East H Street from I-805 to Hidden Vista Drive (LOS F)
- Telegraph Canyon Road from I-805 to Paseo del Rey (LOS D)
- Telegraph Canyon Road from Paseo del Rey to Paseo Ranchero (LOS D)

**TABLE 5.10-5
FUTURE STREET SEGMENT OPERATIONS**

Street Segment	Roadway Class	Capacity at LOS C	Year 2005 without SR-125		Year 2005 with SR-125		Year 2010		Year 2015		Year 2020		Buildout	
			Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
H STREET														
I-805 to Hidden Vista Dr.	Prime Arterial	50,000	65,000	F	62,000	E	57,000	E	57,000	E	62,000	E	60,000	E
Hidden Vista Dr. to Paseo del Rey	Prime Arterial	50,000	46,000	C	44,000	C	40,000	B	40,000	B	43,000	B	41,000	B
Paseo del Rey to Paseo Ranchero	Prime Arterial	50,000	45,000	C	42,000	B	40,000	B	40,000	B	45,000	B	43,000	B
Paseo Ranchero to Otay Lakes Road	Prime Arterial	50,000	38,000	B	36,000	A	35,000	A	35,000	A	39,000	B	39,000	B
Otay Lakes Road to Rutgers Rd.	Major Arterial (4L)	30,000	23,000	B	19,000	A	24,000	B	23,000	B	23,000	B	24,000	B
Rutgers Rd. to SR-125	Major Arterial (4L)	30,000	19,000	A	14,000	A	15,000	A	15,000	A	14,000	A	20,000	A
SR-125 to Mount Miguel Rd.	Prime Arterial	50,000	11,000	A	17,000	A	19,000	A	20,000	A	18,000	A	30,000	A
PROCTOR VALLEY ROAD														
Mount Miguel Rd. to Lane Ave.	Prime Arterial	50,000	14,000	A	15,000	A	18,000	A	17,000	A	15,000	A	23,000	A
Lane Ave. to Hunte Pkwy.	Prime Arterial	50,000	13,000	A	14,000	A	25,000	A	24,000	A	22,000	A	29,000	A
East of Hunte Pkwy.	Major Arterial (4L)	30,000	13,000	A	13,000	A	22,000	A	21,000	A	17,000	A	21,000	A
TELEGRAPH CANYON ROAD														
I-805 to Paseo del Rey	Prime Arterial ¹	50,000	55,000	D	51,000	D	57,000	E	55,000	D	52,000	D	42,000	C
Paseo del Rey to Paseo Ranchero	Prime Arterial	50,000	53,000	D	49,000	C	56,000	D	55,000	D	52,000	D	42,000	B
Paseo Ranchero to Main Street	Prime Arterial	50,000	50,000	C	45,000	C	45,000	C	46,000	C	45,000	C	34,000	A
OTAY LAKES ROAD														
North of H St.	Prime Arterial	50,000	42,000	F ²	32,000	D ²	43,000	F ²	40,000	B	41,000	B	37,000	A
H St. to Telegraph Canyon Rd.	Prime Arterial	50,000	44,000	F ²	36,000	E ²	45,000	F ²	43,000	B	41,000	B	39,000	B
Telegraph Canyon Rd. to Rutgers Rd.	Prime Arterial	50,000	50,000	C	41,000	B	41,000	B	43,000	B	44,000	C	33,000	A
Rutgers Rd. to SR-125	Prime Arterial	50,000	49,000	C	37,000	A	37,000	A	41,000	B	40,000	B	41,000	B
SR-125 to EastLake Pkwy.	Prime Arterial	50,000	50,000	C	49,000	C	45,000	C	49,000	C	52,000	D	64,000	F
EastLake Pkwy. to Lane Ave.	Prime Arterial	50,000	32,000	A	32,000	A	31,000	B	33,000	A	39,000	B	45,000	C
Lane Ave. to Hunte Pkwy.	Prime Arterial	50,000	16,000	A	16,000	A	17,000	A	22,000	A	25,000	A	33,000	A
Hunte Pkwy. to Wueste Rd.	Prime Arterial	50,000	10,000	A	10,000	A	14,000	A	27,000	A	31,000	A	33,000	A
E/O Wueste Rd.	Prime Arterial	50,000	5,000	A	5,000	A	13,000	A	30,000	A	31,000	A	32,000	A
PALOMAR STREET														
Paseo Ranchero to La Media Rd.	Class I Collector	22,000	11,000	A	10,000	A	14,000	A	13,000	A	15,000	A	16,000	A
OLYMPIC PARKWAY														
I-805 to Oleander Ave.	Prime Arterial	50,000	57,000	E	53,000	D	60,000	E	55,000	D	60,000	E	53,000	D
Oleander Ave. to Brandywine Ave.	Prime Arterial	50,000	50,000	C	47,000	C	49,000	C	48,000	C	52,000	C	46,000	C
Brandywine Ave. to Paseo Ranchero	Prime Arterial	50,000	46,000	C	38,000	B	45,000	C	43,000	B	47,000	C	41,000	B
Paseo Ranchero to La Media Rd.	Prime Arterial	50,000	31,000	A	27,000	A	42,000	B	42,000	B	55,000	D	40,000	B
La Media Rd. to Palomar St.	Prime Arterial	50,000	27,000	A	23,000	A	31,000	A	29,000	A	35,000	A	27,000	A
Palomar St. to SR-125	Prime Arterial	50,000	40,000	B	34,000	A	52,000	D	48,000	C	50,000	C	46,000	C
SR-125 to EastLake Pkwy.	-	7,500	40,000	F	41,000	F	62,000	F	59,000	F	61,000	F	75,000	F
EastLake Pkwy. to Hunte Pkwy.	-	7,500	20,000	F	22,000	F	36,000	F	38,000	F	41,000	F	40,000	F
Hunte Pkwy to Wueste Rd.	Major Arterial (4L)	30,000	7,000	A	7,000	A	25,000	B	32,000	D	36,000	E	30,000	C
BIRCH ROAD														
La Media Rd. to SR-125	Major Arterial (4L)	30,000	300	A	7,000	A	36,000	E	34,000	E	30,000	C	24,000	B
SR-125 to EastLake Pkwy.	Prime Arterial	50,000	600	A	8,000	A	32,000	A	39,000	B	28,000	A	28,000	A
ROCK MOUNTAIN ROAD														
Main St. to La Media Rd.	Class I Collector	22,000	DNE		DNE		DNE		6,000	A	11,000	A	12,000	A
La Media Rd. to SR-125	Class I Collector	22,000	DNE		DNE		8,000	A	11,000	A	22,000	C	24,000	D

**TABLE 5.10-5
FUTURE STREET SEGMENT OPERATIONS
(continued)**

Street Segment	Roadway Class	Capacity at LOS C	Year 2005 without SR-125		Year 2005 with SR-125		Year 2010		Year 2015		Year 2020		Buildout	
			Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS	Volume	LOS
MEDICAL CENTER DRIVE Telegraph Canyon Rd. to Palomar St.	Class I Collector	22,000	18,000	B	18,000	B	16,000	A	16,000	A	17,000	B	17,000	B
MAIN STREET Paseo Ranchero to Rock Mountain Rd.	Major Arterial (6L)	40,000	DNE		DNE		DNE		12,000	A	31,000	B	28,000	A
Rock Mountain Rd. to La Media Rd.	Major Arterial (6L)	40,000	DNE		DNE		DNE		6,000	A	22,000	A	20,000	A
La Media Rd. to SR-125 SB ramps	Major Arterial (6L)	40,000	DNE		DNE		DNE		7,000	A	11,000	A	10,000	A
BRANDYWINE AVENUE Palomar St. to Olympic Pkwy.	Class I Collector	22,000	18,000	B	17,000	B	16,000	A	16,000	A	16,000	A	14,000	A
Olympic Pkwy. to Main St.	Class I Collector	22,000	18,000	A	15,000	A	18,000	B	18,000	B	18,000	B	19,000	B
PASEO RANCHERO H St. to Telegraph Canyon Rd.	Class I Collector	22,000	8,000	A	8,000	A	14,000	A	14,000	A	17,000	B	16,000	A
Telegraph Canyon Rd. to Palomar St.	Prime Arterial	50,000	23,000	A	21,000	A	36,000	A	36,000	A	35,000	A	30,000	A
Palomar St. to Olympic Pkwy.	Prime Arterial	50,000	19,000	A	18,000	A	39,000	B	40,000	B	50,000	C	40,000	B
Olympic Pkwy. to Birch Rd.	Prime Arterial	50,000	800	A	800	A	27,000	A	29,000	A	30,000	A	36,000	A
Birch Rd. to Main St.	Prime Arterial	50,000	DNE		DNE		25,000	A	28,000	A	36,000	A	36,000	A
S/O Main St.	Prime Arterial	50,000	DNE		DNE		52,000	D	46,000	C	38,000	B	36,000	A
LA MEDIA ROAD Telegraph Canyon Rd. to Palomar St.	Prime Arterial	50,000	22,000	A	19,000	A	35,000	A	33,000	A	33,000	A	28,000	A
Palomar St. to Olympic Pkwy.	Prime Arterial	50,000	4,000	A	8,000	A	23,000	A	21,000	A	25,000	A	19,000	A
Olympic Pkwy. to Birch Rd.	Prime Arterial	50,000	300	A	7,000	A	20,000	A	18,000	A	30,000	A	20,000	A
Birch Rd. to Rock Mountain Rd.	Prime Arterial	50,000	DNE		DNE		10,000	A	10,000	A	27,000	A	22,000	A
Rock Mountain Rd. to Main St.	Prime Arterial	50,000	DNE		DNE		DNE		8,000	A	31,000	A	25,000	A
EASTLAKE PARKWAY N/O Otay Lakes Road	Major Arterial (4L)	30,000	33,000	D	34,000	E	35,000	E	36,000	E	32,000	D	31,000	D
Otay Lakes Road to Olympic Parkway	Prime Arterial	50,000	26,000	A	27,000	A	35,000	A	35,000	A	35,000	A	28,000	A
Olympic Parkway to Birch Rd.	Major Arterial (6L)	40,000	17,000	A	22,000	A	41,000	D	48,000	E	50,000	E	45,000	D
Birch Rd. to Hunte Pkwy.	Prime Arterial	50,000	1,000	A	1,000	A	11,000	A	22,000	A	30,000	A	34,000	A
LANE AVENUE S/O Proctor Valley Rd.	Class I Collector	22,000	21,000	C	21,000	C	20,000	C	19,000	B	19,000	B	18,000	B
N/O Otay Lakes Road	Class I Collector	22,000	15,000	A	15,000	A	21,000	C	19,000	B	20,000	C	18,000	B
HUNTE PARKWAY Proctor Valley Rd. to Otay Lakes Road	Major Arterial (4L)	30,000	19,000	A	19,000	A	29,000	C	28,000	C	30,000	C	29,000	C
Otay Lakes Road to Olympic Parkway	Major Arterial (4L)	30,000	10,000	A	11,000	A	21,000	A	19,000	A	23,000	B	21,000	A
Olympic Parkway to SDG&E.	Prime Arterial	50,000	3,000	A	300	A	20,000	A	21,000	A	42,000	B	28,000	A
SDG&E to SR-125 ³	Prime Arterial	50,000	DNE		DNE		21,000	A	28,000	A	57,000	E	48,000	C
WUESTE ROAD Otay Lakes Road to Olympic Parkway	Class III Collector	7,500	700	A	900	A	2,000	A	4,000	A	6,000	B	4,000	A

SOURCE: SANDAG Cities/County Transportation Forecast, October 2000.

NOTE: Levels of service D, E, and F indicated with shading.

¹Classified as a Six-Lane Major Arterial but functions as a Prime Arterial.

²Four-Lane Major Arterial until 2015.

³Classification is Six-Lane Prime Arterial south of SDG&E easement.

DNE= Does Not Exist; NA=Not analyzed

- Otay Lakes Road north of H Street (LOS F - Four-Lane Major arterial until 2015)
- Otay Lakes Road from H Street to Telegraph Canyon Road (LOS F - Four-Lane Major arterial until 2015)
- Olympic Parkway from I-805 to Oleander Avenue (LOS E)
- Olympic Parkway from SR-125 to EastLake Parkway (LOS F)
- Olympic Parkway from EastLake Parkway to Hunte Parkway (LOS F)
- EastLake Parkway north of Otay Lakes Road (LOS D)

I-805 between Bonita Road and Telegraph Canyon Road is calculated to operate at LOS F in the Year 2005 without SR-125.

Intersection and segment LOS do not change between the adopted and proposed land uses for the proposed project.

Year 2005 with SR-125

As seen in Table 5.10-3, all intersections are calculated to operate at LOS D or better in the AM and PM peak hours. Intersection operations improve substantially with the inclusion of SR-125.

For the Year 2005 with SR-125 and with proposed land uses, all key street segments are calculated to operate at LOS C or better except the following segments:

- East H Street from I-805 to Hidden Vista Drive (LOS E)
- Telegraph Canyon Road from I-805 to Paseo del Rey (LOS D)
- Otay Lakes Road north of H Street (LOS D - Four-Lane Major arterial until 2015)
- Otay Lakes Road from H Street to Telegraph Canyon Road (LOS E - Four-Lane Major arterial until 2015)
- Olympic Parkway from I-805 to Oleander Avenue (LOS D)
- Olympic Parkway from SR-125 to EastLake Parkway (LOS F)
- Olympic Parkway from EastLake Parkway to Hunte Parkway (LOS F)

- EastLake Parkway north of Otay Lakes Road (LOS E)

I-805 between Bonita Road and Telegraph Canyon Road is calculated to operate at LOS F and SR-125 is calculated to operate at LOS B in the Year 2005.

Intersection and street segment LOS do not change between the adopted and proposed land uses for the proposed project.

Year 2010

In 2010, all intersections are calculated to operate at LOS D or better in the AM and PM peak hours. All street segments are calculated to operate at LOS C or better in 2010, except for the following segments, which are projected to operate at LOS D or worse:

- East H Street from I-805 to Hidden Vista Drive (LOS E)
- Telegraph Canyon Road from I-805 to Paseo del Rey (LOS E)
- Telegraph Canyon Road from Paseo del Rey to Paseo Ranchero (LOS D)
- Otay Lakes Road north of H Street (LOS F - Four-Lane Major arterial until 2015)
- Otay Lakes Road from H Street to Telegraph Canyon Road (LOS F - Four-Lane Major arterial until 2015)
- Olympic Parkway from I-805 to Oleander Avenue (LOS E)
- Olympic Parkway from Palomar Street to SR-125 (LOS D)
- Olympic Parkway from SR-125 to EastLake Parkway (LOS F)
- Olympic Parkway from EastLake Parkway to Hunte Parkway (LOS F)
- Birch Road from La Media to SR-125 (LOS E)
- Paseo Ranchero south of Main Street (LOS D)
- EastLake Parkway north of Otay Lakes Road (LOS E)
- EastLake Parkway from Olympic Parkway to Birch Road (LOS D)

Intersection conditions do not change between the adopted and proposed land uses for the proposed project in year 2010. The street segment of Lane Avenue north of Otay Lakes Road is LOS D under adopted conditions and improves to LOS C with the proposed land uses.

Year 2015

As seen in Table 5.10-3, all intersections are calculated to operate at LOS D or better in the AM and PM peak hours. Intersection operations improve substantially with the inclusion of SR-125.

For the Year 2015 with SR-125 and with proposed Village Six land uses, all key street segments are calculated to operate at LOS C or better except the following segments:

- East H Street from I-805 to Hidden Vista Drive (LOS E)
- Telegraph Canyon Road from I-805 to Paseo del Rey (LOS D)
- Telegraph Canyon Road from Paseo del Rey to Paseo Ranchero (LOS D)
- Olympic Parkway from I-805 to Oleander Avenue (LOS D)
- Olympic Parkway from SR-125 to EastLake Parkway (LOS E)
- Olympic Parkway from EastLake Parkway to Hunte Parkway (LOS F)
- Olympic Parkway from Hunte Parkway to Wueste Road (LOS D)
- Birch Road from La Media Road to SR-125 (LOS E)
- EastLake Parkway north of Otay Lakes Road (LOS E)
- EastLake Parkway from Olympic Parkway to Birch Road (LOS E)

When compared to the adopted land uses, the proposed land uses result in improved segment operation for Otay Lakes Road north of H Street and Otay Lakes Road from H Street to Telegraph Canyon Road. There is deterioration in level of service for Olympic Parkway from Hunte Parkway to Wueste Road.

Year 2020

As seen in Table 5.10-3, all intersections are calculated to operate at LOS D or better in the AM and PM peak hours.

In 2020 with proposed land uses, all key street segments are calculated to operate at LOS C or better except the following segments:

- East H Street from I-805 to Hidden Vista Drive (LOS E)
- Telegraph Canyon Road from I-805 to Paseo del Rey (LOS D)
- Telegraph Canyon Road from Paseo del Rey to Paseo Ranchero (LOS D)
- Otay Lakes Road from SR-125 to EastLake Parkway (LOS D)
- Olympic Parkway from I-805 to Oleander Avenue (LOS E)
- Olympic Parkway from Paseo Ranchero to La Media (LOS D)
- Olympic Parkway from SR-125 to EastLake Parkway (LOS F)
- Olympic Parkway from EastLake Parkway to Hunte Parkway (LOS F)
- Olympic Parkway from Hunte Parkway to Wueste Road (LOS E)
- EastLake Parkway north of Otay Lakes Road (LOS D)
- EastLake Parkway from Olympic Parkway to Birch Road (LOS E)
- Hunte Parkway from SDG&E easement to SR-125 (LOS E)

When compared to the adopted land uses, the proposed land uses result in improved segment operation for Otay Lakes Road north of H Street and Otay Lakes Road from H Street to Telegraph Canyon Road. There is deterioration in level of service for Olympic Parkway from Hunte Parkway to Wueste Road, and on Hunte Parkway from the SDG&E easement to SR-125.

Buildout

All intersections are calculated to operate at LOS D or better in the AM and PM peak hours at buildout except the Olympic Parkway/Wueste Road intersection, which is projected to operate at LOS F in the PM peak hour.

At buildout with proposed land uses, all key street segments are calculated to operate at LOS C or better except the following segments:

- East H Street from I-805 to Hidden Vista Drive (LOS E)

- Otay Lakes Road from SR-125 to EastLake Parkway (LOS F)
- Olympic Parkway from I-805 to Oleander Avenue (LOS D)
- Olympic Parkway from SR-125 to EastLake Parkway (LOS F)
- Olympic from EastLake Parkway to Hunte Parkway (LOS F)
- Rock Mountain Road from La Media Road to SR-125 (LOS D)
- EastLake Parkway north of Otay Lakes Road (LOS D)
- EastLake Parkway from Olympic Parkway to Birch Road (LOS D)

At buildout, I-805 between Bonita Road and Telegraph Canyon Road is calculated to operate at LOS F and SR-125 north of H Street is calculated to operate at LOS D. SR-125 between H Street and Telegraph Canyon Road is calculated to operate at LOS C.

Congestion Management Program Compliance

The CMP was adopted by SANDAG on November 22, 1991, and is intended to directly link land use, transportation, and air quality through level of service performance standard. Local agencies are required by statute to conform to the CMP, which requires an enhanced CEQA review of all large projects that are expected to generate more than 2,400 ADT or more than 200 peak hour trips. This level of review is required for the proposed project because it is calculated to generate over 2,400 ADT and over 200 peak hour trips.

The Regional Growth Management Strategy LOS objective is LOS D (applies to East H Street and Telegraph Canyon Road) and the Congestion Management Program LOS standard is LOS E (applies to I-805 and SR-125). The CMP LOS standard of LOS E is not met for I-805. This is considered to be a significant traffic impact.

5.10.4 Level of Significance Prior to Mitigation

Existing + Project Analysis

No significant impacts were determined at the key intersections and street segments for the existing + project analysis.

Near-term Cumulative Analysis

A significant impact was calculated on Telegraph Canyon Road in the near-term cumulative scenario based on the proposed phasing of residential uses in the eastern territories.

Long-term Cumulative

Significant impacts were calculated for four intersections in the year 2005 without the construction of SR-125. These include the southbound ramps of East H Street and I-805, the intersection of East H Street and Hidden Vista Drive, and the southbound and northbound ramps to I-805 from Telegraph Canyon Road. A significant impact was also calculated at the year 2020 and at buildout for the intersection of Olympic Parkway and Wueste Road.

Table 5.10-6 indicates the roadway segments that will be significantly impacted as a result of the adoption of the SPA Plan for Village Six. This table includes all impacted roadway segments and whether the project-related traffic meets the threshold criteria presented above.

Because the high school generates greater traffic than would the 146 single-family units that could be developed on the R-11/S-2 neighborhood, traffic effects would be less if the single-family homes are built rather than the school. The impacts to traffic and circulation would, however, remain cumulatively significant and the same mitigation measures would be needed.

5.10.5 Mitigation Measures

Direct Impacts

5.10-1 Otay Lakes Road: Between H Street and Telegraph Canyon Road

If development exceeds 944 units without SR-125, widen to six lanes or construct intersection improvements on Otay Lakes Road that provide additional capacity to the satisfaction of the City Engineer.

Cumulative Impacts (with SR-125)

5.10-2 Olympic Parkway: Between SR-125 and EastLake Parkway

The General Plan shall be amended to designate this portion of the roadway as an Enhanced Prime Arterial with eight lanes. The required amendment shall be adopted no later than the first General Plan Amendment considered for adoption in 2002. The applicant shall contribute a fair share towards construction of the two additional lanes.

**TABLE 5.10-6
SIGNIFICANCE OF IMPACTS AT VILLAGE SIX SEGMENTS**

Impacted Segments	Intersections along Segment Operating at LOS D or Better?	Project Responsible for XX%	No. of Project Trips > 800?	Impact: Not Significant, Cumulative, or Direct	LOS with Mitigation
YEAR 2005 WITHOUT SR-125					
H STREET					
I-805 to Hidden Vista Dr. (LOS E)	No	-	No	Cumulative	E
TELEGRAPH CANYON ROAD					
I-805 to Paseo del Rey (LOS D)	Yes	-	No	Not Significant	
Paseo del Rey to Paseo Ranchero (LOS D)	Yes	-	No	Not Significant	
OTAY LAKES ROAD					
North of H St. (LOS F)	-	2.0%	Yes	Cumulative	B
H St. to Telegraph Canyon Rd. (LOS F)	-	2.65%	Yes	Cumulative	B
OLYMPIC PARKWAY					
I-805 to Oleander Ave. (LOS E)	Yes	4.5%	Yes	Not Significant	
SR-125 to EastLake Pkwy. (LOS F)	-	0.8%	No	Cumulative	A
EastLake Pkwy. to Hunt Pkwy. (LOS F)	-	-	No	Cumulative	A
EASTLAKE PARKWAY					
North of Otay Lakes Rd. (LOS D)	Yes	-	Yes	Not Significant	
YEAR 2005 WITH SR-125					
H STREET					
I-805 to Hidden Vista Dr. (LOS D)	Yes	-	No	Not Significant	
TELEGRAPH CANYON ROAD					
I-805 to Paseo del Rey (LOS D)	Yes	-	No	Not Significant	
OTAY LAKES ROAD					
North of H St. (LOS D)	Yes	-	No	Not Significant	
H St. to Telegraph Canyon Rd. (LOS E)	Yes	2.2%	No	Not Significant	
OLYMPIC PARKWAY					
I-805 to Oleander Ave. (LOS D)	Yes	2.5%	Yes	Not Significant	
SR-125 to EastLake Pkwy. (LOS F)	-	0.7%	No	Cumulative	A
EastLake Pkwy. to Hunt Pkwy. (LOS F)	-	-	No	Cumulative	A
EASTLAKE PARKWAY					
North of Otay Lakes Rd. (LOS E)	Yes	-	No	Not Significant	
YEAR 2010					
H STREET					
I-805 to Hidden Vista Dr. (LOS E)	Yes	-	No	Not Significant	
TELEGRAPH CANYON ROAD					
I-805 to Paseo del Rey (LOS E)	Yes	-	No	Not Significant	
Paseo del Rey to Paseo Ranchero (LOS D)	Yes	-	No	Not Significant	
OTAY LAKES ROAD					
North of H St. (LOS F)	-	-	No	Cumulative	B
H St. to Telegraph Canyon Rd. (LOS F)	-	6.3%	Yes	Cumulative	C
OLYMPIC PARKWAY					
I-805 to Oleander Ave. (LOS E)	Yes	8.0%	Yes	Not Significant	
Palomar St. to SR-125 (LOS D)	Yes	14.6%	Yes	Not Significant	
SR-125 to EastLake Pkwy. (LOS F)	-	1.8%	Yes	Cumulative	B
EastLake Pkwy. to Hunt Pkwy. (LOS F)	-	-	No	Cumulative	C

TABLE 5.10-6
SIGNIFICANCE OF IMPACTS AT VILLAGE SIX SEGMENTS
(continued)

Impacted Segments	Intersections along Segment Operating at LOS D or Better?	Project Responsible for XX%	No. of Project Trips > 800?	Impact: Not Significant, Cumulative, or Direct	LOS with Mitigation
BIRCH ROAD					
La Media Rd. to SR-125 (LOS E)	Yes	3.0%	Yes	Not Significant	
EASTLAKE PARKWAY					
North of Otay Lakes Rd. (LOS E)	Yes	-	No	Not Significant	
Olympic Pkwy. to Birch Rd. (LOS D)	Yes	-	No	Not Significant	
YEAR 2015					
H STREET					
I-805 to Hidden Vista Dr. (LOS E)	Yes	-	No	Not Significant	
TELEGRAPH CANYON ROAD					
I-805 to Paseo del Rey (LOS D)	Yes	-	No	Not Significant	
Paseo del Rey to Paseo Ranchero (LOS D)	Yes	-	No	Not Significant	
OLYMPIC PARKWAY					
I-805 to Oleander Ave. (LOS D)	Yes	8.7%	Yes	Not Significant	
SR-125 to EastLake Pkwy. (LOS F)	-	1.8%	Yes	Cumulative	D
EastLake Pkwy. to Hunte Pkwy. (LOS E)	-	-	No	Cumulative	C
Hunte Pkwy. to Wueste Rd. (LOS D)	Yes	-	No	Not Significant	
BIRCH ROAD					
La Media Rd. to SR-125 (LOS E)	Yes	3.2%	Yes	Not Significant	
EASTLAKE PARKWAY					
North of Otay Lakes Rd. (LOS E)	Yes	-	No	Not Significant	
Olympic Pkwy. to Birch Rd. (LOS E)	Yes	-	No	Not Significant	
YEAR 2020					
H STREET					
I-805 to Hidden Vista Dr. (LOS E)	Yes	-	No	Not Significant	
TELEGRAPH CANYON ROAD					
I-805 to Paseo del Rey (LOS D)	Yes	-	No	Not Significant	
Paseo del Rey to Paseo Ranchero (LOS D)	Yes	-	No	Not Significant	
OTAY LAKES ROAD					
SR-125 to EastLake Pkwy. (LOS D)	Yes	-	Yes	Not Significant	
OLYMPIC PARKWAY					
I-805 to Oleander Ave. (LOS E)	Yes	8.0%	Yes	Not Significant	
SR-125 to EastLake Pkwy. (LOS F)	-	1.8%	Yes	Cumulative	D
EastLake Pkwy. to Hunte Pkwy. (LOS F)	-	-	No	Cumulative	D
Hunte Pkwy. to Wueste Rd. (LOS E)	Yes	-	No	Not Significant	
Paseo Ranchero to La Media (LOS D)	Yes	13.8	Yes	Not Significant	
EASTLAKE PARKWAY					
North of Otay Lakes Rd. (LOS D)	Yes	-	No	Not Significant	
Olympic Pkwy. to Birch Rd. (LOS E)	Yes	-	No	Not Significant	
HUNTE PARKWAY					
SDG&E to SR-125 (LOS E)	Yes	-	Yes	Not Significant	

**TABLE 5.10-6
SIGNIFICANCE OF IMPACTS AT VILLAGE SIX SEGMENTS
(continued)**

Impacted Segments	Intersections along Segment Operating at LOS D or Better?	Project Responsible for XX%	No. of Project Trips > 800?	Impact: Not Significant, Cumulative, or Direct	LOS with Mitigation
BUILDOUT					
H STREET					
I-805 to Hidden Vista Dr. (LOS E)	Yes	-	No	Not Significant	
OTAY LAKES ROAD					
SR-125 to EastLake Pkwy. (LOS F)	-	0.0%	Yes	Cumulative	<u>D</u>
OLYMPIC PARKWAY					
I-805 to Oleander Ave. (LOS D)	Yes	9.0%	Yes	Not Significant	
SR-125 to EastLake Pkwy. (LOS F)	-	1.4%	Yes	Cumulative	<u>D</u>
EastLake Pkwy. to Hunt Pkwy. (LOS F)	-	-	No	Cumulative	<u>B</u>
ROCK MOUNTAIN ROAD					
La Media Rd. to SR-125 (LOS D)	Yes	-	No	Not Significant	
EASTLAKE PARKWAY					
North of Otay Lakes Rd. (LOS D)	Yes	-	No	Not Significant	
Olympic Pkwy. to Birch Rd. (LOS D)	Yes	-	No	Not Significant	

NOTE: Shaded lines are cumulative impacts.

5.10-3 Olympic Parkway Between EastLake Parkway and Hunte Parkway

The applicant shall contribute a fair share towards the construction to six-lane Prime Arterial standards.

5.10-4 Otay Lakes Road: Between SR-125 and EastLake Parkway

The General Plan shall be amended to designate this portion of the roadway as an Enhanced Prime Arterial with seven lanes. The required amendment shall be adopted no later than the first General Plan Amendment considered for adoption in 2002. The applicant shall contribute a fair share towards construction of the additional eastbound lane.

5.10-5 Otay Lakes Road: Between H Street and Telegraph Canyon Road

The applicant shall contribute a fair share towards widening to six lanes or towards intersection improvements that provide additional capacity along Otay Lakes Road to the satisfaction of the City Engineer.

5.10-6 Otay Lakes Road: Between Bonita Road and H Street

The applicant shall contribute a fair share towards the widening to six lanes or towards intersection improvements that provide additional capacity along Otay Lakes Road to the satisfaction of the City Engineer.

5.10-7 Other intersections and roadways (only without SR-125)

Prior to the construction of SR-125, the City shall stop issuing new building permits for Village Six when the City, in its sole discretion, determines either:

- a. Building permits for a total of 9,429 dwelling units have been issued for projects east of I-805, or
- b. An alternative measure is selected by the City in accordance with the City of Chula Vista Growth Management Ordinance.

The start date for counting the 9,429 dwelling units is January 1, 2000. Notwithstanding the foregoing, the City may issue building permits if the City decides in its sole discretion that either traffic studies demonstrate, to the satisfaction of the City Engineer, that the circulation system has additional capacity without exceeding the GMOC traffic threshold standards; other improvements are constructed which provide additional necessary capacity; or the City selects an alternative method of implementing the GMOC standards. These traffic studies

would not require additional environmental review under CEQA. However, any improvements proposed in these traffic studies would be subject to additional environmental review as required.

5.10-8 Olympic Parkway/Wueste Road Intersection

The applicant shall contribute a fair share towards the future signalization of this intersection.

5.10-9 I-805: Between Bonita Road and Telegraph Canyon Road

Additional lanes would be required to maintain acceptable LOS on I-805. Continued freeway planning efforts and deficiency planning by Caltrans and SANDAG will determine mitigation strategies for the regional freeway system.

5.10-10 Project Access

Prior to approval of the first final map, which triggers the installation of the related street improvements, the applicant shall enter into an agreement to construct and secure a fully activated traffic signal including interconnect wiring at the following intersections:

- La Media and Street J
- La Media and Birch Road
- Birch Road and Street R
- Birch Road and CPF-3 Access

The applicant shall fully design the aforementioned traffic signals as part of the improvement plans for the related street and shall install underground improvements, standard and luminaires in conjunction with the construction of the related street improvements. In addition, the applicant shall install mast arms, signal heads, and associated equipment with traffic signal warrants are met as determined by the City Engineer.

Once 75 percent of the residential units within Village Six have been constructed, the applicant shall conduct a traffic signal warrant analysis at the Palomar Street/"R" Street and the "R" Street/"J" Street intersections. If traffic signal warrants are met at either or both of the intersections, the applicant shall construct a fully activated traffic signal including interconnect wiring.

Prior to approval of the first final map, which triggers the installation of the related street improvements, the applicant shall enter into an agreement to construct and

secure the necessary modifications, as required by the City Engineer, including interconnect wiring to the following intersections:

- Olympic Parkway and La Media Road
- Olympic Parkway and East Palomar Street

The applicant shall fully design the aforementioned traffic signals as part of the improvement plans for the associated street.

Prior to the approval of a CUP for the private high school, the applicant shall prepare a site-specific access study and provide the required improvements acceptable to the City Engineer.

Village Core Traffic Operations

5.10-11 All site plans for non-residential uses (with the exception of schools) shall be prepared to the satisfaction of the City Engineer. The City Engineer may require a project-specific traffic study if the project has the potential for resulting in unanticipated circulation impacts. Recommendations to reduce potentially significant impacts shall be incorporated into the site plan or required as a condition of project approval.

Potential traffic impacts resulting from development and operation of the schools shall be reviewed by the respective school districts when specific projects are under consideration. All street improvements shall be coordinated with the City and the City shall request review of all draft plans.

The off-site traffic improvements described above for direct and cumulative traffic impacts could create secondary impacts associated with land use, biological resources, construction-related water quality impacts, construction-related traffic impacts (potential land closures, traffic delays, and hazards), aesthetics/landform alteration, noise, and cultural/paleontological resources. Although these off-site roadway improvements have not been designed or engineered, the area potentially affected by the widening is described below along with an evaluation of potential impacts. Program-level mitigation requirements are identified below to reduce the impacts to below a level of significance at the time the improvements are designed.

Otay Lakes Road: H Street to Telegraph Canyon Road

The widening of Otay Lakes Road to six lanes along this segment would increase the road width by 12 feet on both sides. This segment of Otay Lakes Road, which is approximately one mile in length, exists within an existing developed setting and is characterized by residential, commercial, and public/quasi-public uses such as an educational facility, church,

and library. The library does not have a substantial setback and may need to be removed for this improvement. The land adjacent to the roadway is largely landscaped with grass or other ornamental vegetation. No significant biological resources were identified by RECON biologists during a survey of the improvement area, and cultural resource impacts would be anticipated to be minimal. Widening of the roadway to six-lane standards could create landform alteration impacts and increased noise impacts for the existing houses with frontage on the roadway by placing the noise source closer to the homes. In addition, grading to widen the roadway to this standard could create impacts to cultural/paleontological resources and construction-related water quality and traffic impacts. At the time such improvements are proposed, additional environmental review may be required to determine potential impacts and the need for specific mitigation measures.

Olympic Parkway: SR-125 to EastLake Parkway

Construction of this roadway segment to its current Six-Lane Prime Arterial standard was studied in several previous environmental documents. These include both the EastLake Greens and EastLake Trails Final EIRs and the Final Mitigated Negative Declaration for the Olympic Parkway extension. An amendment to the General Plan to designate Olympic Parkway as an eight-lane Enhanced Prime Arterial on the segment between SR-125 and EastLake Parkway has not been addressed and would increase the width of the segment by 12 feet on both sides. Given the disturbed condition (agricultural) of the land on either side of the planned six-lane roadway, impacts to biological resources would be anticipated to be minimal. Land uses along the segment are planned to be largely residential and commercial. With adequate setbacks and, if needed, screening, noise and land use impacts should likewise be minimal. However, grading to widen the roadway to this standard could create impacts to cultural/paleontological resources and construction-related water quality and traffic impacts. At the time such improvements are designed and proposed, additional environmental review may be required to determine potential impacts and the need for specific mitigation measures.

Otay Lakes Road: SR-125 to EastLake Parkway

Mitigation for cumulative impacts on this segment, which requires an amendment to the General Plan to designate Otay Lakes Road as a seven-lane roadway, would increase the width of the road by 12 feet on the north side (westbound). The land adjacent to the existing segment of roadway is landscaped on both sides of the existing sidewalk. Beyond the landscaping, the potential area of impact is graded and devoid of vegetation. No significant biological resources were identified in a review by RECON biologists, and impacts to cultural resources would be anticipated to be minimal given the disturbed condition of the adjacent lands. In addition, adverse land use and noise impacts would not be expected given the approved business center uses. However, at the time such improvements are designed and proposed, additional environmental review may be required to determine potential impacts related to construction, including water quality and traffic and impacts to

paleontological resources and the need for specific mitigation measures to address these potential impacts.

Otay Lakes Road: Bonita Road to H Street

Mitigation on this segment requires either an intersection improvement to provide additional capacity along Otay Lakes Road or widening of the road to six lanes. Widening to six lanes would increase the width by 12 feet on both sides. This segment of road is largely characterized by commercial, public/quasi-public uses (Scripps Medical Center), and residential uses and therefore much of the adjacent land is landscaped with grass or other ornamental vegetation. No significant biological resources were identified in a review by RECON biologists and impacts to cultural resources would be anticipated to be minimal. However, depending on specific design considerations for the improvement, grading to widen the roadway to this standard could create impacts to cultural/paleontological resources, construction-related water quality, and traffic impacts. In addition, widening of the roadway to six-lane standards could create landform alteration impacts and increased noise impacts for the existing houses with frontage on the roadway by placing the noise source closer to the homes. At the time such improvements are proposed, additional environmental review may be required to determine potential impacts and the need for specific mitigation measures.

Mitigation for Secondary Impacts from Off-site Traffic Improvements

Application of the following program-level mitigation measures shall be implemented at the discretion of the Director of Planning and Building at the time the roadway improvements are proposed to reduce the potential significant impacts to below a level of significance. Depending on the detailed design of the off-site traffic improvements to the above-referenced segments of Olympic Parkway and Otay Lakes Road, additional environmental review may be required. The program-level mitigation measures include the following:

- 5.10-12 Prior to approval of any off-site roadway improvement project, a biological reconnaissance based on detailed grading and design plans shall be conducted by the applicant to document any impacts to sensitive biological resources. Any impacts to sensitive biological habitats shall be mitigated pursuant to the mitigation ratios described in the draft or approved Chula Vista MSCP Subarea Plan.
- 5.10-13 Prior to issuance of any grading permits for any off-site roadway improvement, a detailed acoustical study for the affected roadway segment shall be prepared to determine the need for any noise attenuation measures for adjacent sensitive land uses.

- 5.10-14 Prior to the approval of the design plans for any off-site roadway improvement, a detailed landscaping plan shall be prepared to ensure that potential aesthetic impacts associated with any grading necessary for the improvement are mitigated.
- 5.10-15 As a condition of any off-site roadway improvement approval, monitoring of any grading for the presence of cultural and paleontological resources shall be required. If such resources are encountered during grading operations, the protocol described in Section 5.6 of this EIR shall be required.
- 5.10-16 As a condition of any off-site roadway improvement approval, applicable construction-related water quality mitigation measures shall be required by the City Engineer.
- 5.10-17 As a condition of any off-site roadway improvement approval, preparation of a traffic control plan for delays and hazards associated with construction impacts shall be prepared by the applicant and subject to approval by the City Engineer.
- 5.10-18 For the widening of Otay Lakes Road between H Street and Telegraph Canyon Road, plans prepared for the improvements shall be designed to avoid impacts to the church and the library.

5.10.6 Level of Significance After Mitigation

With the required mitigation measures specified above, impacts to intersections and street segments would be reduced to below a level of significance. Traffic impacts to I-805 between Bonita Road and Telegraph Canyon Road remain significant and not mitigable.

5.11 Air Quality

The Otay Ranch GDP Program EIR (Program EIR 90-01) and the original SPA One EIR concluded that implementation of the Otay Ranch GDP would result in significant and unavoidable impacts to air quality. Due to economic and population issues, a Statement of Overriding Considerations was prepared for the Otay Ranch GDP project.

The following air quality section provides a summary of the air quality impact analysis that was prepared by Giroux & Associates (November 2000). The complete air quality technical report can be found as Appendix G to this document.

5.11.1 Existing Conditions

Meteorology/Climate

Air quality can be greatly affected by the climate of the area being studied. The strength and position of the semipermanent high-pressure center over the Pacific Ocean, as with all of southern California, largely control the climate of Chula Vista. This high-pressure center and the resultant weather patterns combine to limit the ability of the atmosphere to disperse the air pollution. Air pollution becomes trapped in the coastal zone by a temporary inversion that prevents the transport of pollutants over the inland mountains. The abundant sunshine found in Chula Vista and elsewhere in San Diego County causes a number of reactive pollutants to undergo photochemical reactions and form smog.

The project site is located in a predominantly agricultural area. Periodic plowing and fertilizing of the property may result in temporary emissions of dust and fumes. The adopted Otay Ranch-wide Range Management Plan ensures that standards are kept to utilize buffering techniques to ensure compatibility between future developments.

Air Quality Standards

While emissions control programs have created a substantial improvement in regional air quality within the last several decades, clean air standards are still often exceeded in parts of the San Diego Air Basin (SDAB). The project area is close enough to the coast to benefit from cleansing ocean breezes and is distant enough from major sources of pollution to avoid areas of localized violations of clean air standards. Except for the occasional influx of air pollution from the Los Angeles basin, the fact that the project area is currently undeveloped contributes to the good local air quality.

Some air quality concern has been raised about pollutant transport from Mexico with its considerably less stringent pollution control laws. An air quality station was established on Otay Mesa in part to monitor this phenomenon. Some slight differences in ozone

distribution on Otay Mesa are seen compared to Chula Vista. These differences are not so dramatic, however, as to indicate any substantial cross-border pollution transport.

Nitrogen oxides (NO_x) and reactive organic gases (ROG) are the two precursors to photochemical smog formation. In San Diego County, 66 percent of the ROG emitted come from mobile (cars, ships, planes, heavy equipment, etc.) sources. For NO_x, 87 percent comes from mobile sources. Computer modeling of smog formation has shown that all existing programs to reduce NO_x and ROG would allow the San Diego Air Basin to meet the federal ozone standard by 1999 on days when there is no substantial transport of pollution from the South Coast Air Basin or other airshed. In 1999, there was not a single violation of the federal ozone standard anywhere within the entire SDAB.

The nearest air quality measurements to the project site are made in downtown Chula Vista by the San Diego County Air Pollution Control District (APCD), the agency responsible for air quality planning, monitoring, and enforcement in the SDAB. A review of the last seven years of published monitoring data from the Chula Vista (80 East J Street) air quality monitoring station reveals that progress toward cleaner air is seen in almost every pollution category. The only federal clean air standard that was exceeded throughout the seven-year monitoring period was the hourly ozone standard, which was exceeded less than once per year (six violations in seven years, none since 1995; once per year is allowable under federal "attainment" guidelines). The more stringent state standards for ozone and for 10-micron-diameter respirable particulate matter (PM-10) were exceeded on a somewhat higher frequency; but overall air quality in Chula Vista, as representative of the Otay Ranch area, is nonetheless comparable with or better than other areas of the SDAB.

There is no air quality plan for the City of Chula Vista. However, the City has included a Growth Management Element (GME) in its General Plan. One of the stated objectives of the GME is to have active planning to meet federal and state air quality standards. This objective is incorporated into the GME's action program. In addition, the City's Growth Management Ordinance requires an Air Quality Improvement Plan be prepared for all major development projects (50 dwelling units or greater) as part of the SPA plan process.

5.11.2 Thresholds of Significance

Based on the thresholds identified in Appendix G of the CEQA guidelines, the proposed project would result in a significant impact to air quality if it would:

- Conflict with or obstruct implementation of the applicable air quality plan;
- Violate any air quality standard or contribute substantially to an existing or projected air quality violation;

- Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors);
- Expose sensitive receptors to substantial pollutant concentrations such as ozone or respirable particulates (PM-10); or
- Create objectionable odors affecting a substantial number of people.

In addition, the San Diego APCD has recommended using the following thresholds (Table 5.11-1), adopted from those established by the South Coast Air Quality Management District (SCAQMD):

**TABLE 5.11-1
SCAQMD THRESHOLDS**

Pollutant	Project Construction	Project Operation
Carbon monoxide	550 pounds/day	550 pounds/day
Reactive organic compounds	75 pounds/day	55 pounds/day
Nitrogen oxide	100 pounds/day	55 pounds/day
Sulfur dioxide	150 pounds/day	150 pounds/day
Particulates	150 pounds/day	150 pounds/day

SOURCE: SCAQMD (2000).

Exceeding these thresholds, either during project construction or upon buildout and occupancy, would result in a significant air quality impact.

5.11.3 Impacts

The Otay Ranch Program EIR found that impacts to air quality would exceed the state implementation air quality attainment regulations that were based on SANDAG growth projections. Also, project emissions of NO_x, ROG, carbon monoxide (CO), and PM-10 from vehicular and stationary sources would add to existing violations of federal and state ozone standards. A CEQA Findings of Fact and Statement of Overriding Considerations was made by the City of Chula Vista. This finding that the project benefits outweighed the impacts to air quality allowed the project to proceed. Mitigation measures were adopted to reduce air quality impacts to the greatest extent practicable. Many of the air quality impacts, however, do not originate with the Otay Ranch project and cannot be avoided by project-level mitigation.

A project-level air quality technical report was prepared to calculate those air quality impacts that are directly related to the construction and buildout of Village Six. Although more specific project emissions were identified in the air quality report for Village Six, the determinations of significance for the proposed project do not differ from the Otay Ranch Program EIR. Impacts to air quality remain significant and unmitigated.

In order to gauge the significance of the air quality impacts associated with implementation of the proposed Otay Ranch Village Six SPA, those impacts, together with existing background air quality levels, have been compared to the applicable ambient air quality standards.

Construction

Construction activities would create a temporary addition of pollutants to the air. These pollutants would be principally associated with site clearing, grading, excavating, and travel on unpaved roadways. Secondary project-related atmospheric impacts derive from a number of other small, growth-connected emissions sources such as temporary emissions of dusts and fumes during project construction, increased fossil-fuel combustion in power plants from project electricity requirements, evaporative emissions at gas stations or from paints, thinners, or solvents used in construction and maintenance, increased air travel from area visitors, dust from tire wear and resuspended roadway dust, and so on. All these emission points are either temporary or so small in comparison to project-related automotive sources such that their impact is less important.

A detailed construction emissions impact scenario was developed and analyzed for the SPA One EIR. Although Village Six is a smaller parcel than SPA One, the air quality analysis conducted for Village Six assumed similar quarterly activity levels. Table 5.11-2 shows maximum calculated single-quarter emissions relative to the above thresholds based on the SPA One assumptions. Based on those assumptions, each pollutant analyzed would exceed the adopted threshold in the absence of additional mitigation measures. Exceedances of the adopted thresholds represent a significant impact that would require the implementation of mitigation measures.

**TABLE 5.11-2
MAXIMUM QUARTER CONSTRUCTION EMISSIONS*
NO MITIGATION (tons/quarter)**

Activity	ROC	NO _x	CO	PM-10
Building construction	5.84	85.84	18.67	6.09
Grading equipment	1.36	19.37	6.43	1.94
Grading dust	-	-	-	168.44
TOTALS	7.20	105.21	25.10	176.47
Significance threshold	2.50	2.50	24.75	6.75
Percent of threshold	288%	4,208%	101%	2,614%

SOURCE: City of Chula Vista 1998.

*Sulfur oxide emissions are negligible with low-sulfur diesel fuel.

Small reductions in equipment exhaust emissions can be attained through regular tune-ups and enhanced combustion technologies. Such emissions reductions, however, are 5-10 percent of the total NO_x burden, which exceeds significance thresholds by several thousand percent. More substantial emissions reductions can be achieved from grading activities using best available control measures. While particulate emissions can perhaps be reduced by an additional 50 percent, it would still not be sufficient to reduce the "excess" emissions relative to the significance threshold to a less than significant level. Construction activity air quality impacts from Village Six development, individually and cumulatively with other Otay Ranch development, will therefore have a significant and nonmitigable air quality impact.

Operations-Mobile Sources

The development of Village Six will impact air quality through the vehicular traffic generated by project residents. Regionally, site-related travel will add to regional trip generation within the local air basin. There is a potential for the formation of microscale air pollution "hot spots" in the area immediately around points of congested traffic. With continued improvement in vehicular emissions at a rate faster than the rate of vehicle growth and/or congestion, air pollution hot spot potential is steadily decreasing. Standards for carbon monoxide have not been exceeded at any air basin monitoring station since 1990. CO hot spots associated with the traffic generated by development envisioned by the Village Six SPA Plan are not projected to be significant.

Locally, air quality hot spots (especially CO) could form if project implementation were to create highly congested intersections where vehicles sit idling through several traffic light cycles. With cleaner cars and declining background CO levels, major intersections must

currently operate almost at LOS F before hot spot formation is generated. With continued vehicular emissions reductions from newer cars, future hot spot formation is even less likely than any near-term concerns.

A screening analysis was conducted for all intersections studied in the traffic analysis operating at LOS D or worse for existing conditions or forecast to experience such congestion in the future. Maximum one-hour CO concentrations were calculated at 25 feet from the roadway edge during PM rush hour conditions with worst-case meteorological conditions (strong temperature inversion and near-calm winds). In 1998, the maximum one-hour background CO concentration in Chula Vista was 4 parts per million. It would require a local contribution of 16 parts per million if worst-case local exposures were to occur simultaneously with the maximum background in order to equal the most stringent California one-hour standard of 20 parts per million. No existing or future intersections would begin to approach a local exposure that would possibly cause a hot spot.

Project-related mobile source emissions for Village Six development were calculated using the California Air Resources Board computer model URBEMIS7G. The year 2010 was selected as the earliest feasible buildout year. The current phasing estimate is that Otay Ranch will likely be only 50 percent built out by 2010. Table 5.11-3 summarizes the emissions calculations that show emissions would exceed established thresholds by a large percentage for ROC, CO, and NO_x, the three principal exhaust pollutants. PM-10 is also forecast to exceed thresholds, but at a smaller level. These are significant air quality impacts. Some reduction in mobile source emissions will result if Village Six buildout is delayed beyond 2010 as cars become progressively cleaner. Mobile source emission calculations were also made for buildout years of 2015 and 2020 using the URBEMIS7G model. Although emissions will be lower, they will continue to exceed the adopted significance thresholds seen in Table 5.11-3.

**TABLE 5.11-3
TOTAL LONG-TERM OPERATION EMISSIONS*
NO MITIGATION (pounds/day in 2010)**

Category	ROG	NO _x	CO	PM-10
Mobile sources	104.6	198.3	1,301.8	186.0
Stationary Sources	1.7	47.2	9.9	0.9
TOTAL	106.3	245.5	1,311.7	186.9
SCAQMD threshold	55	55	550	150
Percent of threshold	193%	446%	238%	125%

SOURCE: URBEMIS7G computer model for mobile source emissions.

NOTE: Stationary source emissions were estimated from the SPA One DEIR adjusted for smaller Village Six size and only partial buildout by 2010.

*Sulfur oxide emissions are negligible for mainly passenger automobiles comprising the project-related travel fleet.

Even with a cleaner vehicle fleet for a later buildout year, thresholds would be exceeded for NO_x, ROG, and CO. Furthermore, even with feasible mobile source emissions reductions through the SPA plan's Air Quality Improvement Plan required by the City of Chula Vista for new development, mobile source emissions would remain significant and not mitigable.

Operations-Stationary Sources

As shown in Table 5.11-3, stationary source emissions (energy consumption) comprise a very small fraction of the total project air pollution emissions burden. Stationary source emissions were estimated based upon a ratio of Village Six to comparable development within Otay Ranch. This estimate was based upon electrical consumption estimates and assumed that such demand would be met by fossil-fuel combustion at SDG&E power plants in the basin. With electricity deregulation, there is no longer a direct nexus between the locations of the resource generation and its subsequent consumption. As noted below, however, the energy consumption fraction is only a small part of the total project burden that is dominated by mobile source emissions. Stationary source emissions represent a less than significant impact.

5.11.4 Level of Significance Prior to Mitigation

The construction of the proposed project would result in the generation of significant temporary construction equipment exhaust emissions, plus long-term significant cumulative emissions from project-generated vehicle trips. The proposed project would result in long-

term operational emissions, primarily from vehicle emissions that will exceed SCAQMD thresholds.

Because the high school generates greater traffic than would the 146 single-family units that could be developed in the R-11/S-2 neighborhood, air quality effects would be less if the homes were built instead of the high school. The impacts to air quality would, however, remain significant and the same mitigation measures would be needed.

5.11.5 Mitigation Measures

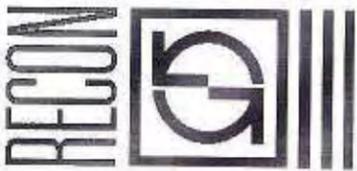
5.11-1 The following mitigation measures shall be implemented during construction and placed as notes on all grading plans:

- a) Minimize simultaneous operation of multiple construction equipment units
- b) Use low pollutant-emitting construction equipment
- c) Use electrical construction equipment as practical
- d) Use catalytic reduction for gasoline-powered equipment
- e) Use injection timing retard for diesel-powered equipment
- f) Water the construction area twice daily to minimize fugitive dust
- g) Stabilize graded areas as quickly as possible to minimize fugitive dust
- h) Pave permanent roads as quickly as possible to minimize dust
- i) Use electricity from power poles instead of temporary generators during building
- j) Apply chemical stabilizer or pave the last 100 feet of internal travel path within a construction site prior to public road entry
- k) Install wheel washers adjacent to a paved apron prior to vehicle entry on public roads
- l) Remove any visible track-out into traveled public streets within 30 minutes of occurrence
- m) Wet wash the construction access point at the end of each workday if any vehicle travel on unpaved surfaces has occurred
- n) Provide sufficient perimeter erosion control to prevent washout of silty material onto public roads
- o) Cover haul trucks or maintain at least 12 inches of freeboard to reduce blow-off during hauling
- p) Suspend all soil disturbance and travel on unpaved surfaces if winds exceed 25 mph.

5.11.6 Level of Significance After Mitigation

Mitigation measures 5.11-1 would help reduce significant impacts to air quality; however, temporary construction and cumulative impacts would remain significant. Construction activity emissions will have a temporary significant and unavoidable air quality impact due to emissions of NO_x and PM-10. With implementation of all feasible mitigation, construction

activity emissions would still exceed the identified significance threshold for NO_x and PM-10 by a wide margin. The impacts to air quality therefore remain significant and unmitigated.



□ Project boundary

- 3 foot high Barriers
- 4 foot high Barriers
- 5 foot high Barriers
- 6 foot high Barriers
- 7 foot high Barriers
- 8 foot high Barriers

- 10 foot high Barriers
- 11 foot high Barriers
- 12 foot high Barriers
- 13 foot high Barriers
- 15 foot high Barriers
- 18 foot high Barriers



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FIGURE 5.12-1
Proposed Noise Barriers

5.12 Noise

The Otay Ranch GDP Findings adopted by the City of Chula Vista on October 28, 1993, found that implementation of the GDP would result in significant noise impacts, for which mitigation was provided.

The following section is based upon a Noise Technical Report for Otay Ranch Village Six prepared by RECON in September 2001 (Appendix H).

5.12.1 Existing Conditions

The project site is currently vacant and ambient noise levels are low. The primary source of noise is construction activities on Olympic Parkway.

Applicable Standards

The City of Chula Vista has not adopted any specific numerical noise/land use compatibility levels. As a matter of policy, the City of Chula Vista employs the noise guideline levels set forth in the Noise Element of the City of San Diego Progress Guide and General Plan, which identifies sound levels compatible with various land uses. All land uses are considered incompatible with noise levels in excess of 75 decibels community noise equivalent level (dB CNEL). A limit of 70 CNEL has been established for office, business, and professional uses and for churches and auditoriums. More sensitive land uses such as residences, schools, parks, and libraries are considered significantly impacted by noise in excess of 65 dB CNEL. These standards are typically applied to exterior use areas adjacent to transportation noise sources such as roadways and railways. An additional standard of 50 dB CNEL is required for the interior of commercial and professional offices.

The City of Chula Vista Noise Ordinance restricts times of construction activities from 7:00 A.M. to 7:00 P.M., Monday through Saturday, and prohibits construction on Sundays and holidays. Furthermore, the noise levels from construction activities to residential receptors are not to exceed 75 dB, averaged over a 12-hour period.

Fixed source and operational noise is also governed by the City of Chula Vista Noise Ordinance. The applicable sound level is a function of the time of day and land use zone. Sound levels are measured at the property line of the noise source. Title 24 of the California Administrative Code requires that multi-family residences' interior noise levels, due to exterior sources, not exceed 45 dB CNEL. This is also considered a desirable noise exposure standard for single-family residences.

Title 24 further specifies that if the exterior noise level exceeds 60 dB CNEL, an acoustical analysis shall demonstrate that the design would achieve the prescribed interior noise standard. Structural attenuation of noise from the exterior to interior is found in standard

construction practices to be 15 dB or higher if windows are closed. With little additional noise reduction design, a noise reduction of 20 dB can be achieved. Exterior levels of up to 65 dB can therefore be accommodated before double-paned windows and other acoustical upgrades may be needed to meet the 45 dB CNEL interior standard.

A noise level of 65 dB CNEL is also the threshold where noise interferes noticeably with an ability to carry on a quiet conversation. An exterior noise exposure of 65 dB is, therefore, the most common noise/land use compatibility guideline for new residential dwellings in California. Because commercial or industrial uses are not occupied on a 24-hour basis, the exterior noise exposure standard for such less sensitive land uses are generally less stringent according to the City of San Diego Noise Ordinance.

5.12.2 Thresholds of Significance

The City of Chula Vista has not adopted any specific numerical noise/land use compatibility levels to establish significance criteria. However, as a matter of policy, the City employs the noise guideline levels set forth in the Noise Element of the City of San Diego Progress Guide and General Plan.

Based on Table 5.12-1, the proposed project would result in a significant noise impact if it would:

- Result in exterior noise levels that exceed 65 CNEL in residential areas and outdoor recreational areas and 70 CNEL in office and commercial districts;
- Result in interior noise levels that exceed 45 dB CNEL for single-family and multi-family residential homes;
- Create a substantial or periodic increase in ambient noise levels in the project vicinity above levels existing without the project; or
- Result in noise levels that violate the City's Noise Ordinance (Chapter 19.68.010 of the Municipal Zoning Code).

5.12.3 Impacts

Applicable Standards and Definition of Terms

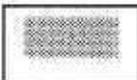
Traffic-Generated Noise

In the City of Chula Vista, noise standards applicable to traffic-generated noise are expressed in terms of the community noise equivalent level. The CNEL is a 24-hour A-weighted decibel average sound level [dB(A) L_{eq}] from midnight to midnight obtained after the

**TABLE 5.12-1
NOISE AND LAND USE COMPATIBILITY**

Land Use	Annual Community Noise Equivalent Level in Decibels					
	50	55	60	65	70	75
1. Outdoor amphitheaters (may be suitable for certain types of music)	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
2. Schools, libraries	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
3. Nature preserves, wildlife preserves	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
4. Residential—single-family, multi-family, mobile homes, transient housing	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
5. Retirement home, intermediate-care facilities, convalescent homes	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
6. Hospitals	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
7. Parks, playgrounds	Compatible	Compatible	Incompatible	Incompatible	Incompatible	Incompatible
8. Office buildings, business and professional	Compatible	Compatible	Compatible	Incompatible	Incompatible	Incompatible
9. Auditoriums, concert halls, indoor arenas, churches	Compatible	Compatible	Compatible	Compatible	Incompatible	Incompatible
10. Riding stables, water recreation facilities	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible
11. Outdoor spectator sports, golf courses	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible
12. Livestock farming, animal breeding	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible
13. Commercial-retail, shopping centers, restaurants, movie theaters	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible
14. Commercial-wholesale, industrial manufacturing, utilities	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible
15. Agriculture (except livestock), extractive industry, farming	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible
16. Cemeteries	Compatible	Compatible	Compatible	Compatible	Compatible	Incompatible

SOURCE: San Diego Progress Guide and General Plan (Transportation Element).



COMPATIBLE: The average noise level is such that indoor and outdoor activities associated with the said use may be carried out with essentially no interference from noise.



INCOMPATIBLE: The average noise level is so severe that construction cost to make the indoor environment acceptable for performance of activities would probably be prohibitive. The outdoor environment would be intolerable for outdoor activities associated with the land use.

addition of 5 dB to sound levels occurring between 7:00 P.M. and 10:00 P.M. and 10 dB to the sound levels occurring between 10:00 P.M. and 7:00 A.M. A-weighting is a frequency correction that often correlates well with the subjective response of humans to noise. Adding 5 dB and 10 dB to the evening and nighttime hours accounts for the added sensitivity of humans to noise during these time periods.

The City's exterior noise level standard for noise-sensitive areas, which include residences, school play areas, and outdoor recreational areas, is 65 CNEL. The City's exterior noise standard for office buildings and commercial property is 70 CNEL.

The City also specifies that residential structures shall be designed to prevent the intrusion of exterior noises such that interior noise levels attributable to exterior sources do not exceed 45 CNEL in noise-sensitive interior rooms. Neither the City of Chula Vista nor the California Department of Education specifies an interior noise standard due to exterior sources for schools.

Standard construction techniques will provide a 20-decibel reduction of exterior noise levels to an interior receiver when the windows and doors are closed. With these criteria, standard construction could be assumed to result in interior noise levels of 45 CNEL or less when exterior noise levels are 65 CNEL or less. When exterior noise levels are greater than 65 CNEL, consideration of specific construction techniques is required to ensure that interior noise levels will not exceed the 45 CNEL residential standard.

Noise Generated On-Site

Impacts to off-site receivers generated by on-site activities are regulated by the City's Municipal Zoning Code, Chapter 19.68. This ordinance specifies maximum one-hour average sound level limits at the boundary of a property. These maximum one-hour sound level limits are the maximum noise levels allowed at any point on or beyond the property boundaries due to activities occurring on the property. Where two or more zones adjoin, the more restrictive noise limits shall apply.

The noise level limits are specified for two different time intervals: daytime and nighttime hours. The daytime hours are specified as 7 A.M. to 10 P.M. on weekdays and 8 A.M. to 10 P.M. on weekends. The nighttime hours are specified as 10 P.M. to 7 A.M. on weekdays and 10 P.M. to 8 A.M. on weekends.

For single-family residential, the levels are specified as 55 decibels during the daytime hours and 45 decibels during the nighttime hours. The noise level limits specified for multi-family residential are 60 decibels during the daytime hours and 50 decibels during the nighttime hours. For commercial and office uses, the limits are 65 decibels during the daytime hours and 60 during the nighttime hours.

Analysis of Noise Impacts

Traffic on Major Roadways

Noise generated by future traffic was projected using the Federal Highway Administration Noise Prediction Model (1979) and using the California vehicle noise emission (Calveno) levels (California Department of Transportation 1983).

Exterior traffic noise levels to first- and second-floor receivers were calculated. First-floor receivers were placed at five feet above ground level and second-floor receivers were placed at 15 feet above ground level. Calculations were completed for a daytime hour and the resulting hourly L_{eq} s were weighted and combined into CNEL values. Projected CNEL values based on the traffic distributions used here are 1.8 higher than the daytime hourly L_{eq} calculated by the Federal Highway Administration model as indicated above.

Impacts to future sensitive receivers were evaluated in relation to the noise level standards discussed above. Exterior sensitive receivers include outdoor recreational areas including outdoor use areas of residences and schools. Interior sensitive receivers are habitable rooms that include living rooms, dining rooms, bedrooms, dens, and other rooms where activities are generally noise sensitive. They do not include kitchens, bathrooms, or closets.

Future predicted noise levels are projected to exceed the City's 65 CNEL exterior standard on the single- and multi-family residential lots adjacent to SR-125, Olympic Parkway, Birch Road, and La Media Road. Future noise levels on the private high school site are also projected to exceed the 65 CNEL exterior standard adjacent to Birch Road and SR-125. Without mitigation, noise impacts from traffic on area roads are considered significant.

Trolley Noise

Consideration of potential trolley noise was based on noise measurements made by RECON for the Metropolitan Transit Development Board and review of trolley activities in downtown San Diego. In addition, information and procedures from "Transit Noise and Vibration Impact Assessment" published by the Federal Transit Administration (1995) were used.

The primary source of noise from the trolley is the wheels on the track. Barrier design was considered with the track level as the source height from the noise. Reference noise levels were 76 dB(A) L_{eq} for a 30-second pass-by at 50 feet from the source. Using an operation schedule similar to the current schedule for the East (Orange) trolley line, this reference noise level equates to a CNEL of 66 decibels.

There is currently no estimate of the number of trains or their schedule for this area of Chula Vista. As such, assumptions were made to determine the potential for noise effects resulting

from trolley activities based on the existing East (Orange) trolley line. This line currently has 74 trips from 7:00 A.M. to 7:00 P.M., 16 trips from 7:00 P.M. to 10:00 P.M., and 20 trips from 10:00 P.M. to 7:00 A.M.

With a source noise of 66 decibels at 50 feet for the trolley, it is possible that noise levels at residents adjacent to the right-of-way could meet or exceed the 65 dB CNEL standard set by the City. To insure that the standard is not exceeded, it would be necessary to break the line of sight to the tracks. This would be achieved through the construction of a five-foot-high barrier along the trolley right-of-way. By breaking the line of sight from the tracks to the receiver, a five-decibel reduction in noise levels will be achieved. Without mitigation, noise impacts from trolley traffic are considered significant.

Interior Noise Levels

The noise guideline levels set forth in the Noise Element of the City of San Diego Progress Guide and General Plan and the State require that interior noise levels not exceed 45 dB CNEL within multi-family units. Typically standard California construction materials and methods, the building shells provide at least 20 decibels with the windows closed. Therefore, multi-family units exposed to an exterior CNEL greater than 65 dB could result in an interior CNEL greater than 45 dB. The exterior CNEL at the proposed multi-family residences adjacent to Olympic Parkway, La Media, Birch Road and SR-125 would exceed 65 dB CNEL. Without mitigation, noise impacts from exterior sources to interior receivers are considered significant.

Commercial Noise

The proposed project would develop commercial uses adjacent to residential uses at the village core area. Sources of commercial noise typically include activities at loading docks and parking lots; heating/ventilation and air conditioning equipment (HVAC); maintenance activities; and additional heavy truck traffic along adjacent roads. Noise levels associated with the commercial activities would vary depending on the number of delivery trucks, loading dock areas, and customer traffic generated by the commercial sites. Similarly, HVAC equipment noise would vary depending on the number and type of equipment selected. Typical rooftop HVAC packaged units generate noise levels of approximately 70 dB at 10 feet from the source. Prior to approval of commercial development plans, the commercial sites would have to be designed so that noise levels would comply with the City's Noise Ordinance. Without mitigation, noise impacts from commercial uses to neighboring residential and recreational uses are considered significant.

Pump Station Noise

Based on planned development phasing of the Otay Ranch Village 6 Project and adjacent infrastructure, a temporary water pump station may be required to provide a backup potable

water supply for development located within the 980 Pressure Zone service area. The pump station will serve as a secondary supply source should the primary 980 Zone source go out of service. Subsequent to construction of a permanent redundant supply the pump station will be removed.

The station will be located at the northern corner of the intersection of "J" and "R" Streets. While final design criteria will be specified by the Otay Water District, a typical station capable of supplying the most conservative water demand projections for the project would consist of skid-mounted components including three 75-horsepower horizontal split case pumps, control valves, controls, and header piping. The pumps would automatically start should the pressure in the 980 Zone distribution system fall below a prescribed setting.

Each of these pumps is projected to have a sound power level of 80 to 83 dB(A). When running simultaneously, these pumps would produce a combined sound power level of 88 dB(A). A sound pressure level of 50 decibels would result from this source noise at a distance of about 100 feet from the pumps. Although the operation of the pumps is expected to be rare, this noise level represents a significant adverse impact.

Quarry Noise

The Rock Mountain quarry is located approximately two miles southeast of Village Six. Noise generated from the quarry is not anticipated to affect residents within the Village Six project area. Because of the distance from the quarry to Village Six, blasting, drilling, and other operational noise generated from the Rock Mountain quarry is anticipated to result in noise levels well below ambient conditions on the Village Six site. No significant noise impacts resulting from quarry operations are expected.

5.12.4 Level of Significance Prior to Mitigation

Potential sources of noise related to the proposed Village Six SPA Plan include construction noise, traffic-generated noise, and commercial noise. Construction activities, especially heavy equipment, would create short-term noise increases near construction areas. Traffic on La Media, Olympic Parkway, Birch Road, and SR-125 would cause a significant noise impact to adjacent residences. HVAC equipment associated with commercial development could ^{have} and a significant impact on nearby residences.

A site design for the multi-family residential area is not available at this time. Mitigation of any exterior use areas could also be achieved through the site design by placing the exterior use areas on the sides of the building opposite the freeway. This will ensure that these areas are adequately shielded from freeway noise. Any balconies proposed in the multi-family areas must comply with the residential exterior noise standards as discussed above.

5.12.5 Mitigation Measures

5.12-1 Prior to the approval of tentative maps, the applicant shall submit an acoustical study for approval by the Director of Building and Planning, which includes the following:

- a) Location and heights of noise barriers in accordance with Figure 5.12-1 of the EIR;
- b) A detailed analysis which demonstrates that barriers or setbacks have been incorporated into the project design, such that noise exposure to residential receivers placed in useable exterior areas are at below 65 dB CNEL; and
- c) A detailed analysis, which demonstrates that barriers or setbacks have been incorporated into the project design, such that, when considered with proposed construction specifications, interior noise levels shall not exceed 45 db CNEL.

Should grading or traffic assumptions change during the processing of the tentative map, the barriers shall be refined to reflect those modifications.

5.12-2 Noise barriers shall be constructed as shown on Figure 5.12-1 with the following provisions:

- a) The applicant shall construct the noise barriers as shown on Figure 5.12-1 prior to the issuance of any building permit for those lots within the noise contour of 65 CNEL or greater as described in the Noise Technical Report for Otay Ranch Village Six, dated September 24, 2001, unless earlier modified by agreement with the City of Chula Vista, California Transportation Ventures (CTV) or its successor in interest, and applicant. All noise barrier design and construction adjacent to SR-125 shall be coordinated with the City of Chula Vista, Caltrans, and CTV or its successor in interest. Noise barrier design and construction adjacent to SR-125 may be modified should a subsequent acoustical study demonstrate to the satisfaction of the Director of Planning and Building that the applicable noise standards will be achieved by a modified design.
- b) All other required noise barriers adjacent to Olympic Parkway, La Media Road, and Birch Road as shown on Figure 5.12-1 shall be constructed prior to the issuance of any building permit for lots adjacent to the aforementioned roadways.
- c) Noise barriers shall be shown on wall and fence plans to be approved prior to issuance of the first grading permit to be approved by the City.

The applicant shall construct the noise barriers adjacent to SR 125 as shown on Figure 5.12-1 prior to the issuance of the first building permit within the adjacent neighborhood or the

~~opening of SR 125, whichever occurs earlier. Noise barrier design and construction adjacent to SR 125 shall be coordinated with the City of Chula Vista, Caltrans, and California Transportation Ventures (CTV). All other required noise barriers adjacent to Olympic Parkway, La Media Road, and Birch Road shall be shown on the grading plan or a wall and fence plan to be approved prior to issuance of the first grading permit within any adjacent neighborhood. Walls adjacent to Olympic Parkway, La Media Road, and Birch~~

~~shall be constructed prior to the issuance of the first building permit within the adjacent neighborhood.~~

- 5.12-3 Prior to approval of building permits for commercial development, a report shall be prepared demonstrating that HVAC equipment is designed to insure that noise levels from the equipment will not exceed the City of Chula Vista's Noise Ordinance Standards.
- 5.12-4 If balconies are proposed for the multi-family uses adjacent to SR-125, prior to approval of building plans, an acoustical analysis of site plans and building plans shall be prepared by the applicant and reviewed by the Director of Planning and Building to ensure that they meet the 65 dB(A) CNEL exterior.
- 5.12-5 The water pump station shall be placed within an enclosure capable of reducing the noise of the pumps such that, when operating, the sound pressure level at a distance of 50 feet from the pumps is 50 decibels or less. Prior to the installation of the pump station, the applicant shall provide an acoustical report demonstrating that the proposed pumps and enclosure meet this condition, to the satisfaction of the Director of Planning and Building.

Level of Significance After Mitigation

Implementation of the above mitigation measures would reduce noise impacts below a level of significance.

5.13 Public Services and Utilities

This section discusses the availability of public services and utilities for the Village Six SPA Plan. The Otay Ranch Program EIR addressed existing conditions, potential impacts of the GDP, and mitigation measures related to public services and utilities. Additional analysis of the availability, capacity, and additional services required as a result of regional growth were provided in the 1995 City of Chula Vista Sphere of Influence Update Program EIR. Both of these analyses are incorporated by reference.

In January 1991, the Chula Vista City Council adopted Ordinance No. 23220 establishing a Development Impact Fee (DIF) to pay for various public facilities within the city of Chula Vista. The facilities are required to support future development within the city and the fee schedule has been adopted in accordance with Government Code Section 66000. The proposed project will be subject to the payment of the fee at the rate in effect at the time building permits are issued.

5.13.1 Potable Water

Existing Conditions

The following discussion is based on the Subarea Master Plan (SAMP) for Otay Ranch Villages Six, Seven, and Planning Area 12 (Volume 1: Conceptual Facilities Plan January 2001a); Volume 2: McMillin Village Six Water Facilities Plan (both prepared by John Powell & Associates, Inc., August 2001b); and the Overview of Water Service for the Otay Ranch Company Village Six (Dexter Wilson Engineering, Inc., September 2001a). The Water Facilities Plan and the Overview of Water Service are included in this EIR as Appendix I. These studies provide information regarding projected potable and recycled water demands, as well as infrastructure required to serve the proposed project.

The Otay Ranch Program EIR discusses existing regional capacities and future planning efforts of federal, state, and local agencies to increase the water supply in the region. The County of San Diego imports the majority of its potable water supply from the Colorado River via the Colorado River Aqueduct, and the Sacramento–San Joaquin Delta via the California Aqueduct of the State Water Project. The remainder of the water supply comes from local surface-water storage reservoirs, groundwater, and water reclamation. The San Diego County Water Authority (SDCWA) purchases the imported water from the Metropolitan Water District of Southern California. SDCWA is also the wholesaler of water to 23 water agencies in San Diego County, including the Otay Water District (OWD), which serves the project area. The OWD currently imports all of its potable water from the SDCWA via the Second San Diego Aqueduct. Water is delivered at aqueduct connections No. 10 and No. 12 and is conveyed to the OWD's emergency/operating reservoirs.

Recently, the SDCWA has entered into an agreement with the City of San Diego to purchase up to 12 mgd of treated water from the City's Otay Water Treatment Plant. This additional supply will enable the OWD to supplement deliveries for the SDCWA under peak demand conditions and will provide an additional emergency supply source should the SDCWA's imported water supply be interrupted. The SDCWA is preparing a Regional Facilities Master Plan, which will identify new SDCWA transmission facilities needed to supply projected future member agency demands. Projected OWD demands, including Village Six SPA area project demands, have been included in the Regional Facilities Master Plan.

The OWD has adopted a Water Resources Master Plan, which identifies a long-range capital improvement program to support planned development, including Village Six, within the district boundaries. The Master Plan, along with supplemental preliminary SAMPs for individual developments, specifies new or expanded storage reservoirs, pump stations, and transmission mains which are required to provide service to planned and proposed developments such as Village Six.

The OWD has established criteria to determine pressure zone boundaries within new and existing developments. The criteria constitute minimum and maximum allowable pressures and maximum velocity thresholds allowed under specified operating conditions within the distribution system. Minimum pressure criteria are based on potable system and fire-fighting operational requirements while the maximum pressure limitations are established to protect residential and commercial plumbing, as well as distribution piping and appurtenances.

There are currently five pressure zones within Otay Ranch to provide adequate water pressure to different pad elevations. Pressure zones 711 and 980 will serve the project area (Figure 5.13-1). The OWD services the 980 pressure zone with a pump station located in the EastLake Business Park. There is currently one pump station in the 711 zone, referred to as the Central Area Pump Station. It is located at the 624 zone Patzig Reservoir. Existing 20-inch 711 zone transmission mains are located in Telegraph Canyon Road and EastLake Parkway along the northern and eastern boundaries of Otay Ranch SPA One. Current development of the SPA One project is extending a 16-inch transmission main in La Media Road and East Palomar Street. An existing 980 zone transmission main, ranging in size from 20 to 36 inches, is located in EastLake Parkway.

The Village Six SPA Plan property is located within the OWD Central Service Area. The Central Area Pump Station is located at the Patzig 624 zone reservoir site and pumps water to the 711 zone distribution system and storage reservoirs. The four pumps at the Central Area Pump Station are rated for approximately 4,000 gallons per minute (gpm), which equates to a firm capacity of 16,000 gpm. The EastLake Pump Station, which is located on the south side of Otay Lakes Road at Lane Avenue, draws water from the 711 zone distribution system and transfers it to the 980 zone distribution system and storage reservoirs. The three pumps at the EastLake Pump Station are rated for approximately 4,000 gpm, giving the system a firm capacity of 8,000 gpm.

LEGEND

 Pressure Zone 711

 Pressure zone 980

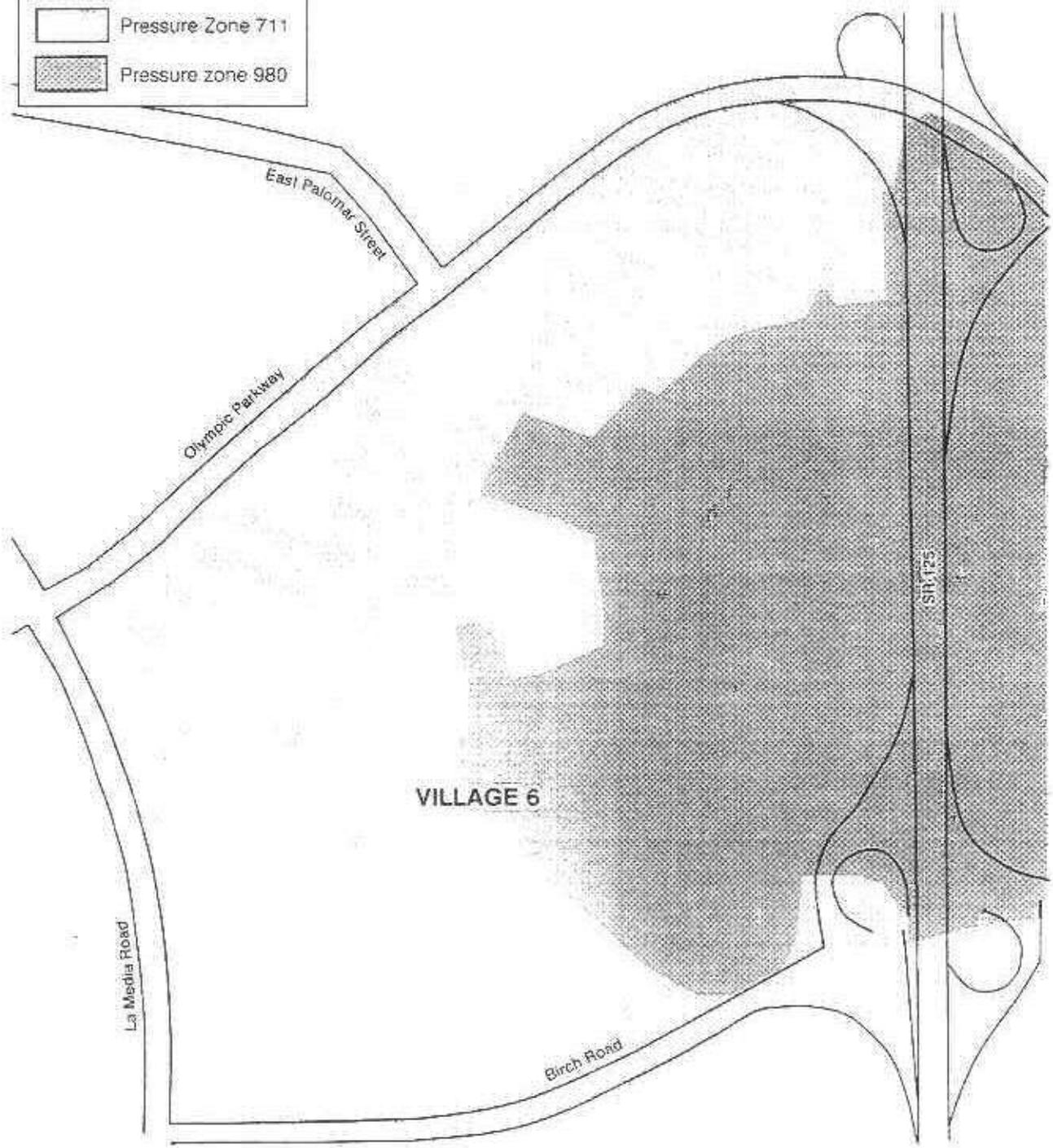


FIGURE 5.13-1
Pressure Zone Service Areas
Village Six Otay Ranch Development Plan

The 711 zone has ~~three~~ two existing operational reservoirs within the EastLake Greens development south of Otay Lakes Road. Reservoirs 711-1, 711-2, and 711-3~~2~~ have capacities of ~~2.83.0, and 2.32,~~ and 16.0 million gallons (mg), respectively, for a total capacity of ~~521.3-0~~ mg. Reservoirs 980-1 and 980-2 serve the 980 zone and are located within the OWD Use Area north of Rolling Hills Ranch. Each reservoir has an individual capacity of 5.02 mg, for a total capacity of 10.05 mg.

The 624 zone reservoirs provide emergency water supplies to the 711 and 980 zones. There are three reservoirs in the 624 zone of the Central Area District, including the 624-1 (12.4 mg) Patzig Reservoir adjacent to the Otay Ranch project, 624-2 (8.0 mg) Reservoir in EastLake I, and 624-3 (30.0 mg) Reservoir in EastLake Greens adjacent to EastLake Parkway.

There are currently three 624 pressure zone reservoirs in the Central Service Area. These include the 12.4 mg 624-1 (Patzig) Reservoir located adjacent to the Otay Ranch SPA One project, the 8.0 mg 624-2 Reservoir located in the EastLake I development, and the 30 mg 624-3 (EastLake Greens) Reservoir located adjacent to EastLake Parkway. Storage requirements for the 980 and 711 Zones are 12.02 ~~15.97~~ mgd and 15.39 ~~4.63~~ mgd, respectively. The existing operational storage requirement for the 980 zone is 10.04 mg and is 21.40 ~~5.0~~ mg for the 711 zone.

The OWD requires operational storage within each zone to have the following:

1. Operational capacity equal to 0.3 times the Maximum Daily Demand for the zone,
2. Emergency reserve capacity equal to the Maximum Daily Demand for the zone, and
3. The maximum fire flow volume for the zone.

The OWD has implemented an integrated resources plan for the development of local water supplies during normal and emergency conditions. The OWD's goals are to obtain 40 percent of its annual water demand from local water sources when water is not available through the SDCWA. Also, OWD seeks to obtain up to 70 percent of annual water demand when water is available from the SDCWA in order to have a stored supply during periods when the SDCWA cannot supply the needed amount to the OWD. Additional benefits of the integrated resources plan include the ability of the OWD to meet customer water demands during periods of drought and to provide the lowest possible water rates to its customers.

In the event of an aqueduct shutdown, the OWD policy is to provide a maximum of five average days of emergency storage capacity and a minimum of five average days of supply from interconnections and other sources to meet operational demands. Their goal is to meet a maximum of one-half of the 10 average annual days from storage, and the other one-half or more from alternative sources. The OWD currently maintains emergency storage reserves equal to at least five days of average annual demand in each service area.

Thresholds of Significance

The City has adopted a Growth Management Ordinance (Chapter 19.09) that imposes water service standards and requires all major development projects to prepare a water conservation plan. These standards are established to ensure that adequate storage, treatment, and transmission facilities are constructed concurrently with planned growth. According to Appendix G of the CEQA guidelines, the proposed project would have a significant impact on potable water if it:

- Encourages activities which result in the use of large amounts of water or use of water in a wasteful manner;
- Results in substantial need for new, altered, or expanded services; or
- Contributes to a capacity deficiency in a regional facility.

In addition, according to City of Chula Vista threshold standards, impacts to water resources would be significant if the proposed project exceeds City of Chula Vista threshold standards to ensure that adequate supplies of quality water, appropriate for intended use, are available. The standards require the following actions:

- (1) The applicant must request and deliver to the City service availability letters from the appropriate water district for each project at the tentative map level.
- (2) The project applicant is required to submit a Water Conservation Plan along with a SPA Plan application.
- (3) The project plans shall ensure an adequate supply of water on a long-term basis prior to the development of each Otay Ranch SPA.

Impacts

The OWD has provided a "will serve letter," dated September 11, 2000, contingent that all financial arrangements would be made with OWD for construction of any Village Six SPA Plan water systems addressed in the approved preliminary SAMP and Overview of Water Service study.

Average annual day (AAD) water demands for the Village Six SPA Plan were estimated through application of the way duty method as specified in the OWD's planning criteria. The method involves assigning a representative unit water demand to each land use type in the planning area. Demand projections for the project are then computed by multiplying the acreage planned for each land use category by the corresponding water duty (Table 5.13-1). Projected potable water demands for the project area are 844,747 ~~75,150~~ gallons per day

(gpd). It should be noted that the neighborhood park could use a minimal amount of potable water.

**TABLE 5.13-1
POTABLE WATER DEMAND**

Land Use	Area (acres)	Dwelling Units	Unit Demand	Average Demand (gpd)
SF Residential	173.1	883	420 gpd/du	370,860
MF Residential	64.1	1,203	294,315 gpd/du	353,682 78,945
Elementary School	10.0		1,250 gpd/ac	12,500
Private High School	32.5		2,232 gpd/ac	72,540
Commercial	3.0		1,785 gpd/ac	5,355
CPF Church	11.5		1,785 2,232 gpd/ac	20,528 5668
CPF	5.2		1,785 gpd/ac	9282
TOTAL				844,757 747,150

SOURCE: John Powell & Associates, Inc./PBS&J August 23, 2001.

gpd = gallons per day; SF = single-family;

MF = multi-family; CPF = community purpose facility; du = dwelling unit; ac = acre.

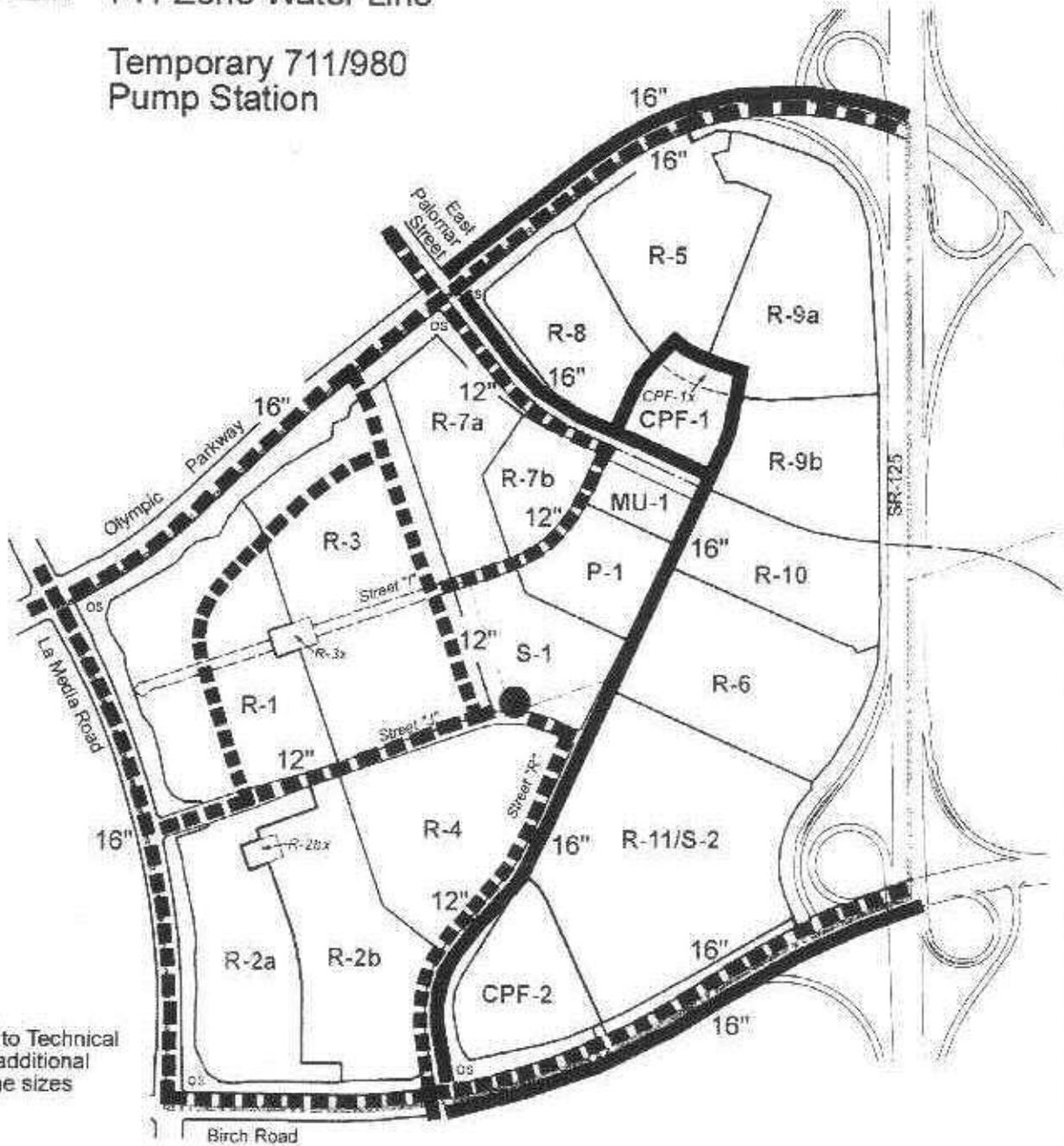
NOTE: Neighborhood park could use a marginal amount of potable water.

If the R-11/S-2 neighborhood is not developed as a high school, but as single-family homes, the average day demand for potable water would be reduced by 11,220 gpd. This reduction is based on 146 equivalent dwelling units requiring 61,320 gpd, reducing the total project potable water demand to 833,527 ~~63,930~~ gpd.

The proposed potable water mains for the Village Six SPA Plan would connect to the mains planned or under construction within the 711 pressure zone in La Media Road, Olympic Parkway, and East Palomar Street. A connection would be made with the existing main in EastLake Parkway for pressure zone 980. OWD's Capital Improvement Program identifies the extension of the existing pressure zone 980 main south in EastLake Parkway and east/west in Olympic Parkway. The proposed backbone potable water system is shown in Figure 5.13-2. The plan for recycled water is shown in Figure 5.13-3. General phasing of this system would correspond to the development phasing of the proposed project. Phasing of the on-site distribution network will be developed as part of the subsequent volumes of the ~~preliminary~~ SAMP prepared in conjunction with engineering review of the future tentative maps.

The network configuration and pipe sizes are based on hydraulic analyses, which included use of the H2ONET Water Distribution Model. These analyses consisted of simulating

-  980 Zone Water Line
-  711 Zone Water Line
-  Temporary 711/980 Pump Station



Note: Refer to Technical Reports for additional detail and line sizes



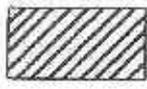
Map Source: Cinti Land Planning

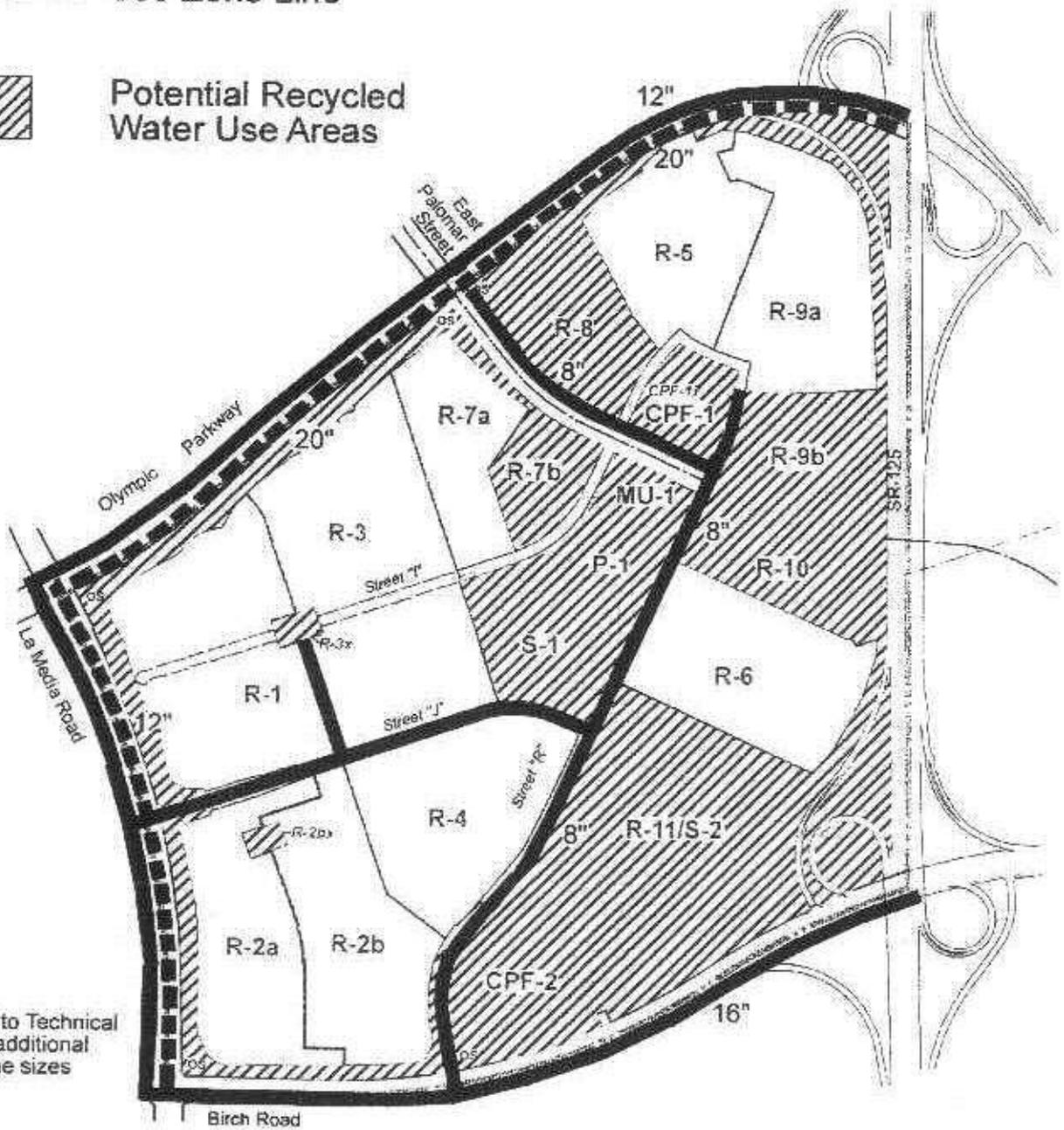


FIGURE 5.13-2
Domestic Water Plan
 Village Six Otay Ranch Development Plan

———— 950 Zone line

- - - - - 680 Zone Line

 Potential Recycled Water Use Areas



Note: Refer to Technical Reports for additional detail and line sizes



Map Source: Cinti Land Planning



FIGURE 5.13-3
Recycled Water Plan
Village Six Otay Ranch Development Plan

hydraulic conditions within the proposed on-site distribution system and regional transmission mains under specified demand conditions. Table 5.13-2 lists the sources for development demand considered in the model. The model results indicate that the proposed ultimate 711 and 980 pressure zone transmission systems would be adequate to convey peak hour flows.

**TABLE 5.13-2
SOURCES FOR DEVELOPMENT DEMAND PROJECTIONS**

Development	Source for Demand Projections
Sunbow II	SAMP for Sunbow II (1997)
Otay Ranch Villages One and Five	SAMP for Otay Ranch SPA One (1998)
Otay Ranch Village Eleven	Overview of Water Service for Otay Ranch Village 11 (2000)
Otay Ranch - Other Villages	Otay Ranch Master Plan of Water and Sewage (1992)
EastLake Trails	SAMP for EastLake Trails (1998)
EastLake Business Center II	SAMP for EastLake Business Center II (1999)
EastLake III	SAMP for EastLake III (2000)
Rolling Hills Ranch	SAMP for Salt Creek Ranch (1997)

The Village Six SPA Plan would place additional demand on the 711 and 980 pressure zone pump stations. Design criteria for the pump stations is based on providing sufficient capacity to convey the maximum day demands for all higher zones to which the station pumps. The existing maximum daily demands pumping capacity for the 711 and 980 pressure zones are 5,080 2,833 gpm and 2,250 180 gpm, respectively. The existing plus the anticipated development plus Village Six development is expected to have a maximum day demand pumping capacity of 11,885 3,306 gpm for the 711 pressure and to 5,878 6,993 gpm for the 980 pressure zone. The proposed project would also place additional demands on the pressure zone pump stations. Based on these additional demands, existing pressure zone 711 pumping capacity may require expansion, either through the installation of an additional pump at the Central Area Pump Station or construction of the planned EastLake Greens Pump Station.

The OWD establishes the operational storage capacity at 0.3 times the maximum day demand for each pressure zone and the emergency reserve capacity as equal to the maximum day demand. Fire flow volume is added to these two capacity values to determine required storage capacity. The OWD has recognized that there is a short-term need for additional 711 pressure zone storage. The existing plus forecasted storage capacity requirement for the 711 pressure zone is 15.39 4.03 mg, which exceeds the existing storage capacity by 9.03 mg.

This does not exceed the existing storage capacity because the McMillin Otay Ranch, LLC has entered into an agreement with the OWD establishing a funding program for construction of a 16.0 mg 711-3 reservoir currently in the construction phase. For pressure zone 980, a projected deficit of 1.9825 mg is anticipated with construction of the proposed project.

It is OWD policy to provide a maximum of five average days of emergency storage capacity within the system and a minimum of five average days of supply from interconnections and other sources to meet operational demands. Upon completion of Reservoir 711-3 the central area system will have 85.55 mg of total storage. The emergency storage required for the Village Six project is approximately 4.2 mg. In addition to the emergency component within the operational reservoirs, emergency storage for the proposed project will be provided at the East Lake Greens Reservoir (624-3). Based on an average AAD demand of 0.4358 mgd, sufficient emergency storage capacity exists within the service area to meet the needs of the project.

OWD is currently processing storage capacity upgrades in Zones 711 and 980 and the district would be lead agency for environmental review prior to the consideration of those improvements. Without these improvements, significant impacts to water pressure and flow would result.

Level of Significance Prior to Mitigation

The proposed project would result in an incremental increase in water consumption and place additional demands on water storage and pumping facilities. The impact to water storage and pumping facilities would be significant if construction of facilities does not coincide with the anticipated growth associated with the Village Six SPA. The increase in demand for water would not have a significant impact on the ability of OWD to provide service to the Village Six project.

The increase in water demand has been planned for by the OWD and a draft Water Conservation Plan has been prepared by Dexter Wilson Engineering (April 2001a), reducing the impact of increased water demand. Conservation measures in the plan include the use of ultra-low-flow showerheads, water efficient dishwashers and clothes washers, water pressure reduction, hot water pipe insulation, leak detection tablets, low-water landscaping, xeriscaping, soil moisture sensors, and automatic timer shut-off for manual hose systems. However, the impact to potable water storage and distribution facilities would be significant if construction of new facilities does not coincide with the project's anticipated growth.

Because the high school uses more water per acre than single-family homes, water consumption would be slightly less if residential uses were applied to Neighborhood R-11/S-2 rather than the school. The impacts to provision of potable water would, however, remain significant and the same mitigation measures would be needed.

Mitigation Measures

- 5.13.1-1 The final Subarea Water Master Plan shall be approved prior to the approval of any tentative map. The Master Plan shall include the design of water system infrastructure including timing and cost by phase of development and must be in compliance with the OWD Master Plan.
- 5.13.1-2 Prior to approval of the first tentative map, the applicant shall provide the City with a letter from the OWD stating that adequate pumping and storage capacity is available or will be available concurrent with need.
- 5.13.1-3 Prior to approval of each Tentative Map, the applicant shall provide the City with a letter from the OWD stating that adequate storage capacity exists or will be available concurrent with need.
- 5.13.1-4 Water facilities improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved Public Facilities Finance Plans (PFFP) for the Village Six SPA Plan.

Level of Significance After Mitigation

Implementation of the above mitigation measures would reduce the project's impact on potable water below a level of significance.

5.13.2 Recycled Water

Existing Conditions

The following discussion is based on the SAMP for Otay Ranch Villages Six, Seven, and Planning Area 12 (Volume 1: Conceptual Facilities Plan January 2001); Volume 2: McMillin Village Six Water Facilities Plan (August 2001a) (see Appendix I); and the Overview of Water Service for the Otay Ranch Company Village Six (September 2001b) (see Appendix I).

The Ralph W. Chapman Water Recycling Facility located north of the project site near the intersection of Singer Lane and State Route 94 supplies the Otay Ranch community with recycled water. This plant has a current capacity of 1.1 mgd, with expansion potential up to 2.5 mgd for nonpotable water uses including irrigation of golf courses, school playing fields, public parks, and public landscaping. OWD will supply potable water to the recycled system when high demand exceeds the available capacity.

Two existing ponds in the OWD Use Area north of Proctor Valley Road receive the water and provide operational storage for the 980 recycled pressure zone with capacity to hold high

water levels between 940 and 950 feet. The ponds are connected to an existing 20-inch transmission main in Lane Avenue, which runs south to the existing main in Otay Lakes Road.

Recycled water is delivered to the OWD and pumped to the proposed 680 zone 2.2 mg capacity recycled water reservoir to be located in EastLake Greens (between South Greensview Drive and the Second San Diego Aqueduct right-of-way) for operational storage. The reservoir will have a connection to a planned 680 recycled pressure zone transmission main within the aqueduct right-of-way. This main will tie into planned transmission mains in Telegraph Canyon Road and Olympic Parkway. The OWD would have the option of pumping recycled water from the 680 zone reservoir to supply the demands of the 950 zone. Supplemental recycled water will be available from the City of San Diego's planned South Bay Water Reclamation Plant. This plant will be located in the Tijuana River valley at Monument and Dairy Mart Roads near the U.S.-Mexico border and will have a capacity of 15 mgd.

Thresholds of Significance

The City has adopted a Growth Management Ordinance (Chapter 19.09), which imposes water service standards and requires that all major development projects prepare a water conservation plan. These standards are established to ensure that adequate storage, treatment, and transmission facilities are constructed concurrently with planned growth. According to Appendix G of the CEQA guidelines, the proposed project would have a significant impact on recycled water if it:

- Encourages activities which result in the use of large amounts of water or use of water in a wasteful manner;
- Results in substantial need for new, altered, or expanded services;
- Contributes to a capacity deficiency in a regional facility, or
- Creates a public health risk.

Impacts

There is a projected recycled water demand of 121,644 gpd project for Village Six. The basis for this projection is present in Table 5.13-3. As with potable water, if residential uses replace the possible high school, demand for recycled water would be reduced. Elimination of the high school and alternative development of 146 additional dwelling units would result in a reduction in demand for recycled water of 14,508 gpd.

**TABLE 5.13-3
RECYCLED WATER DEMAND**

Land Use	Area (acres)	Percent Irrigated	Irrigated Area (ac)	Irrigation Rate (gpd/ac)	Average Demand (gpd)
MF Residential	64.1	15	9.6	2,232	21,427
Park	7.6	100	7.6	2,232	16,963
Elementary School	10.0	20	2.0	2,232	4,464
Private High School	32.5	20	6.5	2,232	14,508
Commercial	3	10	.3	2,232	670
CPF	16.7	20	3.3	2,232	7,366
Open Space	21.1	50	10.6	2,232	23,659
Circulation	58.3	25	14.6	2,232	32,587
TOTAL					121,644

SOURCE: John Powell & Associates, Inc. /PBS&J August 23, 2001

Recycled water will be supplied to Village Six through connections to the planned 12-inch 680 recycled zone main in La Media Road and the existing 16-inch 950 recycled zone main in EastLake Parkway. OWD's current capital improvement plan includes construction of 680 recycled zone mains in La Media Road and Olympic Parkway, extension of the 950 recycled zone main in EastLake Parkway south to Birch Road, and construction of 950 recycled zone mains in Birch Road, Rock Mountain Road, and along SR-125.

As specified in current OWD design criteria, all on-site pipelines will have a minimum diameter of six inches. Recycled water pipelines will be installed concurrent with the phased construction of the potable water system.

On-site pipelines would be six-inch-minimum diameter. Recycled water pipelines would be installed concurrent with the phased construction of the potable water system.

The impact to recycled water storage and distribution facilities would be significant if construction of new facilities does not coincide with the project's anticipated growth.

Level of Significance Prior to Mitigation

The proposed project would result in an incremental increase in the use of recycled water and place additional demands on water storage and pumping facilities. The increase in use of recycled water has been planned for by the OWD and will not have a significant impact. However, the impact to recycled water storage and distribution facilities would be significant if construction of new facilities does not coincide with the project's anticipated growth.

Because the high school uses more water per acre than single-family homes, water consumption would be slightly less if residential uses were applied to Neighborhood R-11/S-2 rather than the school. The impacts to provision of recycled water would, however, remain significant and the same mitigation measures would be needed.

Mitigation Measures

- 5.13.2-1 The applicant shall provide for adequate recycled water storage and distribution facilities, which shall be constructed in accordance with the Subarea Master Plan and to the satisfaction of the OWD. These water infrastructure improvements are described in the Village Six and PFFP and the SPA Plan. The proposed PFFP identifies the development impact fees that the applicant shall pay to mitigate impacts, the estimated cost of the facility, the applicant's obligation to construct or pay for the necessary mitigation, and the phasing improvements. Prior to approval of the first final map, the applicant would provide written proof from OWD that adequate water storage and distribution facilities are available to serve the proposed project area.
- 5.13.2-2 A complete Subarea Master Plan shall be required prior to approval of the tentative map. The recycled water system shall be designed at that time and the timing and cost shall be identified by phase of development.
- 5.13.2-3 The final Subarea Water Master Plan shall be submitted to the City for review and approved by OWD prior to the approval of any tentative map. The Master Plan shall include the design of water system infrastructure including timing and cost by phase of development and must be in compliance with the OWD Master Plan.

Level of Significance After Mitigation

Implementation of the mitigation measures would reduce the project's impact on recycled water below a level of significance.

5.13.3 Sewer

Existing Conditions

The Otay Ranch Program EIR concluded that implementation of the GDP would result in a significant impact to sewer services because existing facilities would not accommodate the additional sewage flow and additional wastewater treatment would be required.

The following discussion is based on the McMillin-Otay Ranch Village Six Gravity Sewer Study (John Powell & Associates, Inc./PBS&J, August 2001) and the Overview of Sewer

Service for Otay Ranch Company Village Six (Dexter Wilson Engineering, Inc., August 2001b). These reports are included as Appendix J to this EIR.

The eastern portion of the City of Chula Vista lies within three sewer drainage basins: Salt Creek, Telegraph Canyon, and Poggi Canyon. There are three existing sewer interceptors that collect and convey flow from the Otay Ranch area: the Telegraph Canyon Interceptor, located in Telegraph Canyon Road north of the project site; the Poggi Canyon Interceptor, located in Olympic Parkway west of the project site; and the Main Street Trunk Sewer, which ends just west of the Otay Ranch GDP boundary. Sewage generated within the project area will discharge to the Poggi Canyon Interceptor.

The City of Chula Vista is responsible for sewer service in Otay Ranch. The City has threshold standards for sewer services, which require all new development to be consistent with the Sewer Master Plan. The City of Chula Vista Engineering Staff recently prepared a Threshold Capacity of Poggi Canyon Trunk Sewer Memorandum (February 19, 2001). That analysis indicated 4,276 equivalent dwelling units (EDUs) of remaining capacity. Of this remaining capacity, there are currently 3,329 entitled EDUs within the Poggi Basin, which leaves 947 EDUs capacity that do not have entitlements (John Powell & Associates, Inc. August 2001b). In order to improve capacity, sewer flows generated in the Poggi Canyon Basin would be conveyed to an extension of the Poggi Canyon Interceptor trunk sewer. In July 1997, the City of Chula Vista developed a Gravity Sewer Basin Plan that estimated the cost of improving and extending the Poggi Canyon Interceptor based on ultimate basin sewage flow projections. Based on the estimated costs, the plan established a DIF to fund the improvements. The Village Six project will participate in the Poggi Canyon Gravity Basin DIF. The Poggi Canyon Interceptor extension is an operational 15-inch-diameter pipeline connecting to the planned Salt Creek Interceptor. Reach 9B of the Salt Creek Sewer Interceptor would provide for increased sewage flow from the Poggi Canyon Sewer Interceptor to the Metro sewer collection system.

Thresholds of Significance

According to Appendix G of the CEQA guidelines, the proposed project would have a significant impact on sewer service if:

- Results in substantial need for new, altered, or expanded services;
- Contributes to a capacity deficiency in a regional facility;
- Creates a public health risk; or
- Exceeds City Engineering Standards.

The maximum number of EDUs added to the existing sewer system will exceed set limits without associated improvements. These limits, which do not apply only to Village Six, are specified in Table 5-13.4.

**TABLE 5-13.4
POGGI CANYON SEWER BASIN REQUIRED IMPROVEMENTS**

EDUs	Required Improvement
948	Completion of the Salt Creek Interceptor Reach 9B – City CIP project (Improvement P-1)
3,770	Upsize the Poggi Canyon line beneath I-805 (Improvement P-2)

Impacts

The City of Chula Vista has established criteria to estimate sewage flows from different land uses. Single-family dwelling units are estimated to produce an average of 265 gpd and multi-family dwelling units are assumed to produce 75 percent of the sewage generated in a single-family dwelling unit, or 199 gpd. Commercial, industrial, and CPFs generate 2,500 gpd/acre. Elementary schools are assumed to produce 15 gpd/student and high schools are assumed to produce 20 gpd/student.

For the Village Six SPA Plan, it was assumed that the planned elementary school will have approximately 750 students and the private high school will have approximately 2,200 students. Table 5.13-5 shows the projected sewage generation for the project area. These calculations are based on sewage generation factors established by the City of Chula Vista Subdivision Manual. The average daily sewage flow from the proposed Village Six SPA Plan is estimated to be 581,692 gpd.

**TABLE 5.13-5
SEWAGE GENERATION**

Land Use	Units	Unit Demand	Average Demand (gpd)
SF Residential	883 Dwelling unit	265 gpd/du	233,995
MF Residential	1,203 Dwelling unit	199 gpd/du	239,397
Park	7.6 Acre	500 gpd/ac	3,800
Elem. School	750 Student	15 gpd/student	11,250
Private High School	2,200 Student	20 gpd/student	44,000
Commercial	3.0 Acres	2,500 gpd/ac	7,500
CPF Church	11.5 Acres	2,500 gpd/ac	28,750
CPF	5.2 Acres	2,500 gpd/ac	13,000
TOTAL			581,692

SOURCE: John Powell & Associates/PBS&J 2001.

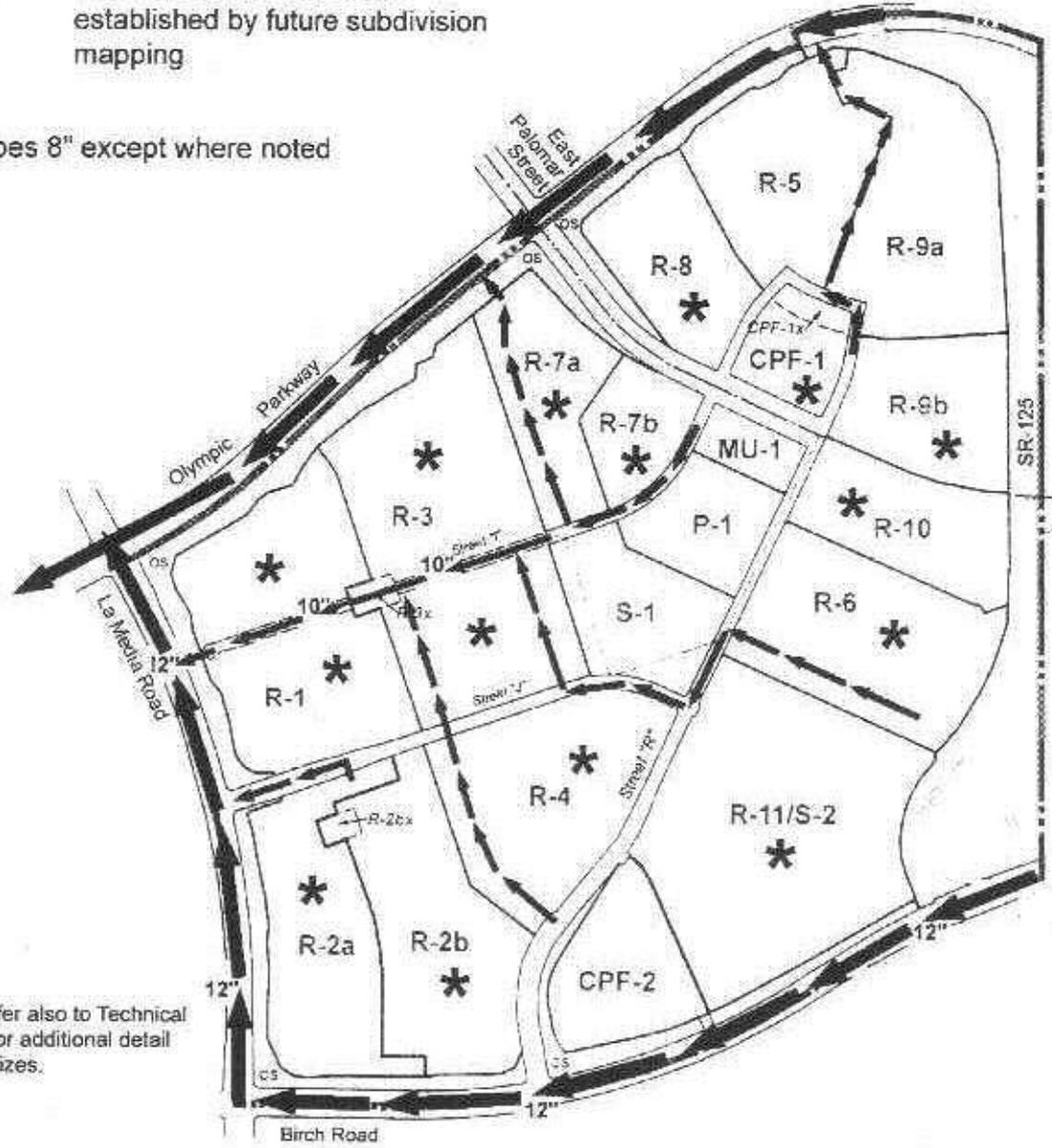
As shown in Figure 5.13-4, the project would gravity flow to the Poggi Canyon Interceptor that lies within Olympic Parkway. Project flows would be collected by an on-site trunk sewer line, then connect with flows traveling through Birch Road and La Media Road. With multiple projects being processed, near-term sewage flows may exceed existing capacity for the Poggi Canyon line in advance of the completion of Reach 9B of the Salt Creek Sewer Interceptor.

The Poggi Canyon Trunk Sewer line is currently connected to the Date/Faivre line; however, as soon as it is feasible to do so, this connection will be removed and the Poggi Canyon Trunk Sewer line will be connected to Reach 9 of the Salt Creek Gravity Sewer line. Other proposed developments in the basin would also increase sewage flow levels in this line. With processing of multiple projects, near-term sewage flows may exceed existing capacity in the Date/Faivre line without the construction of Reach 9 of the Salt Creek Gravity Sewer line.

The City of Chula Vista has identified three capital improvement projects needed to upgrade existing or proposed sewer facilities in the Poggi Canyon basin in order to serve the projected sewage flows associated with buildout of the Eastern Territories. These projects have been identified by the City Engineering Department as P1, P2, and P3. Project P1 consists of improvements to Reach 9B of the Poggi Canyon Interceptor. P2 consists of improvements to Reach 200 of the Poggi Canyon Interceptor where it passes under Interstate 805. P3 consists of an increase in pipe size from 15-inch diameter to 18-inch diameter within a soon to be constructed section of the Poggi Canyon Interceptor within Olympic Parkway in the vicinity

-  Sewer Main & Flow Direction
-  Internal Sewer Lines & Flow Direction
-  Internal Sewer Lines to be established by future subdivision mapping

All pipes 8" except where noted



Note: Refer also to Technical Reports for additional detail and line sizes.



Map Source: Cinti Land Planning



FIGURE 5.13-4
Sewer Plan
 Village Six Otay Ranch Development Plan

of East Palomar Street. As shown in Table 5.13-4, thresholds have been established on development until each capital improvement can be completed.

Sewage generated for Village Six is not anticipated to exceed wastewater treatment requirements of the San Diego Regional Water Control Board and would not require the construction of a new sewage treatment facility. The existing disposal system does not have the capacity needed to accommodate all flows from Village Six. With multiple projects being processed, near-term sewage flows may exceed existing capacity for the Poggi Canyon line in advance of the completion of Reach 9B of the Salt Creek Sewer Interceptor. Impacts to the system will be significant.

Level of Significance Prior to Mitigation

The existing sewage disposal system does not have enough capacity to accommodate flows from the Village Six SPA Plan, which would result in a near-term significant impact until upgrades to the system are completed.

Alternative development of 146 single-family homes are anticipated to generate 5,310 fewer gallons of sewage per day than does the proposed high school. The impacts to the sewer system would, however, remain significant and the same mitigation measures would be needed.

Mitigation Measures

- 5.13.3-1 Prior to recording final maps, the City Engineer shall be satisfied that the Poggi Canyon Interceptor has adequate capacity in the interim to handle projected sewage flows. The calculation of existing and anticipated sewage flow has determined that two capital improvement projects are needed to provide capacity for the proposed development. These include the completion of the Salt Creek Interceptor Reach 9B connection to regionally exceed 947 EDUs (Improvement P-1) and increasing the size of the Poggi Canyon line beneath I-805 (Improvement P-2) to regionally exceed 3,770 EDUs.
- 5.13.3-2 Sewer facility improvements shall be financed or installed on- and off-site in accordance with the fees and phasing in the approved Public Facilities Financing Plan.

Level of Significance After Mitigation

Implementation of the above mitigation measures would reduce impacts to sewer services below a level of significance.

5.13.4 Integrated Waste Management

Existing Conditions

The Integrated Waste Management Act of 1989, enacted by Assembly Bill 939, requires each city and county within the state of California to recycle or divert 50 percent (or as much as feasible) of its current waste stream from landfills by the year 2000. The term "integrated waste management" refers to the use of a variety of waste management practices to safely and effectively handle the municipal solid waste stream with the least adverse impact on human health and the environment. The act established the following waste management prioritization:

1. Source reduction
2. Recycling
3. Composting
4. Energy recovery
5. Landfilling
6. Household hazardous waste management

Existing solid waste disposal facilities in the area include the Otay Landfill and several recycling facilities in proximity to the landfill. The Otay Landfill is expected to be in operation until 2028 under current waste generation rates.

Thresholds of Significance

According to Appendix G of the CEQA guidelines, impacts to integrated waste management would be significant if the project:

- Is served by a landfill with insufficient permitted capacity to accommodate the project's solid waste disposal needs;
- Fails to comply with federal, state, and local statutes and regulations relating to solid waste;
- Fails to promote waste management techniques that are alternative to landfilling;
- Fails to utilize landfills primarily for wastes that cannot be recycled or processed and for the residual from processing facilities; or
- Fails to cooperate with regional programs that identify markets for recyclable goods and solid waste disposal sites to accommodate existing and future needs including disposal of inert materials and special wastes such as sludge and nonhazardous liquids.

Impacts

The Village Six SPA Plan area would be served by the Otay Landfill, which has adequate capacity to accommodate waste generated by proposed project. Beginning in 1997, the City of Chula Vista implemented a curbside recycling program that reduces the amount of waste reaching the landfill. Participation in the curbside recycling program is mandatory and has helped the City reach the 50 percent solid waste reduction goal established by Assembly Bill 939. Impacts to solid waste facilities are not considered significant.

Level of Significance Prior to Mitigation

No significant waste impacts have been identified. No additional impacts would result if residential dwelling units are constructed in place of the proposed high school.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No significant integrated waste management impacts were identified as part of this SEIR.

5.13.5 Law Enforcement

Existing Conditions

Police protection for the Otay Ranch area is provided by the Chula Vista Police Department, located at 276 Fourth Avenue in Chula Vista. Currently, they maintain a staff of 225 sworn police officers and 83 civilian/support personnel. For the fiscal year 1997/1998, the citywide ratio of sworn officers per 1,000 residents was 1.17. The project area is within Patrol Beat 24, which is served by one patrol car 24 hours a day. However, officers respond to calls citywide and the beat strength does not include traffic units, school resource officers, roving patrol officers, patrol sergeants, and investigative division units who would service Village Six as needed.

The Chula Vista Police Department response times are guided by the Growth Management Oversight Commission's Quality of Life Threshold Standards (Ordinance No. 2448). These standards are used to determine whether there are adequate facilities, staff, and equipment to provide police protection throughout the city of Chula Vista. For emergency response, police units must respond to 84 percent of Priority One emergency calls within seven minutes and maintain an average response time of 4.5 minutes or less. Priority One calls include felony crimes in progress, life-threatening situations, and injury to property. For Priority Two Urgent calls, the police units must respond to 62 percent of the calls within seven minutes

with an average response time to all Priority Two calls within seven minutes or less. Priority Two calls include misdemeanor crimes in progress, non-life-threatening situations, possible injury to property, and emergency public services such as traffic signal failure. The GMOC 1999 Annual Report concluded that the Chula Vista Police Department is not meeting the threshold standard for Priority One and Priority Two calls.

The GMOC 1999 Annual Report reported that the Police Department responded to 70.9 percent of Priority One emergency calls within 7 minutes as opposed to the 84 percent response required by the threshold standard. The average Priority One call response time was 5:50 minutes compared to the 4:30-minute threshold time. The Police Department responded to 45.8 percent of Priority Two urgent calls within seven minutes compared to the 62 percent response required by the threshold. The average Priority Two call response time was 9:35 minutes compared to the 7:00-minute threshold time. Additionally, eastern areas of the city are characterized by longer response times than in the west due to factors such as greater distances, terrain, street configuration, and officers' lack of familiarity with new developments.

The Police Department reports that the "staffing deficit in the Patrol division has been, by far, the most significant factor in the decline in response rate times" (Report on Police Threshold Performance 1990-1999, April 2000). To address this shortcoming, the Police Department adopted a Strategic Plan in 1999 that included a staffing model, a program for "advance hires," and a more effective deployment configuration. An output of the staffing model identified the need for 16 new patrol officers that was subsequently approved by the City Council in December 1999. The Police Department has since obtained a Universal Hire Grant in the amount of \$1.1 million to hire 15 new officers, who are currently being recruited and trained.

Thresholds of Significance

According to the Otay Ranch GDP (Part II, Chapter 5, Section E, Subsection 6.c), the proposed project would have a significant impact on police services if it:

- Exceeds threshold standards, such as the ability to respond to Priority One emergency calls throughout the city within 7 minutes in 84 percent of the cases and maintain an average response time to all Priority One calls of 4.5 minutes or less.
- Exceeds threshold standards to respond to Priority Two urgent calls, throughout the city within 7 minutes in 62 percent of cases, and maintain an average response time to all Priority Two calls of 7 minutes or less.

Impacts

Impacts to provision of law enforcement services is considered significant. The Police Department is not currently meeting the threshold standards for either Priority One or Priority Two calls. Development of Village Six would result in an incremental increase in calls for police service. Given the location of the project, officers would be required to travel additional distances to respond to calls for service. Increased travel time lengthens response time.

Development of the proposed project would require eight law enforcement officers as well as the addition of 1,636 square feet of police facilities to house the additional officers. A new facility is planned at Fourth and F streets in the city to Chula Vista to meet the law enforcement needs created by increased demand from new development in the region, including the proposed project. Adherence to police protection standards would be necessary to ensure that adequate levels of service are maintained.

Level of Significance Prior to Mitigation

Development of the Village Six SPA Plan would result in a significant impact to law enforcement because of the predicted increase in calls for service and the additional travel time required to answer these calls.

Mitigation Measures

5.13.5-1 Significant impacts to police services shall be addressed on a citywide level through the payment of public facility fees. The proposed PFFP describes public facilities fees for police services based on equivalent dwelling units by development phase. The applicant shall pay the public facilities fees at the rate in effect at the time building permits are issued.

Level of Significance After Mitigation

Project-related impacts to police protection would be reduced below a level of significance with implementation of the above mitigation measure.

5.13.6 Fire Protection and Emergency Medical Services

Existing Conditions

The project area is within the service boundaries of the Chula Vista Fire Department. The Fire Department follows the Growth Management Oversight Committee Quality of Life Threshold Standards for fire protection established by the City of Chula Vista. Fire stations are positioned throughout the city to satisfy the service levels established by these threshold

standards. The threshold standards require properly equipped and staffed fire and medical units to respond to calls citywide within seven minutes for 85 percent of the cases.

The Fire Station Master Plan (City of Chula Vista 1997) evaluates the planning area's fire coverage needs and recommends a nine-station network at General Plan buildout to maintain compliance with the threshold standard. Currently, the city is served by six fire stations within the city limits, plus an additional station located in the Bonita-Sunnyside Fire Protection District. The Chula Vista Fire Department employs 85 people (firefighters and administrative staff) and operates six engine companies and one ladder company with six engines, one truck, and one brush rig. Fire Station No. 4, located at 850 Paseo Ranchero, and Interim Fire Station No. 6, located at 975 Lane Avenue in EastLake Business Park, serve the Otay Ranch community, including the project area. According to the Fire Station Master Plan, Fire Station No. 6 will be relocated to the corner of Otay Lakes Road and the proposed entrance to EastLake Woods between 2002-2003 and Fire Station No. 8 is proposed for construction in the Salt Creek/Rolling Hills Ranch service area.

During the 2000 calendar year reporting period, the Fire Department responded to 79 percent of emergency calls within seven minutes, compared with the 85 percent requirement in the threshold standard. Thus, the Fire Department currently fails to meet the threshold standards established for response time.

Emergency medical services to the Village Six SPA Plan area are currently provided by American Medical Services, which provides contract emergency medical services for the city of Chula Vista. There are two American Medical stations that provide paramedics with emergency medical training to the city of Chula Vista exclusively.

Thresholds of Significance

According to the Otay Ranch GDP (Past II, Chapter 5, Section E, Subsection 4.b), the proposed project would have a significant impact on fire protection services if it:

- Reduces the ability to respond to calls throughout the City within seven minutes in 85 percent of the cases.

Impacts

Until such time that adequate facilities are constructed to serve Village Six, impacts to the provision of fire protection services are considered significant. The Chula Vista Fire Department currently exceeds the threshold standards established for response time. Increased response time is attributable, in part, to increased travel time, which results from responding to freeway incidents; the lower density, hilly terrain; and the more circuitous non-grid nature of many streets in new residential developments in eastern Chula Vista.

According to the Fire Station Master Plan, a nine-station network at General Plan buildout is needed to maintain compliance with the threshold standard.

Project implementation would increase the demand for fire services because land use is changing from vacant land to commercial, residential, school, park, and CPF uses. The Fire Department would not be able to respond to calls from the project area or the overall Otay Ranch urban community within seven minutes in 85 percent of the cases from the existing facilities. The Otay Ranch GDP plans for the location of fire stations in Otay Ranch Villages Two and Nine of the Otay Valley parcel and within Village Thirteen of the Proctor Valley parcel. Fire Station No. 7 in Village Two is expected to be operational by July 2003 (prior to first occupancy of Village Six) and is anticipated to achieve acceptable response times for the project area. Fire facilities are not planned within the Village Six SPA Plan area.

Level of Significance Prior to Mitigation

The Chula Vista Fire Department does not currently meet the threshold standard for response time for the City, including the Otay Ranch community. However, as population growth in the service area warrants, fire stations would be constructed within Villages Two and Nine of the Otay Valley parcel and within Village Thirteen of the Proctor Valley parcel. These stations would help ensure adequate service within the requirements of the GMOC threshold standards. Impacts to fire and emergency medical services would be significant if construction of these facilities does not coincide with the project's anticipated population growth and increased demand for services.

Mitigation Measures

- 5.13.6-1 Fire service facilities shall be financed or provided in accordance with the fees and phasing in the approved PFFP for the Village Six SPA Plan.
- 5.13.6-2 The City shall continue to monitor Fire Department responses to emergency fire and medical calls and report the results to the Growth Management Oversight Committee on an annual basis.

Level of Significance After Mitigation

Implementation of the above mitigation measures as well as development impact fees would reduce the impacts to fire and emergency medical services below a level of significance.

5.13.7 Schools

Existing Conditions

The Program EIR concluded that implementation of the Otay Ranch GDP would result in a significant impact because the Otay Ranch student population would generate the need for additional school facilities and services.

The Chula Vista Elementary School District serves the Village Six SPA Plan area for grades kindergarten through sixth grade (K-6) students and the Sweetwater Union High School District serves the area middle school (grades 7-8) students and high school (grades 9-12) students.

Thresholds of Significance

According to Appendix G of the CEQA guidelines, the proposed project would have a significant impact on educational facilities if it:

- Results in a residential population that exceeds the capacity of existing or planned schools; or
- Results in the need for new, altered, or expanded school services.

According to Otay Ranch GDP, impacts would be significant if the proposed project locates schools:

- In areas where disturbing factors such as traffic hazards, airports, or other incompatible land uses are present;
- In areas where they are not integrated into the system of alternative transportation corridors, such as bike lanes, riding and hiking trails, and mass transit;
- Where private elementary and secondary schools are not spaced far enough from public schools and each other to prevent an overconcentration of school impacts;
- Without at least 10 usable acres for an elementary school;
- Without a central location to residential development;
- Adjacent to a street or road which cannot safely accommodate bike, foot, and vehicular traffic;
- In areas not adjacent to parks, thereby discouraging joint field and recreation facility uses;
- At an unsafe distance (as required by law) from contaminants or toxins in the soil or groundwater from landfills, fuel tanks, agricultural areas, power lines, utility easements, and so on; or

- Inside of floodplains; on unstable soils; or near fault lines.

Impacts

Project implementation would have a significant impact on schools. The estimate of the number of students to be generated by the proposed project upon buildout was based on the current student generation factors used by each of the school districts. The proposed project is expected to generate approximately 1,366.4 students between elementary, middle school, and high school grades (Table 5.13-6).

**TABLE 5.13-6
STUDENT GENERATION RATES FOR VILLAGE SIX SPA PLAN**

Grade	Generation Rate	Dwelling Units	Total Students Generated
K-6	0.335	2,086	698.8
7-8	0.11	2,086	229.5
9-12	0.21	2,086	438.1
Total Students Generated			1,366.4

SOURCE: Chula Vista Elementary School District; Sweetwater Union High School District.

According to the adopted Otay Ranch GDP School Facility Implementation Plan, schools are planned to be constructed at the time that 50 percent of the projected students reside in the community. The Chula Vista Elementary School District and Sweetwater Union High School District can require a school be constructed prior to this if the district exceeds its capacity. The Otay Ranch GDP designates a 10.6-acre elementary school site (10 acres net) in the village core of the Village Six SPA Plan area, adjacent to the proposed park site. The central location of the school would give students living in the project area the option of walking to school. The middle school students would be served by existing facilities in Rancho del Rey, approximately two miles north of the Village Six SPA area, until a middle school is constructed in Village Seven. It is anticipated that EastLake High School will serve Village Six in the near term.

The current capacity for EastLake High School is 2,424 students, with a current enrollment of 2,235 students. EastLake High School is approximately 189 students below capacity. Prior to construction of the proposed high school in Village Two, EastLake High School would be able to absorb Village Six high school students. By 2002, phase one of a new high school would be built in Village Two before the first phase of Village Six is constructed. The high school development site is scheduled construction in the SPA Plan for the Third Western Phase and has already been graded. Additionally, another high school site is

proposed for Village Seven, or alternatively for Village Eight. It is anticipated that the planned high schools within Otay Ranch would be able to accommodate the approximate 484 high school students generated by Village Six SPA.

The proposed private high school may serve students from the project area, thereby reducing impacts to the public high school(s). The private high school site is located approximately 0.25 mile from the elementary school, which provides adequate separation to prevent a concentration of school-related impacts.

Level of Significance Prior to Mitigation

Project implementation would result in a significant impact to schools unless construction of facilities coincide with student generation and associated service demands.

The addition of 146 single-family homes in Neighborhood R-11/S-2 would generate more students and require greater educational capacity. The impacts to schools would still be significant and require the same mitigation measure.

Mitigation Measures

5.13.7-1 The applicant shall be required to pay all required school mitigation fees.

Level of Significance After Mitigation

With implementation of the above mitigation, project impacts to educational facilities and services would be less than significant.

5.13.8 Library Service

Existing Conditions

The Program EIR concluded that implementation of the Otay Ranch GDP would result in a significant impact because growth in the Otay Ranch population would generate the need for additional library facilities. Mitigation in the Otay Ranch GDP includes adherence to the Library Master Plan, which requires construction of a 36,750-square-foot main library in the Eastern Urban Center or a series of village libraries.

The City of Chula Vista currently provides library and media services for the Otay Ranch area. The City of Chula Vista currently has four library facilities, including the main Chula Vista Public Library, located at 365 F Street. The facility is a two-story, 55,000-square-foot building with circulation of over one million books per year. The main library also has a 152-seat auditorium and two conference rooms and serves as a multi-use facility with limited exhibition space. A branch library, Castle Park/Otay, is located at 1592 Third Avenue and

has 1,720 square feet of leased space. A second branch library facility located in the Woodlawn Park Community Center at 115 Spruce Street is a 508-square-foot room. The City recently built a 35,000-square-foot library facility at Fourth and Orange Avenues.

For the fiscal year dating to June 1999, the City of Chula Vista provided 2.6 books/capita, which is 0.4 book/capita short of the adopted minimum established by the GMOC threshold standards.

Thresholds of Significance

According to the Otay Ranch GDP (Part II, Chapter 5, Section E, Subsection 7.c), impacts to library services and facilities would be significant if the project:

- Fails to meet the threshold standard of 600 gross square feet of library space, adequately equipped and staffed, per 1,000 population;
- Fails to meet the minimum planning guidelines for space requirements and size of collection of library facilities which are outlined in the Public Facilities Element of the Chula Vista General Plan (Chapter 3, Section 5.6):
 - (1) library space of 0.5 gross square feet per capita;
 - (2) three books per capita; and
 - (3) one periodical subscription per each 150-200 residents.

Impacts

Impacts to library services are considered significant. The City currently does not meet the 3.0 books/capita criteria established by the Public Facilities Element of the Chula Vista General Plan. Implementation of the Village Six SPA Plan would result in increased demand on existing library services, including a need for a total of 4,161 square feet of library facilities based on the expected project population of 6,279 people. If the housing alternative is developed on neighborhood R-11/S-2 the population is projected to be 6,718 people with a proportional increase in the requirement for library facilities.

The Otay Ranch GDP plans for the construction of an approximately 36,750-square-foot library facility in the Eastern Urban Center or one or more village libraries. However, the proposed library in the Eastern Urban Center is not expected to be completed prior to occupancy of Village Six. Until new library facilities are constructed within Otay Ranch, a potentially significant impact to library services would result, especially considering that the adopted minimum books per capita is currently not met.

Level of Significance Prior to Mitigation

A significant impact would result if construction of new library facilities and provision of additional documents does not coincide with project implementation and associated population growth.

The addition of 146 single-family homes in Neighborhood R-11/S-2 would generate a greater population and would, therefore, require additional library facilities. A population increase of 440 individuals corresponds to an increased library demand of 220 square feet. The impacts to library facilities would still be significant and require the same mitigation measures.

Mitigation Measures

5.13.8-1 Library facilities, supplies, and services shall be financed in accordance with the approved fees and phasing in the PFFP for the Village Six SPA Plan.

Level of Significance After Mitigation

Implementation of the above mitigation would reduce project impacts to library facilities and services below a level of significance.

5.13.9 Parks and Recreation

Existing Conditions

The Program EIR concluded that implementation of the Otay Ranch GDP would result in a significant impact because the project would generate additional demand for regional and local parkland. As required in the GDP, a conceptual master plan for the Village Six neighborhood park will be prepared.

The Chula Vista General Plan and the Eastern Territories Area Plan include a total of six community parks connected by an open space and trail system that extends throughout the Eastern Territories. From north to south these parks include Bonita Miguel, Salt Creek, EastLake High School, Wolf Canyon, Eastern Urban Center, and Salt Creek South. In addition, community park facilities are being considered within the Otay River Valley Regional Park. The other regional park that would serve the expected population of the project site is Otay Lakes County Park, located at the southern end of Lower Otay Reservoir. New development in the city of Chula Vista is required to provide public parkland, improved to City standards and dedicated to the City.

Thresholds of Significance

According to Appendix G of the CEQA guidelines, the proposed project would have a significant impact on park and recreational facilities if it:

- Results in a residential population that exceeds the capacity of existing or planned park and recreation facilities;
- Does not conform to the park dedication standard of three acres of neighborhood and community parkland per 1,000 residents;
- Is inconsistent with the goals and policies of the General Plan and other adopted plans addressing parks, trails, and other recreational amenities; or
- Does not provide 15 acres of regional park and open space per 1,000 Otay Ranch residents.

Impacts

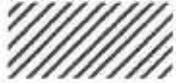
If the high school is built, the required park contribution would be 17.4 acres. If the additional 146 homes were developed on the site rather than the high school, there would be projected population for Village Six of 6,279 and a required park contribution of 18.8 acres.

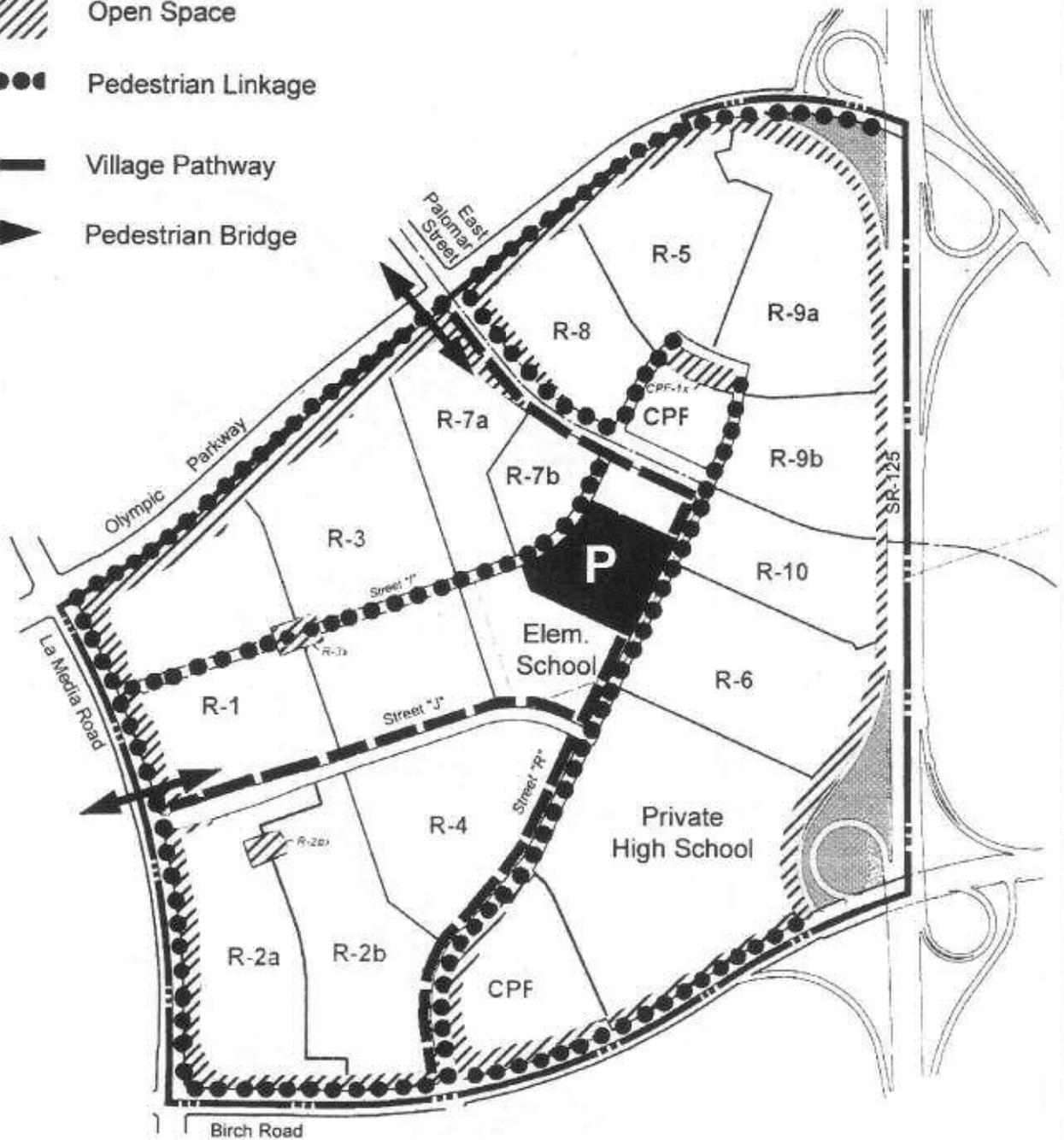
To satisfy this requirement, a 7.6-gross-acre neighborhood park (7.0 acre net) is planned in the village core adjacent to the elementary school site (Figure 5.13-5). The remainder of the parkland requirement would be provided with funding and phasing of community parks as satisfied through the dedication of off-site park land or fees per the Director of Parks and Recreation and as identified in the PFFP. ~~The Regional parks requirements would be met through fair-share contribution to the funding for regional park acquisition and facilities development, or satisfied through the dedication of off-site park land per the Director of Parks and Recreation.~~

To comply with the guidelines of the GDP, the Village Six SPA Plan includes creation of a trail system with two types of trails to allow for safe movement of both pedestrian and mobile uses, such as bicycles, in-line skates, and skateboards (Figure 5.13-6).

Level of Significance Prior to Mitigation

Project implementation would generate increased demand for parks and recreation facilities. A significant impact could result if dedication of parkland and construction of new facilities does not coincide with project implementation and project population growth. Construction of single-family dwelling units instead of the proposed high school would not create any additional significant impacts to parks and recreation.

- P** Neighborhood Park
-  Open Space
-  Pedestrian Linkage
-  Village Pathway
-  Pedestrian Bridge



Map Source: Cinti Land Planning



FIGURE 5.13-5
Parks and Open Space
 Village Six Otay Ranch Development Plan

————— 15' Wide Village Pathway

——— 10' Wide Village Pathway

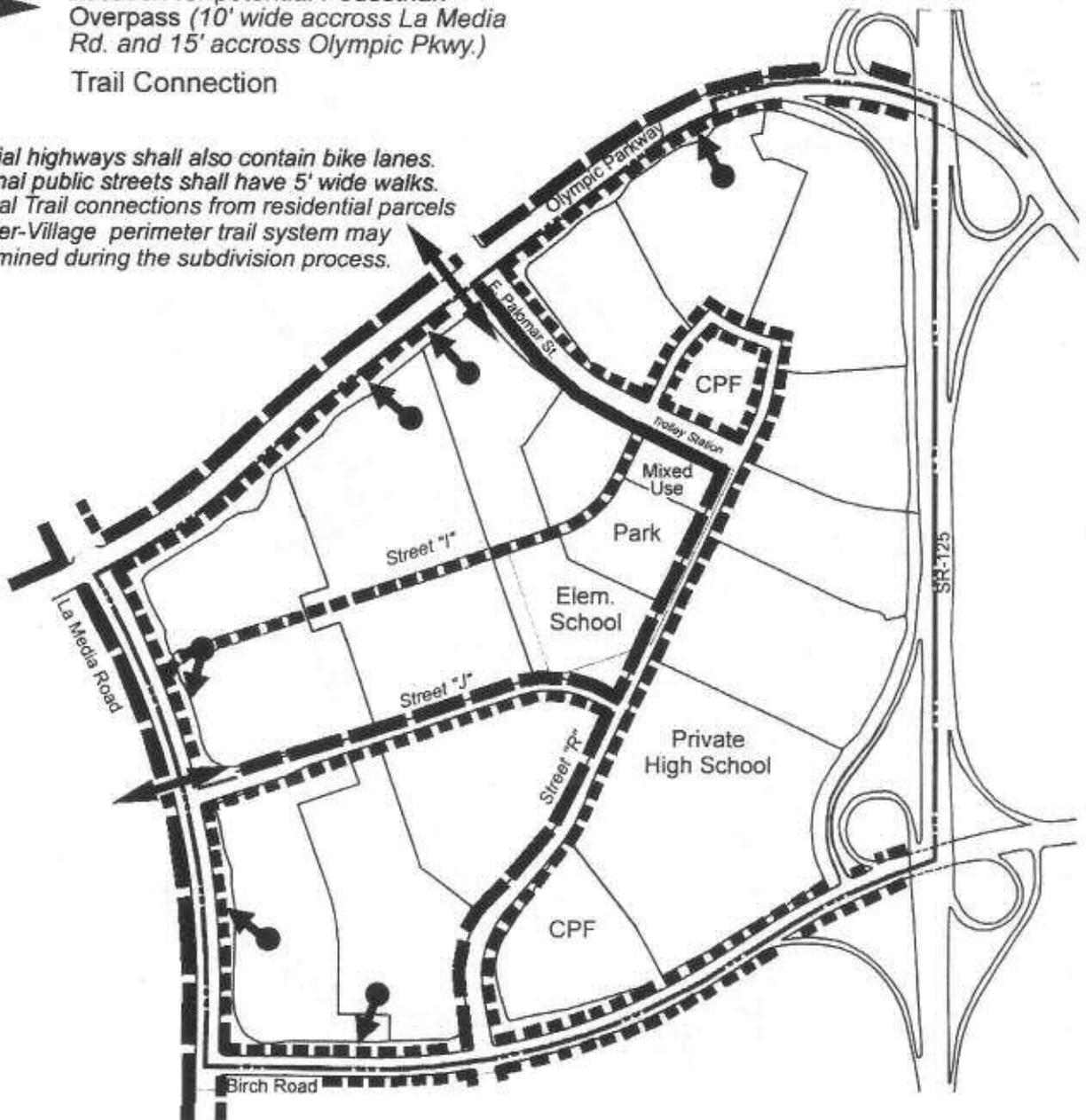
..... 5' Wide Pedestrian Trail

↔ Location for potential Pedestrian Overpass (10' wide accross La Media Rd. and 15' accross Olympic Pkwy.)

● Trail Connection

Note:

- 1. All arterial highways shall also contain bike lanes.
- 2. All internal public streets shall have 5' wide walks.
- 3. Additional Trail connections from residential parcels to the inter-Village perimeter trail system may be determined during the subdivision process.



Map Source: Cinti Land Planning



FIGURE 5.13-6

Trails Plan

Village Six Otay Ranch Development Plan

The addition of 146 single-family homes in Neighborhood R-11/S-2 would generate a greater population and would, therefore, require additional parkland. A population increase of 440 individuals corresponds to an increased park demand of 1.3 acres. The impacts to parks would still be significant and require the same mitigation measures.

Mitigation Measures

5.13.9-1 Neighborhood parks shall be financed and constructed on-site in accordance with the fees and phasing approved in the PFFP for the Village Six SPA Plan.

Level of Significance After Mitigation

Implementation of the above mitigation would reduce the impacts to parks and recreation facilities below a level of significance.

5.14 Hazards/Risk of Upset

5.14.1 Existing Conditions

Historically, the project site was used for dry farming, as well as cattle and sheep grazing. The initial crop production was restricted to hay and grains due to limited water availability. With increased availability of water, cultivation of tomatoes and truck farming were introduced. Pesticides were used on irrigated portions of the Otay Valley parcel after 1950. A hazardous waste site assessment was conducted as part of Otay Ranch Program EIR. The assessment concluded that random soil samples in areas “. . . associated with former irrigated farming showed low levels of residual pesticides [in] concentrations that do not exceed hazardous waste standards.” There are no known areas within the Village Six SPA Plan boundaries that potentially contain hazardous wastes or soil contamination that exceed the state or federally regulatory threshold levels.

The Otay Ranch Program EIR identified surrounding land uses that could potentially create risk of upset concerns for the Otay Valley parcel. The potential sources are the former Otay Ranch Farm Complex, the Otay Landfill, Brown Field, and Rock Mountain Quarry. The Otay Ranch Farm Complex was the operations center for the ranch. The ranch operators historically stored hazardous materials at this facility. The Otay Landfill was the former site of a hazardous waste reprocessing operation and still provides solid wastes disposal services. Brown Field historically maintained numerous storage tanks and a bombing range. The Rock Mountain Quarry operation represents a potential source of contamination from waste oil, fuel spillage, residual blasting chemical, and air emissions. The former Otay Ranch Farm Complex operation is located downstream approximately 300 feet west of the Village Six SPA Plan boundary. None of the other identified potential sources for hazardous materials or risk of upset are located in the vicinity of the Village Six SPA Plan property.

5.14.2 Thresholds of Significance

According to the CEQA Guidelines, Appendix G, impacts from hazards and hazardous materials would be significant if the proposed project:

- Creates a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials;
- Creates a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment;
- Emits hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school;

- Is located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, a significant hazard to the public or the environment would be created;
- Is located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport and would result in a safety hazard for people residing or working in the project area;
- Is located within the vicinity of a private airstrip and would result in a safety hazard for people residing or working in the project area;
- Impairs implementation of or physically interferes with an adopted emergency response plan or emergency evacuation plan;
- Exposes people or structures to a significant risk or loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas.

5.14.3 Impacts

No contaminated soils above state and federal threshold levels or hazardous materials are known to exist within the Village Six SPA boundaries. The land uses associated with the Village Six SPA Plan would not involve the use, storage, or transport of hazardous materials typically associated with manufacturing or industrial land uses. The proposed residential, park, CPFs, commercial/retail sales, public school, and open space uses are not anticipated to use hazardous materials that would result in the creation of a public health hazard. The proposed project would use industry standard construction materials and methods. These materials and methods are closely monitored and controlled by state and federal agencies, including the U.S. Environmental Protection Agency and the California Division of Occupational Safety and Health.

The project places residential units and schools near major arterial roads that have the potential to have trucks carrying hazardous materials. There is a potential for accidental spills at or near the project boundary at SR-125, La Media Road, Birch Road, and Olympic Parkway. Accidental spills in these areas would create a potentially significant impact.

The nearest airport is Brown Field, which is approximately three miles to the south of the project site. The site does not lie on either the runway approach or the departure paths for this airport. Operation of Brown Field Airport would not result in any significant impacts to the Village Six project.

The risk for wildfire is very low, as the project site and neighboring property will primarily be graded when developed. Prior to development, neighboring land uses will be grazed or

under agricultural use, thereby limiting vegetation and wildfire potential. There is no significant impact anticipated as a result of wildfire.

The Otay Ranch Farm Complex was located approximately 300 feet from the proposed Village Six SPA Plan area. However, contaminants are not anticipated beyond the boundaries of the property on which the Otay Ranch Farm Complex operations were centered. There is no significant impact anticipated from the location of the Otay Ranch Farm Complex.

Villages Two West and Three, located on the western edge of the Otay Valley parcel, include planned industrial land uses. In addition to industrial land use, the Program EIR identified that there could be risks from future Otay Ranch development where are developed. Planning Area 12 and the proposed University sites are anticipated to include a variety of research facilities, university laboratories, and major retail centers.

These uses could involve hazardous materials. These materials would be transported on the future regional circulation system. Because of this, there is a minor potential for traffic accidents to occur in the project area involving hazardous materials. The use, transport, storage, and disposal of hazardous materials would be conducted in compliance with the relevant regulations of federal, state, and local agencies, including the Environmental Protection Agency, Department of Health Services, and Caltrans. Due to the low probability of an uncontrolled spill, impacts are anticipated to be less than significant.

5.14.4 Level of Significance Prior to Mitigation

Potentially significant impacts related to the transport of hazardous materials could result from implementation of the Village Six SPA Plan.

5.14.5 Mitigation Measures

5.14-1 The use, transport, storage, and disposal of hazardous materials shall be conducted in compliance with the relevant regulations of federal, state, and local agencies, including the EPA, California Department of Health Services (DHS), and California Department of Transportation.

5.14.6 Level of Significance After Mitigation

Mitigation measure 5.14-1 would reduce the impact to a level less than significant.

6.0 CUMULATIVE IMPACTS

Section 15130 of the State CEQA Guidelines requires that an EIR address cumulative impacts when the incremental effect of a project would be cumulatively significant. The basis for the analysis of cumulative impacts is dependent on the nature of the issue.

An EIR must discuss cumulative impacts when they are significant and the project's incremental contribution is cumulatively considerable [CEQA Guidelines, Section 15130(a)]. If the combination of the project's incremental effect and the related effects from other projects is not significant, the EIR should briefly explain why the cumulative effect is not significant [CEQA Guidelines, Section 15130(a)(2)]. "Cumulatively considerable" means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects (CEQA Statutes Section 21083).

A project's contribution to an existing significantly impacted area may not be significant if the individual contribution is determined to be incremental and the impacts being considered would be essentially the same (*de minimus*) with or without implementation. An EIR need not discuss significant cumulative impacts in as great detail as is provided for project impacts alone [CEQA Guidelines, Section 15130(b)]. The discussion should be guided by standards of practicality and reasonableness [CEQA Guidelines, Section 15130(b)].

The GDP Program EIR provided a comprehensive examination of the cumulative impacts associated with buildout of the entire Otay Ranch in conjunction with other related projects. The buildout assumptions for the related projects included developments consisting of residential, industrial, office, rock quarry, airport, highway, and resort hotel. Assumptions included development of 13,935 acres over a total area of 30,434 acres. A total of 41,609 dwelling units, 1,269 lots, and 976 rooms in the southern San Diego County region were included in the evaluation. The cumulative findings from the Program EIR are summarized for each cumulative impact associated with buildout of the Village Six SPA Plan. The potentially significant cumulative impacts associated with the proposed project are land use, planning and zoning, paleontological resources, cultural resources, landform alteration/aesthetics, biological resources, agricultural resources, water resources and water quality, transportation, circulation and access, public services and utilities, and hazards/risk of upset.

Under CEQA Guidelines Sections 15130(a)(1), (2), (3), the discussion of cumulative impacts is to be based on either:

- (A) A list of past, present, and probable projects producing related or cumulative impacts, including those projects outside the control of the agency, or

- (B) A summary of projects contained in an adopted general plan or related planning document that is designed to evaluate regional or areawide conditions. Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency.

The cumulative analysis is required to include a summary of expected environmental effects and a reasonable analysis of the cumulative impacts of the relevant projects, references for additional information on individual projects, and reasonable options for avoiding or mitigating any significant cumulative effects of a proposed project. The following analysis of cumulative impacts is based on a list of specific projects as well as regional plans. Other cumulative impacts are based on a list of implemented, concurrently processing, and future projects in and around the Otay Ranch (Table 6-1 and Figure 6-1).

6.1 Cumulative Effects Considered Significant

6.1.1 Land Use, Planning, and Zoning

The proposed Village Six SPA Plan, in conjunction with buildout of the Otay Ranch and other surrounding properties, would contribute to the conversion of over 30,000 acres of vacant land to urban uses. The overall loss of open space associated with the conversion would have a significant cumulative land use impact. In adopting the Findings of Fact to approve the Otay Ranch GDP, the City Council found that there are no feasible measures that would mitigate the impact below a level of significance. A Statement of Overriding Considerations was adopted. The City Council determined that the cumulative land use impact was acceptable because of the specific overriding considerations.

6.1.2 Landform and Visual Aesthetics

Development of the proposed Village Six SPA Plan would contribute to a change in the visual quality of the region. The visual quality would be affected by the change in character from a rural to an urban setting and overall landform alteration. Impacts to the nighttime visual setting would also occur from the cumulative addition of lights as Otay Ranch and surrounding proposed projects are implemented. Application of the mitigation measures contained in the Program EIR 90-01 to all of Otay Ranch and surrounding projects would reduce the cumulative effect of night lighting to below a level of significance.

The Village Six SPA Plan, Conceptual Tentative Maps, and the proposed church and private high school site plan outline grading in conformance with the Otay Ranch goal for preserving 83 percent of the steep slopes. Implementation of the mitigation measures described in the GDP Program EIR and Section 5.2 of this report would further reduce Village Six's incremental contribution to the significant cumulative impact.

**TABLE 6-1
CUMULATIVE PROJECTS**

Project Name	Land Use	Status	Dwelling Units
Terra Nova	Planned Community	Completed	529 single-family 739 multi-family Includes: church, elementary school, neighborhood park, and community commercial uses, open space
Rancho Del Rey I, II	Planned Community	Completed	2,535 single-family 148 multi-family Includes: community and other commercial, neighborhood park, community purpose facility, 20-acre jr. high, middle school
Rancho Del Rey III	Planned Community	Developing	2,512 single-family 298 multi-family Includes: neighborhood park, 108-acre open space preserve and 26-acre jr. high/middle school
Sunbow SPA Plan	Planned Community	Developing	1,382 single-family 1,073 multi-family Includes: neighborhood park, elementary school, community commercial, industrial park, veterans home, 28-acre hospital, and 176-acre open space
Bonita Long Canyon	Planned Community	Developed	341 single-family 153 multi-family (future phase) Includes: 43-acre open space preserve, 47-acre senior high school, neighborhood commercial uses
Bonita Meadows	Subdivision	Planned	300 single-family
San Miguel Ranch	Planned Community	Planned	1,394 low, low-medium, medium, and medium-high density residential units. Includes: commercial and industrial uses, and 50 acres for SR-125.
EastLake III GDP/ Olympic Training Center	Planned Community	Developing/ Completed	300 multi-family units/150-acre Olympic training center. Includes: neighborhood commercial, commercial tourist, community purpose facility, and possible public/quasi-public use

**TABLE 6-1
CUMULATIVE PROJECTS
(continued)**

Project Name	Land Use	Status	Dwelling Units
EastLake I and Business Park	Industrial Park	Developing	130 acres industrial park 55 acres light industrial Includes: low rise office, neighborhood park, fire or police station
EastLake Woods/Vistas	Planned Community	Planned	2,061 single-family Includes: commercial tourist, commercial retail uses, schools, park and recreation areas and a fire station site.
EastLake Trails/Greens	Planned Community	Developing	2,788 single-family 2,100 multi-family Includes: Senior high school, 2 elementary schools, 158-acre golf course/clubhouse, community commercial, freeway commercial, 2 neighborhood parks, low rise office, church, community purpose facility, and private park
Salt Creek I	Subdivision	Completed	163 single-family 337 multi-family
Rolling Hills Ranch	Planned Community	Developing	2,099 single-family 284 multi-family Includes: community purpose facility, 2 elementary schools, a fire/police station, and 20-acre community park.
College Estates	Planned Community	Completed	949
Southwestern College Estates	Planned Community	Completed	599
Salt Creek Interceptor and Wolf Canyon Trunk Sewer	Sewer	Under Review	N/A
Telegraph Canyon Estates	Planned Community	Developing	344 single-family units
Vista Mother Miguel	Planned Community	Under Review	40 single-family units
SR-125	Transportation Corridor	Under Review	Toll road/freeway

SOURCE: City of Chula Vista 2001.

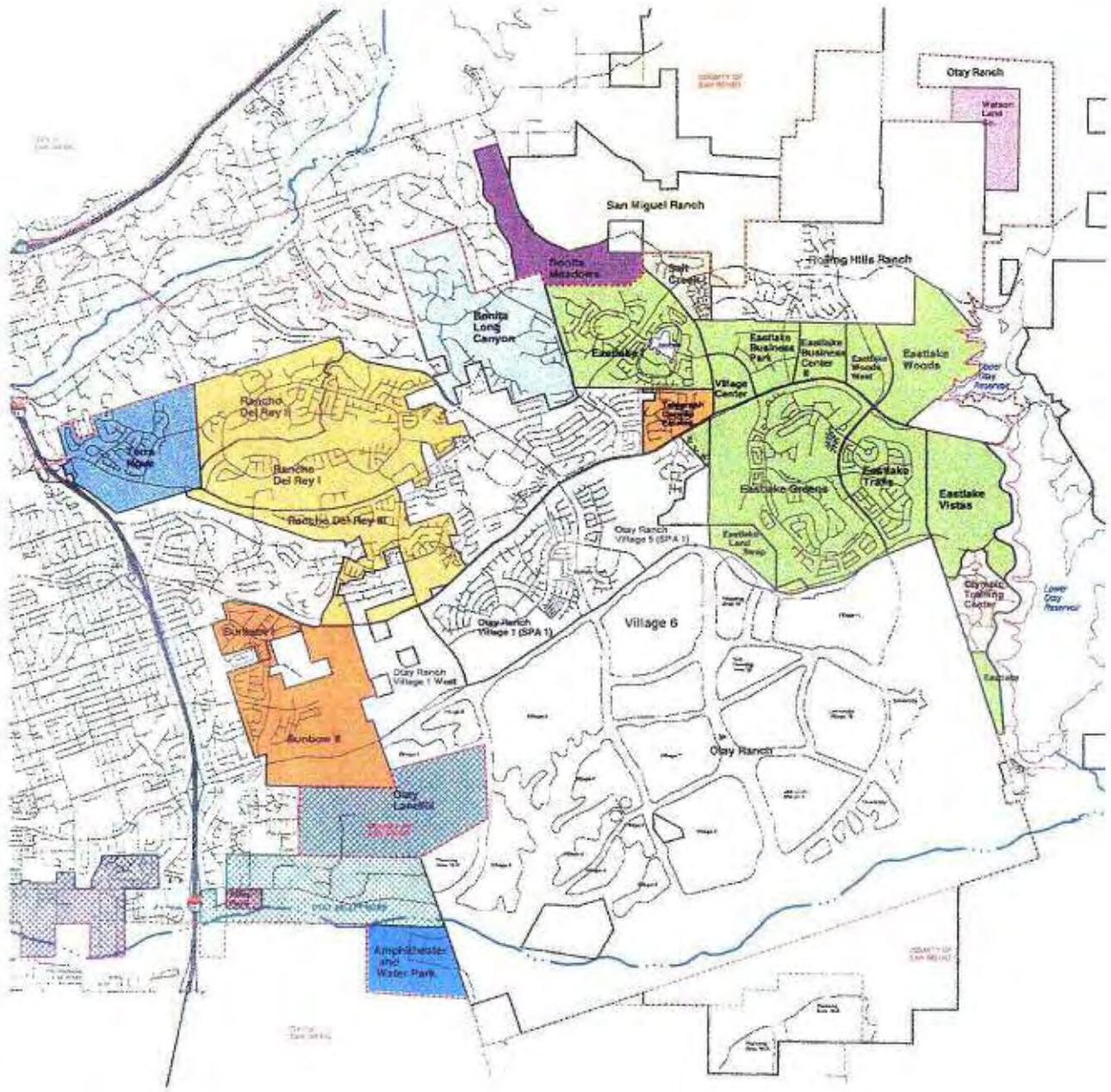


FIGURE 6-1
Major Projects in Vicinity of Village Six SPA
Village Six Olay Ranch Development Plan

Cumulative visual impacts related to the change in visual character for the Otay Ranch and other major projects in the region would remain significant. No mitigation has been identified for the Village Six SPA Plan to reduce this impact, and therefore, the Village Six SPA Plan would result in significant cumulative impacts related to a change in the visual character of the Village Six Project Area that cannot be fully mitigated.

6.1.3 Biological Resources

The project site is composed of agricultural land and non-native grassland. No sensitive plants or vegetation communities exist on the project site. No federal or state listed animals occur on the project site; however, sensitive raptor species have been observed foraging on the site. Both burrowing owls and the northern harrier have potentially used the site for nesting. The original Program EIR for the Otay Ranch took into account the cumulative effects on raptor foraging and nesting within the Otay Ranch as part of the overall cumulative impacts on biological resources. A CEQA Finding of Overriding Considerations was made for the Otay Ranch, that the cumulative impact to sensitive biological resources, including raptor foraging and nesting areas, was acceptable because of the overall benefit of the implementation of the project. No new impacts to biological resources not previously analyzed in the original Otay Ranch Program EIR would occur due to implementation of the Village Six SPA Plan.

6.1.4 Cultural Resources

There are over 450 recorded locations of cultural resources within the cumulative impact projects region. The loss of these cultural resources and potentially unidentified sites would continue with development. The Village Six SPA Plan area contains at least eight cultural resource sites that would be impacted during construction activities. Measures outlined in the discussion of cultural resources above mitigate impacts associated with the approval of the Village Six SPA Plan.

The Otay Ranch Program EIR made a Finding of Overriding Considerations, whereby the benefits of the Otay Ranch project outweigh the significant cumulative impacts to cultural resources. No new cumulative impacts beyond those previously analyzed in the original Program EIR would occur from implementation of the project. However, because of the continuing depletion of the archaeological record through general development, cumulative impacts to cultural resources would remain significant and unmitigated.

6.1.5 Paleontological Resources

Discovery and recovery of significant paleontological resources have occurred on developments within Otay Ranch, EastLake, Rancho Del Rey, and other planned communities in Chula Vista. Cumulative buildout would result in an increased probability of disturbance to paleontological resources, causing potentially significant cumulative impacts.

A positive effect of development is the potential discovery of significant fossils during the monitoring for project brushing and grading. These fossil resources would otherwise go undiscovered. These discoveries contribute important scientific information about southwestern San Diego County natural history. Implementation of mitigation measures similar to those proposed in the Otay Ranch Program EIR for all developments within the cumulative impact area would mitigate cumulative impacts to below a level of significance.

6.1.6 Agricultural Resources

Cumulative development of Otay Ranch and surrounding properties would result in the permanent loss or impairment to lands suitable and historically used for production of coastal-dependent crops. Although the area is not currently used for this type of agricultural production, the region represents an agricultural resource because of its coastal climatic conditions. The cumulative commitment of agricultural land to urban uses would be irreversible. Mitigation measures identified in the Otay Ranch Program EIR and adopted GDP Findings of Fact would mitigate cumulative impacts to the extent feasible. However, the cumulative impacts to agricultural resources would not be mitigated to a level below significant.

6.1.7 Water Resources and Water Quality

Cumulatively, the recently developed and proposed communities would involve the creation of substantial areas of new impervious surfaces. These additional impervious surfaces would reduce the amount of infiltration of storm water. A decrease in potential recharge to the groundwater basin and an increase the runoff would result. Urban activities, including but not limited to construction, would add contaminated materials to this increased quantity of surface water runoff. The surface water quality, particularly in the Otay River, Poggi Canyon, and Telegraph Canyon drainage basins, would be affected. The increase in runoff and decrease in water quality would have a significant cumulative impact on these drainage basins. The mitigation measures to be incorporated into each project's final design plans based on the surface water modeling would reduce the potential cumulative impacts to a level below significance.

6.1.8 Transportation, Circulation, and Access

The Series 9 modeling for the Otay Ranch adopted GDP buildout, in conjunction with other anticipated regional projects, shows that overall the forecasted traffic volumes would be approximately 12 percent lower than the traffic volumes as forecasted in the Otay Ranch Program EIR. This includes the 32,780 ADT to be generated by the proposed Village Six SPA Plan. Regardless of the forecasted decrease in buildout traffic impacts, the improvements to provide capacity at buildout would require major costs and funding in addition to the project's contribution of transportation DIF fees. The construction of SR-125 and the widening of I-805 would be needed as a part of these improvements.

The level of cumulative traffic impacts during interim years would vary with the year and the status of SR-125. For year 2005 and earlier forecasts, with and without SR-125, roadways and intersections have been addressed under Section 5.10. The effects of the Village Six SPA Plan have been addressed as near-term impacts that would require project mitigation measures in the same manner as project impacts to the existing circulation system.

Street improvements have been made conditions of approval for Village Six, and other Otay Ranch villages as well as other off-site communities, and would be phased with development through adopted PFFPs. Cumulative impacts associated with streets listed in the mitigation section of the Second Tier EIR would be reduced to a level below significance.

The analysis contained in Section 5.10 found that cumulative impacts on I-805 would remain significant and unmitigated. All required improvements to SR-125 and I-805 are the responsibility of Caltrans and SANDAG.

6.1.9 Air Quality

The analysis of air quality impacts contained in Section 5.11 and Appendix G included an analysis of cumulative impacts to air quality and found that the cumulative impacts related to long-term mobile emissions would be significant. No mitigation is available to reduce this cumulatively significant impact to less than significant levels.

6.1.10 Noise

The analysis of noise impacts contained in Section 5.12 and Appendix H are based on regional cumulative traffic data from the most recent Series 9 regional growth forecasts. The analysis contained in Section 5.12 is, therefore, inclusive of cumulative effects. Impacts related to noise are determined to be mitigated with the application of measures contained in Section 5.12.6. There are no significant cumulative noise impacts.

6.1.11 Public Services and Utilities

Water

Water supplies in southern California fluctuate with precipitation, climatic conditions, and disputes over water rights from imported sources. Cumulative impacts to water supply associated with ongoing development on a regional scale are anticipated. The additional demand for the Village Six SPA Plan in conjunction with the other proposed and approved projects within the Chula Vista area would be approximately 77.2 mgd. The proposed project plus cumulative development would incrementally increase regional water consumption; however, this increased demand for service has been anticipated and planned for by the City of Chula Vista. The use of reclaimed water for irrigation purposes and the

proposed conservation measures for reducing potable water consumption would reduce water consumption and would result in a less than significant cumulative impact.

Sewer

The combined effect of buildout of the Otay Ranch GDP with other surrounding GDPs would result in a total estimated sewage flow of 35.6 mgd. Additional wastewater transmission and treatment facilities would be necessary to handle this flow level. The cumulative impact is significant. Proposed mitigation requires that each applicant construct or contribute toward the cost of constructing required regional wastewater facilities in proportion to the flows contributed. The provision of regional facilities in conjunction with project-specific improvements would reduce the impacts to below the level of significance.

Integrated Waste Management

Buildout of the southern portion of San Diego County would result in a substantial increase in the generation of solid waste. Landfill capacity in the region is limited. The cumulative impact is potentially significant. All new development within the region would have to comply with the City of Chula Vista and County of San Diego programs and regulations concerning long-term solid waste disposal. An Integrated Waste Management Plan was prepared for the Otay Ranch GDP. The Village Six SPA development, along with other Otay Ranch villages and planning areas, would also be guided by this plan. The waste management program would include curbside recycling, neighborhood recycling/buyback centers, a materials recovery facility, a composting facility, and a household waste collection facility. The cumulative impact could also be reduced by providing additional solid waste facilities and recycling facilities, transporting trash outside the region to less impacted areas, and meeting state-mandated recycling goals. The required PFFP for new developments would establish the fees and phasing associated with contribution toward the cost of construction of any regional facilities. The cumulative impact would be reduced to below the level of significance.

Law Enforcement, Fire Protection, and Emergency Medical Services

The overall population growth would substantially increase demands on law enforcement, fire protection, and emergency medical services. The cumulative impact would be potentially significant. Staffing and new facilities would be required to adequately accommodate the population increase expected at buildout. The required preparation of PFFPs at the time of project application and approved PFFP implementation at the time of development would provide these services incrementally but concurrent with need. With the development of master plans for fire service, law enforcement, and emergency, the cumulative impacts would be reduced to a level below significance.

Schools

The combined new students that would be generated by the residential development proposed in the region would continually require new schools, staff, and supplies be provided through buildout. The cumulative impact on the school districts is potentially significant. As development occurs, school fees or assessments would be paid. Elementary, ~~middle/junior~~, and high school sites have been designated within specific Otay Ranch villages under the Otay Ranch GDP. Provision of land and financing mechanisms under PFFP requirements, plus the development of a school master plan, would mitigate the cumulative impact on schools to below a level of significance.

Library Services

Population growth in the Village Six SPA Plan region would result in the need for substantial additional library space, books, and staff. The impact would be cumulatively potentially significant. The Otay Ranch GDP provides for the establishment of a “main library” as part of the Eastern Urban Center development. Payments of the development impact fees established for libraries would reduce the cumulative impact to a level of insignificance.

Parks and Recreation

Cumulatively, the proposed and approved projects in the region would place substantial demands on neighborhood, community, and regional parks. The cumulative impacts on local and regional park and recreational facilities would be potentially significant. ~~Regional park and community park financing would be provided through the PFFP requirements.~~ Implementation and design would be addressed through the Village Six Neighborhood Park Conceptual Master Plan. Project-specific neighborhood and community park improvements would be installed as communities in which the parks occur are developed. Village Six would have a community park obligation as it is developed, and would comply with this obligation by the payment of fees or dedication of off-site lands, or some combination as per the Director of Parks and Recreation. The cumulative impacts would be reduced to below the level of significance with the long-term provision of both local and regional parks.

6.1.12 Hazards/Risk of Upset

The potential risk of adverse health effects associated with the use, transport, and storage of hazardous materials and generation of hazardous waste would increase with cumulative buildout. The potential for a significant cumulative impact would be reduced to a level less than significant with the implementation of the mitigation measures identified in the Program EIR and adherence to applicable laws and regulations.

Where land uses associated with an Otay Ranch development would involve the use and transport of hazardous materials, the Program EIR mitigation measures require that the

transport of hazardous waste by the applicant, subcontractors, and future businesses on existing and future roadways shall be conducted in accordance with the California Code of Regulations and the Code of Federal Regulations. These regulations identify Department of Transportation approved methods for packaging and containerizing hazardous waste. Department of Transportation approved methods also cover site-appropriate options and procedures relative to the handling and transporting of these wastes.

6.2 Cumulative Effects Considered Not Significant

6.2.1 Geology and Soils

Geologic and soils impacts associated with development of the proposed Village Six SPA Plan are site-specific. These site-specific impacts are not additive with other projects.

6.2.2 Housing and Population

The cumulative development area was initially vacant land. No displacement of existing housing stock has occurred or would occur. The cumulative increase in housing stock would make a variety of dwelling unit types available to accommodate the SANDAG forecasted increase of 41,000 or more people by 2005 within the City. SANDAG's Growth Management Plan incorporates population, housing, and transportation forecasts. Particularly, the forecasts have identified specific projections for the City of Chula Vista. The Growth Management Plan stresses maintaining a prosperous economy, while providing an adequate and equitable transportation system, preserving open space and habitat, increasing the rate of home ownership, and reforming the state-local tax system to assist and sustain all of the above. SANDAG encourages compliance with a transit design that promotes pedestrian access and interconnected public transportation through buses, metro, and trolleys. The cumulative projects in the region, as well as the proposed project, have incorporated mixed-use projects to accommodate the goals and policies as set forth in the Growth Management Plan. Therefore, there will be no significant impacts to housing and population.

7.0 GROWTH INDUCEMENT

A project is defined as growth inducing when it directly or indirectly:

- fosters economic growth, population growth, or the construction of additional housing in the surrounding environment;
- removes obstacles to population growth;
- taxes public facilities and services; and/or
- encourages or facilitates other activities that could significantly affect the environment, either individually or cumulatively.

Growth inducement is generally dependent on the presence or lack of existing utilities and municipal or public services. The provision of such necessities in a non-serviced area can induce growth between newly serviced areas and the community from which the facilities are obtained. In addition, growth inducement can also be defined as growth that makes it more feasible to increase the density of development in surrounding areas.

The City of Chula Vista's growth management plan calls for directing growth in and around the City in an orderly fashion, to avoid leapfrog development, to protect and preserve the City's amenities, and to guide growth in a general west to east direction. The City of Chula Vista anticipates the development of the Village Six SPA Plan area as part of the Otay Ranch GDP planned community.

The project site and surrounding areas are zoned for future urban growth, and the City's growth management plan is designed to direct area growth in an orderly fashion from west to east. The City of Chula Vista therefore anticipates the development of Village Six as an urban community in an area designated for future urban growth.

The first phase of development of the Otay Valley parcel of Otay Ranch is nearing completion with construction of Villages One and Five. The proposed development of the Village Six SPA Plan is in conformance with the Otay Ranch phasing program. Village Five is adjacent to the north boundary of Village Six and extension of the Otay Valley parcel infrastructure from Village Five to Village Six is a logical progression of services which supports orderly growth and avoids leapfrog development.

8.0 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES

Section 15126.2(c) requires the evaluation of the uses of nonrenewable resources during the initial and continued phases of a project when a large commitment of such resources makes removal or nonuse thereafter unlikely. Approval of the proposed development for Villages Six SPA Plan and implementing tentative maps would commit these sites to an expanded development area of urban uses including housing, commercial, community services, and public facilities. The proposed project would require commitment of resources associated with construction and long-term operations, including but not limited to lumber and other related forest products; sand, gravel, and concrete; asphalt; petrochemical construction materials; steel, copper, lead, and other metals; water; fuels; and energy. Uses of these resources would represent an incremental effect on the regional consumption of these commodities. Implementation of the proposed Village Six SPA would involve consumption of electricity, which is, in part, derived from nonrenewable sources such as fossil fuels and natural gas, which itself is nonrenewable.

The most notable nonrenewable resources identified by the Otay Ranch GDP and Program EIR are related to biological resources. While implementation of the Otay Ranch Resource Management Plan would adequately compensate for this loss by setting aside comparable biological resources within the planned Otay Ranch Preserve, the net loss of these resources throughout Otay Ranch would be irreversible. The biological resources occurring within the boundaries of the Village Six SPA Plan area are limited and do not represent a large commitment of the Otay Ranch's overall resources to development. Implementation of the Village Six SPA Plan would eliminate agricultural fields used for raptor foraging.

9.0 EFFECTS FOUND NOT TO BE SIGNIFICANT

9.1 Mineral Resources

Mineral resources of economic value on the Otay Ranch property include sand, gravel, crushed rock (known collectively as construction aggregate), and bentonitic clay. These mineral resources are important to the local construction industry for such uses as concrete, fill, road base, and building materials. Bentonitic clay is a highly expansive clay derived from the alteration of volcanic ash and is commonly found within the Otay Formation. Bentonitic clay has been reported to occur as relatively thin, discontinuous deposits within Telegraph, Poggi, and Wolf Canyons.

The mineral resources discussed above do not occur within the Village Six SPA Plan area. Implementation of the proposed project would not result in significant impacts to mineral resources.

9.2 Gas and Electric Service

Gas and electric services are being extended within the grading for Olympic Parkway. Lateral connection to Village Six would be accomplished by undergrounding within the Village Six street network. Installation of gas and electric infrastructure within street grading is consistent with current design plans and would not create impacts beyond the grading required for the road system. The Village Six SPA has been included in regional growth forecasts and energy demand projections, and therefore, energy supply and regional infrastructure needs are anticipated in long-range energy planning. Therefore, no significant impacts due to the increased demand on installation of gas and electric infrastructure and supply to serve the proposed project would occur.

10.0 ALTERNATIVES

In order to fully evaluate proposed projects, CEQA mandates that alternatives be discussed. Section 15126.6 of the State CEQA Guidelines requires the discussion of “a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project” and the evaluation of the comparative merits of the alternatives. The alternatives discussion is intended to “focus on alternatives to the project or its location which are capable of avoiding or substantially lessening any significant effects of the project,” even if these alternatives would impede to some degree the attainment of the project alternatives.

The alternatives considered in this section are (1) No Project Alternative and (2) Reduced Density Alternative. Alternative site locations were considered as part of the analysis for the Otay Ranch GDP and were addressed in the Program EIR.

10.1 No Project Alternative

The No Project/No Development alternative assumes that the area within the Village Six SPA Plan would not be developed. The Village Six property would continue to be used for limited agriculture.

10.1.1 Land Use

The No Project alternative would retain existing agricultural uses on the project. Significant impacts related to the conversion from undeveloped to urban uses would be avoided. Continuation of agricultural operations would not be in conformance with the General Plan and Otay Ranch GDP land use designations or policies for interim agricultural uses.

10.1.2 Landform Alteration/Aesthetics

The No Project alternative would retain the Village Six SPA Plan area in an undeveloped condition. Visual impacts associated with preparing the site for development and extending the urban character and lighting would be eliminated, and approximately 0.6 acre of steep slopes would be preserved. The natural slopes down into Poggi Canyon and the canyon itself have been graded with construction of Olympic Parkway. Portions of the Village Six SPA Plan area along Olympic Parkway have already been modified as borrow sites for construction of Olympic Parkway.

10.1.3 Biological Resources

There would be no significant impacts to biological resources under the No Project alternative. The proposed project represents a significant impact to raptor foraging. The No

Project alternative would avoid this impact. Because the project site has been subject to long-term agricultural impacts, there are no other biological impacts represented by the proposed project. Raptor foraging is the only biological impact avoided by this alternative.

10.1.4 Cultural and Paleontological Resources

Potential impacts to cultural resources and paleontological resources located within the project area would be avoided with this alternative.

10.1.5 Geology and Soils

Because no homes would be constructed, potential geologic impacts related to ground shaking from earthquakes and localized unstable soils conditions would be avoided with the No Project alternative.

10.1.6 Agricultural Resources

Under the No Project alternative, the project area would be available for continued agricultural uses. The conflict between urban and agricultural uses would not be avoided because of neighboring residential uses already approved.

10.1.7 Housing and Population

The No Project alternative would reduce the level of housing available to meet the future (2005) housing stock needs of the City of Chula Vista. The proposed affordable housing units would not be built. The lack of housing concurrent with need would have a potentially significant impact.

10.1.8 Water Resources and Water Quality

The No Project alternative would eliminate the increase in runoff that would be created by development of the Village Six SPA Plan.

10.1.9 Transportation, Circulation, and Access

The projected buildout traffic from the Otay Ranch GDP would be reduced by 32,780 ADT. Of this total volume, 11,060 trips are projected to be internal to the project with the remaining 21,720 ADT removed from the circulation system. The No Project alternative would eliminate the contribution of traffic to area roads and would avoid the significant impacts to the circulation system. Contribution to the regional roadway circulation system represented by the proposed project would not occur.

10.1.10 Air Quality

Significant amounts of air pollution emitted from project vehicle trips, and during project construction activities, would be eliminated under this alternative. There would be air quality effects associated with the continued use of the property for agricultural.

10.1.11 Noise

With the elimination of the proposed housing, there would be no sensitive receivers placed adjacent to SR-125 or other circulation element roadways. As such, there would be no significant noise impacts as a result of the No Project alternative.

10.1.12 Public Services and Utilities

The elimination of development within the project area would lessen the near-future demand for new public services and utilities. There would be a 875,150 gpd reduction in the demand for potable water and 121,644 gpd of recycled water, and 581,692 gpd sewer would not be produced on-site. Because the No Project alternative does not affect the regional demand for housing or impact population growth, these demands will be shifted to other areas in the region.

Those services based on population, such as library, police and fire, and civic facilities, would not be required at this location. As with water and sewer services, these demands would be shifted to other areas of the region.

10.1.13 Hazards/Risk of Upset

Under the No Project alternative, the risk from upset of hazardous materials would be limited. Continued use of the land for agriculture could represent a threat for the deposition of wastes, the potential and extent for such a deposition is speculative.

10.1.14 Project Objectives

None of the project objectives would be achieved by the No Project alternative.

10.2 Reduced Density Alternative

10.2.1 Alternative Description

Under the Reduced Density alternative, the residential intensity of development would be reduced by approximately 29 percent by decreasing the total number of multi- and single-family residential units. The Reduced Density alternative would retain the high school and the church and reduce both the single-family and multi-family densities. It retains the

elementary school, public park, open space, and circulation roadways. Table 10-1 presents the land use by neighborhood for the Reduced Density alternative (Figure 10-1).

The grading for this alternative would remain essentially the same. The entire site would be graded to accommodate the modified residential use. Because grading would remain essentially the same, impacts to biology, cultural resources, geology and soils, agriculture, paleontology, and landform are equivalent between the proposed project and the Reduced Density alternative. The following discussion identifies issues that differentiate these alternatives.

10.2.2 Environmental Analysis

Land Use

Development of Otay Ranch is based on the village concept, which plans for a village core with land uses that will meet the day-to-day needs of the village residents. The village core is required to have a mixed-use center that is pedestrian oriented and served by transit. The mixed-use center will have shops, schools, parks, and multi-family housing to support the other uses. The villages are to have a wide variety of housing types for all income levels. Multi-family housing is a key component to the village concept.

The Reduced Density alternative reduces the amount of multi-family dwelling within the village core. The Reduced Density alternative does not provide the required multi-family housing to meet the housing needs of future residences as well as support the commercial and public uses in the village core, and does not meet the goals of the GDP for density of development around a transit center.

Housing and Population

The Reduced Density alternative would reduce the amount of housing available within Village Six by approximately 29 percent. This would reduce the ability of the City of Chula Vista to meet the projected need for an additional 13,500 dwelling units by 2005. The Reduced Density alternative would not be in conformance with those policies as outlined in SANDAG's Growth Management Plan. The lack of housing concurrent with needs as shown in SANDAG forecasts and in the Growth Management Plan would result in a potentially significant impact.

Water Resources and Water Quality

The Reduced Density alternative does not propose significant grading modifications. As such, it would have little effect on the increase in runoff project for the project. This is because the 29 percent reduction in the number of dwelling units would be accomplished by substantially decreasing the density of the multi-family homes. There would not be a

**TABLE 10-1
REDUCED DENSITY ALTERNATIVE**

Neighborhood	Land Use	Acres	Dwelling Units/Acre	Dwelling Units
Residential				
R-1	Single-Family	26.2	3.0	79
R-2a	Single-Family	19.7	3.0	59
R-2b	Single-Family	21.3	3.0	64
R-3	Single-Family	35.6	3.5	125
R-4	Single-Family	20.4	3.5	71
R-5	Single-Family	16.6	5.0	83
R-6	Single-Family	20.4	5.0	102
R-7a	Single-Family	<u>12.9</u>	5.0	<u>65</u>
Subtotal Single-Family		173.1		648
R-7b	Multi-Family	5.8	18.0	104
R-8	Multi-Family	11.7	18.0	210
R-9a	Multi-Family	21.8	6.0	131
R-9b	Multi-Family	12.7	18.0	229
R-10	Multi-Family	12.1	13.0	<u>157</u>
Subtotal Multi-Family		64.1		825
TOTAL RESIDENTIAL		237.2		1,473
Non-Residential				
R-11/S-2	High School	32.5		
CPF-1	CPF Site	5.2		
CPF-2	Church	11.5		
S-1	Elementary School	10		
P-1	Public Park	7.6		
MU-1	Mixed Use	3.0		
SO	Open Space	21.1		
CIR	Major Circulation	58.3		
Subtotal Non-Residential		149.2		
ALTERNATIVE TOTAL		3,386.4		1,473

RESIDENTIAL

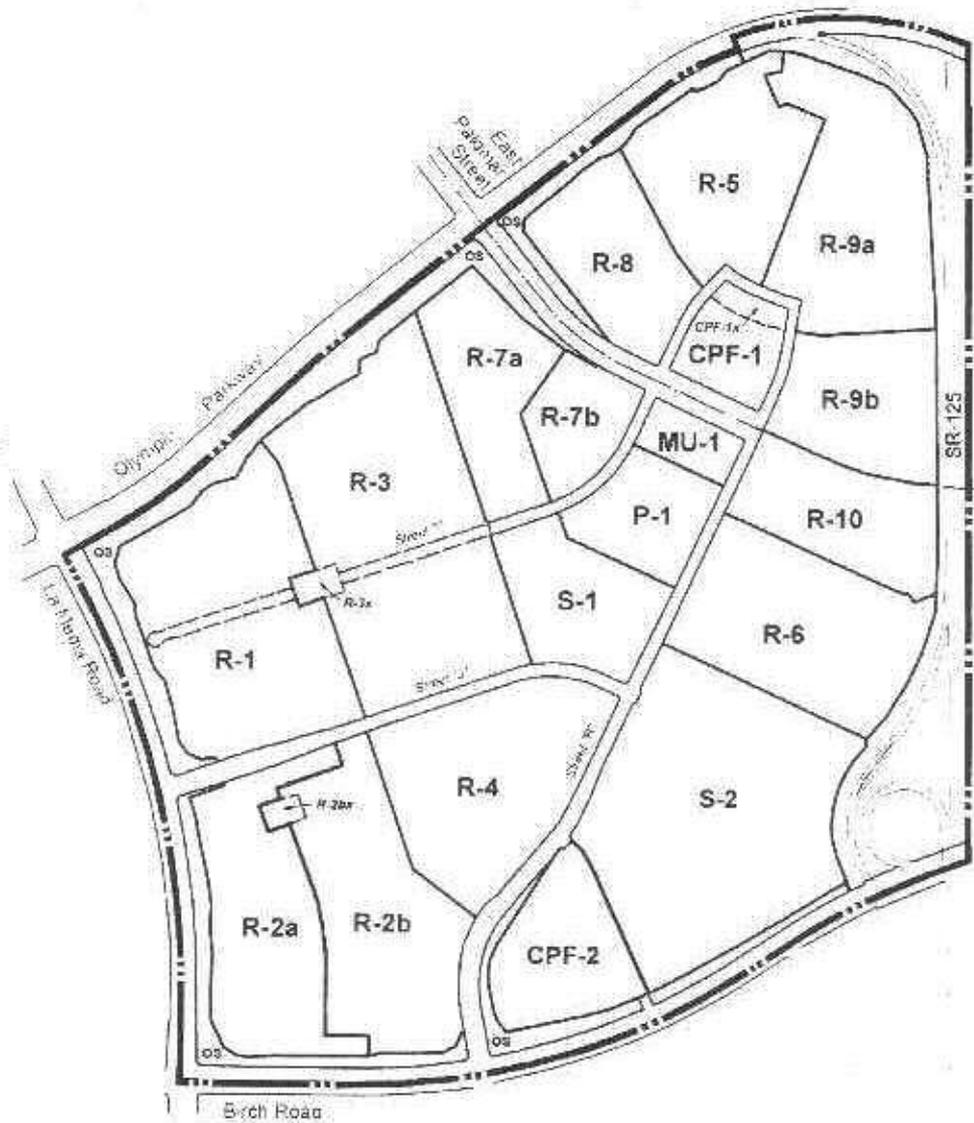
Parcel	Land Use
R-1	Single Family
R-2a	Single Family
R-2b	Single Family
R-3	Single Family
R-4	Single Family
R-5	Single Family
R-6	Single Family
R-7a	Single Family
Sub-total Single Family	
R-7b	Multi-family
R-8	Multi-family
R-9a	Multi-family
R-9b	Multi-family
R-10	Multi-family
Sub-total Multi-family	
TOTAL RESIDENTIAL	

NON-RESIDENTIAL

CPF-1	CPF Site
CPF-2	CPF Site
Sub-total CPF	
S-1	Elem. School Site
S-2	Private High School
P-1	Public Park
MU-1	Mixed Use
OS	Open Space
cir	Major Circulation
NON-RESIDENTIAL TOTAL	

PROJECT TOTAL

Note
 In the following a Parcel number, such as R-3a, indicates a sub-parcel that may be converted to CPF use as an alternative for a purpose of providing an escaped community gathering meeting area.



Map Source: Cinti Land Planning



FIGURE 10-1
Reduced Density Alternative
Village Six Otay Ranch Development Plan

measurable reduction in the volume or quality of the runoff from the site. Water resource and water quality impacts would remain essentially unchanged compared with those associated with the proposed project.

Transportation, Circulation, and Access

The traffic generated by the Village Six Reduced Density alternative would be reduced by approximately 4,995 ADT, for a total of 27,784 ADT (Table 10-2).

The significant traffic impacts associated with the implementation of the proposed Village Six SPA Plan would be reduced but would not be avoided. Because the significant traffic impacts are cumulative, the traffic mitigation measures would be unchanged from those required of the proposed project as the 15 percent reduction in ADT would not bring significant traffic impacts below the thresholds for significance.

Air Quality

Air quality impacts associated with vehicular trips would be reduced under the Reduced Density alternative. Short-term air quality impacts associated with construction would not be reduced as the area and extent of grading would remain essentially the same as that for the proposed project. There could be a slight decrease in overall long-term air quality impacts associated with power generation and the operation of on-site commercial facilities due to the reduced population. Overall, the reduction in air quality impacts would be minor and the cumulative impact would remain significant and unmitigable.

Noise

The grading plan for the Reduced Density alternative would be very similar to the grading plan required for the proposed project. The proximity of future development to major roadways would remain unchanged. The mitigation measures for noise impacts to future development areas would also be expected to remain unchanged. Mitigation measures for noise impacts associated with construction would remain unchanged. The Reduced Density alternative, therefore, does not avoid or lessen noise impacts.

Public Services and Utilities

The water and sewer demands would be reduced by approximately 29 percent. The police, fire, library, schools, and parkland impacts would also be reduced by approximately 29 percent. While the need for new and improved infrastructure would be reduced, it would not be avoided. Public service and utility impacts would remain significant but mitigable.

**TABLE 10-2
TRAFFIC PROJECTIONS**

Neighborhood	Units	Generation Rate	Volume
Residential			
Single-Family	648 du	10 trips/du	6,480
Multi-Family	825 du	8 trips/du	<u>6,600</u>
Total Residential			13,080
Non-Residential			
High School	2,200 students	3.65 trips/student	8,030
Church	69,000 square feet	9 trips/1,000 square feet	620
CPF Site and Mixed Use	42,000 square feet	120 trips/1,000 square feet	5,040
Elementary School	10 acres	60 trips/acre	600
Public Park	7.7 acres	5 trips/acre	<u>38.5</u>
Total Non-Residential			14,328.5
ALTERNATIVE TOTAL			<u>27,408.5</u>

Hazards/Risk of Upset

The hazards/risk of upset impacts would be reduced slightly under the Reduced Density alternative, in accordance with the reduced population at buildout. There would be little change overall in the severity of this less than significant impact.

Other Issues

When compared to the proposed project, the Reduced Density alternative would not modify the development footprint or the need for off-site infrastructure improvements. It is for this reason that impacts to cultural and paleontological resources, potential conflicts between urban and agricultural uses, and impacts to landforms affecting scenic views would not be reduced or avoided under the Reduced Density alternative.

10.2.3 Project Objectives

The GDP/SRP envisions higher residential densities than proposed by the Reduced Density alternative. The purpose of the higher densities is to promote pedestrian, bicycle, and transit oriented development and to wisely manage limited natural resources through the concentration of development in the least environmentally sensitive areas while preserving large tracts of open space. Reduction in density, as proposed under the Reduced Density alternative, would provide insufficient density in the village core to support transit facilities and to promote pedestrian-oriented land use design.

The following project objectives **would** continue to be achieved by the Reduced Density alternative:

1. Promote synergistic uses between Village Six, the neighborhoods of EastLake, and adjacent Otay Ranch villages to balance activities, services, and facilities.
2. Implement the City of Chula Vista's Growth Management Program to ensure that the public facilities are provided in a timely manner and financed by the parties creating the demand for and benefiting from the improvements.
3. Foster development patterns that promote orderly growth and prevent urban sprawl.
4. Develop, maintain, and enhance a sense of community identity.
5. Accentuate the relationship of the land use plan with its natural setting and the physical character of the region and promote effective management of natural resources by concentrating development into less sensitive areas while preserving large, contiguous open space areas with sensitive resources.

6. Add to the creation of a unique Otay Ranch image and identity that differentiates Otay Ranch from other communities.

The Reduced Density alternative **would not** meet the following goals and objectives:

1. Implement the goals, objectives, and policies of the Chula Vista General Plan, particularly the Otay Ranch General Development Plan, the Resource Management Plan, the Facility Implementation Plan, the Village Phasing Plan, and the Service/Revenue Plan.
2. Establish a pedestrian-oriented village with an urban core to reduce reliance on the automobile and promote walking and the use of bicycles, buses, and public transit.
3. Establish a land use and facility plan that assures the viability of Village Six in consideration of existing and anticipated economic conditions.
4. Wisely manage limited natural resources.

The GDP envisions higher residential densities than proposed by the reduced density alternative. The purpose of the higher densities is to promote pedestrian, bicycle, and transit-oriented development and to wisely manage limited natural resources through the concentration of development in the least environmentally sensitive areas while preserving large tracts of open space. Reduction in density, as proposed under the reduced density alternative, would provide insufficient density in the village core to support transit facilities and to promote pedestrian-oriented land use design.

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12.0 EIR PREPARATION

This environmental impact report was prepared by the City of Chula Vista. The City was assisted by RECON, located at 1927 Fifth Avenue, Suite 200, San Diego, CA 92101. The following professional staff participated in the preparation of the EIR:

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Autumn L. Radle, Assistant Project Manager
Lee Sherwood, Principal
Cheryl Johnson, Acoustician

Linscott, Law and Greenspan Engineers - Traffic

John Boarman, P.E., Senior Transportation Engineer

Giroux and Associates – Air Quality

Hans Giroux, Principal

EDAW

James Kurtz, Acoustician

13.0 PERSONS AND ORGANIZATIONS CONTACTED

Public Agencies

Otay Water District
Chula Vista Unified Elementary School District
Sweetwater Union High School District

Organizations and Individuals

Cinti Land Planning
McMillin Companies
Otay Ranch Company
Geotechnics Incorporated
Powell /PBS&J
P&D Consultants
Dexter Wilson Engineering, Inc
Geocon Incorporated
Hunsaker & Associates

**APPENDIXES TO THE
FINAL
SECOND TIER ENVIRONMENTAL IMPACT REPORT
FOR
OTAY RANCH VILLAGE SIX
SECTIONAL PLANNING AREA (SPA) PLAN
SECOND TIER EIR 98-01
SCH #2001041033
(Volume 1 of 2)**

Prepared for

**CITY OF CHULA VISTA
PLANNING & BUILDING DEPARTMENT
430 F STREET
CHULA VISTA, CA 91910**

Prepared by

**RECON NUMBER 3541E
DECEMBER 17, 2001**

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APPENDIXES

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- G: Air Quality Report (Mooney & Associates)**
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APPENDIX A

Notice of Preparation and Responses



CITY OF
CHULA VISTA

PLANNING AND BUILDING DEPARTMENT

NOTICE OF PREPARATION – April 5, 2001

To: Distribution List

Subject: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT REPORT

Lead Agency:

Agency Name: City of Chula Vista
Street Address: 276 Fourth Avenue
City/State/Zip: Chula Vista, CA 91910
Fax: (619) 409-5859
Contact: Marisa Lundstedt, Environmental Projects Manager

The City of Chula Vista publicly announces its intent to initiate the preparation of an Environmental Impact Report (EIR) for the following "project" as defined by the California Environmental Quality Act (CEQA) and as set forth in Public Resources Code 21065.

The City of Chula Vista is the Lead Agency to prepare the EIR. A description of the proposed project, as well as an explanation of potential environmental effects, is provided in this Notice of Preparation (NOP). This NOP rescinds the replaces the NOP to prepare a Subsequent EIR to the Final Program EIR for Otay Ranch dated August 19, 1999. The components of the proposed project that require the circulation of a new NOP are provided herein.

Please provide your written comments including specific statutory responsibilities of your agency, as applicable. Written comments must be received at the earliest possible date, but no later than 30 days after receipt of this notice.

Please send your response and the name of the contact person to Marisa Lundstedt, Environmental Projects Manager, at the address shown above.

Project Title: Otay Ranch Village Six Sectional Planning Area (SPA) Plan and Conceptual Tentative Map

Project Location: City of Chula Vista within San Diego County

Project Description: 883 single-family and 1,203 multi-family units on approximately 237 acres and approximately 149 acres of non-residential uses (community purpose facilities, schools, parks, commercial use, open space and major circulation).

Date: April 5, 2001

Signature: *Marilyn R.F. Pongeggi for*
Title: Environmental Review Coordinator
Telephone: (619) 585-5707

**NOTICE OF PREPARATION OF AN
ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED
OTAY RANCH VILLAGE SIX SECTIONAL PLANNING AREA PLAN AND
CONCEPTUAL TENTATIVE MAP**

PROJECT LOCATION:

The Village Six Sectional Planning Area (SPA) and Tentative Map (TM) area is located in the north-central portion of the Otay Valley Parcel of the Otay Ranch General Development Plan (GDP) area (Attachment A). The Village Six SPA/TM project area includes approximately 386 acres and is bounded by the proposed alignments of SR-125 on the east, Olympic Parkway on the north, La Media Road on the west and Birch Road on the south.

As shown in Attachment B, the limits of grading exceed the boundaries of the SPA/TM area. Two earthwork "borrow" sites are proposed, one east of SR-125 and one south of Birch Road. With the borrow sites, the total graded area would be approximately 480 acres.

The project area is surrounded by other Otay Ranch development areas including Village Five to the north across Olympic Parkway, Village Two to the west across La Media Road, Village Seven to the south across Birch Road and the Freeway Commercial portion of Planning Area 12 to the east across SR-125.

PROJECT SETTING:

The project area consists of gently rolling hills with intervening channels draining to the west. Elevations onsite range from approximately 630 feet above mean sea level (AMSL) in the eastern portion of the site to approximately 410 feet AMSL. The northern border of Village Six is located along Poggi Canyon, which is a drainage that is mostly disturbed due to construction activities associated with Olympic Parkway. Two mesas and an intervening, east-west trending, drainage channel comprise the remainder of the Village Six area.

The project areas, as well as surrounding properties, have historically been used for agricultural production and cattle grazing. The property is crossed by a system of dirt roads and old cattle trails. No sensitive vegetation occurs within this SPA area. No known active faults are located within the site. Previous cultural resources surveys have reported archaeological resources within Village Six and its vicinity including prehistoric lithic scatters and a temporary camp.

PROJECT BACKGROUND:

The approximately 23,000-acre Otay Ranch is a master-planned community that includes a broad range of residential, commercial, retail, and industrial development interwoven with civic and community uses, such as libraries, parks, and schools, together with an open space preserve system consisting of approximately 11,375 acres. Village Six is one of the designated fourteen villages and five planning areas within the Otay Ranch GDP area. Because of the project's size, complexity of issues and extended buildout time frame, both the planning and environmental

documentation for the project have been tiered from the general to the specific. The first tier of planning and approvals included approval of the Otay Ranch GPA/GDP/SRP in October 1993, which was accompanied by a Program Environmental Impact Report (SCH #89010154). The Program EIR was intended to identify potential impacts; however, it was recognized that second-tier documents would be required to address subsequent development projects, as more detailed plans were prepared.

PROJECT DESCRIPTION:

Under the implementation program for Otay Ranch, SPA plans are required to be approved before final development entitlements can be considered. The current proposed project is a SPA plan that will further refine the development standards, land plans, goals, objectives and policies of the GDP for Village Six. Specifically, the Village Six SPA Plan defines the land use mix, design criteria, primary circulation pattern, parks/recreation/open space concept, grading concept and infrastructure, public service requirements, and development phasing.

The proposed Village Six SPA and TM propose development of 2,086 dwelling units (883 single-family and 1,203 multi-family units) on approximately 237 acres (Attachment C). The remaining approximately 149 acres of the site would be developed with non-residential uses, including community purpose facilities (CPF), schools, public park, commercial use open space, and major circulation rights-of-way. The SPA includes a private high school and also provides for an alternative use of the school site for residential development (146 single-family residential units) should the development of the school be infeasible. The private high school and church are uses that would require Conditional Use Permits (CUP) in accordance with the Zoning Ordinance. Future uses proposed in the CPF District will also require CUPs.

The conceptual grading plan for Village Six is shown in Attachment B. As mentioned previously, two offsite borrow sites comprising approximately 56 acres will be required for the grading of the SPA area. While grading for SR-125 is not a part of the project, the proposed conceptual grading plan has been developed to be compatible with future grading plans for SR-125. Final grading plans for the TM would be determined during the final map and grading permit process.

POTENTIAL ENVIRONMENTAL EFFECTS OF THE PROJECT:

It has been determined that the proposed project may cause significant, adverse environmental effects and potentially significant indirect, direct, and cumulative environmental effects. An Environmental Impact Report (EIR) is therefore required in order to comply with State CEQA Guidelines Sections 15060 and 15081.

In accordance with CEQA requirements, the environmental impact analysis will outline the environmental setting of the project, and identify potential environmental impacts, significance of the potential impacts, and mitigation measures for potentially significant and adverse environmental issues. In accordance with Section 15150 of the CEQA Guidelines, this SEIR will avoid duplicative analysis of basic policy considerations, and provide a means to incorporate by reference, where appropriate, portions of previously certified and related environmental

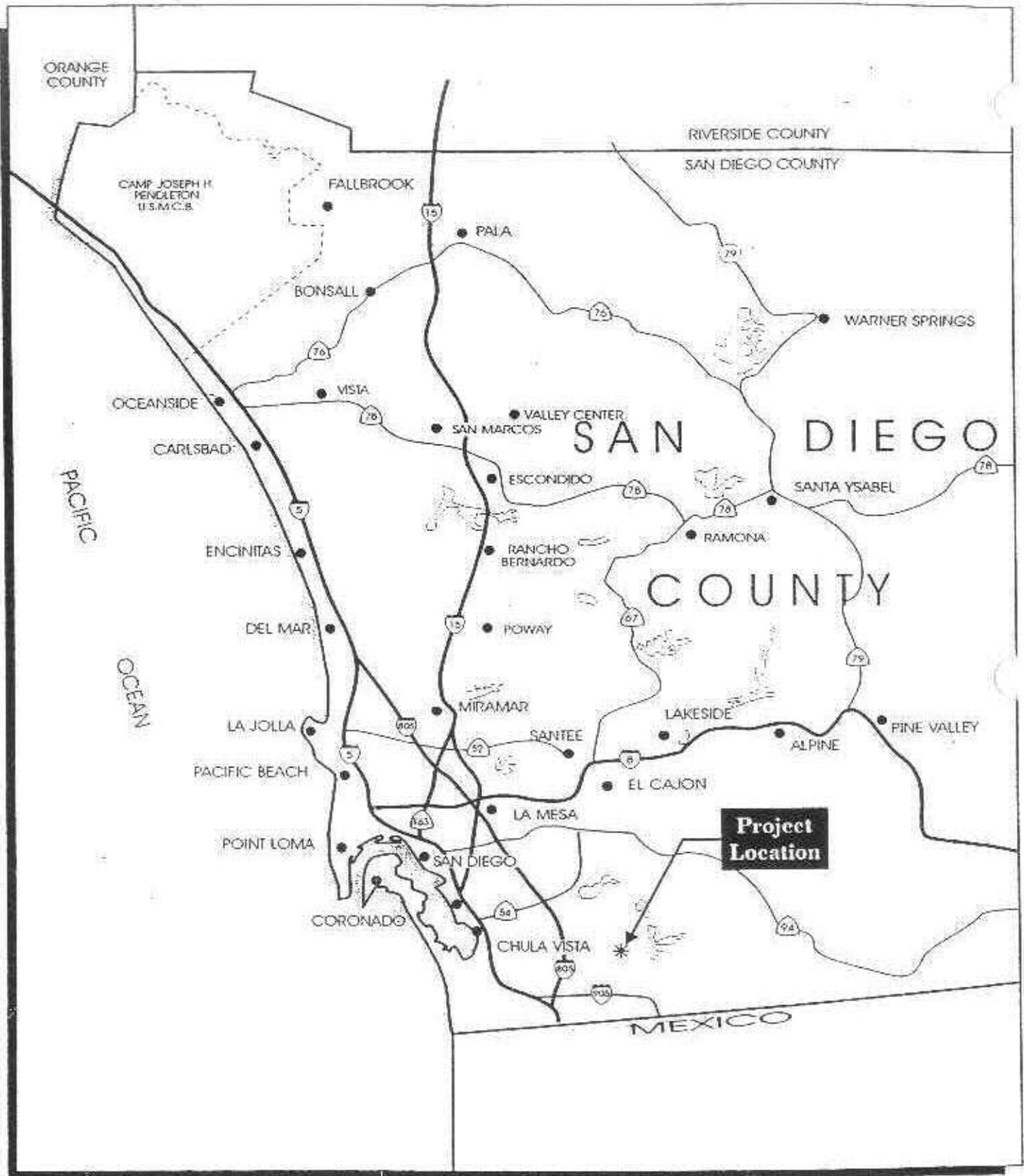
documents, including the Otay Ranch GPA/GDP/SRP Program EIR, the Chula Vista Sphere of Influence Update EIR (SCH #94041056) and associated Mitigation Monitoring Programs.

The EIR will address cumulative impacts, growth-inducing impacts, effects found not to be significant, irreversible environmental effects, and alternatives analysis. With respect to alternatives, the EIR will consider a range of project alternatives that may eliminate or reduce significant adverse environmental effects to a level of less than significant. Project alternatives will include at minimum the "No Project Alternative". Potentially significant environmental effects that will be analyzed in the EIR include the following:

- Land Use, Planning and Zoning
- Landform Alteration/Aesthetics
- Biological Resources
- Cultural Resources
- Geology and Soils
- Paleontological Resources
- Agricultural Resources
- Housing and Population (Community Social Factors)
- Water Resources and Water Quality
- Transportation, Circulation and Access
- Air Quality
- Noise
- Public Services and Utilities
- Hazards/Risk of Upset

LIST OF ATTACHMENTS:

Attachment A:	Regional Location
Attachment B:	Conceptual Grading Plan
Attachment C:	Village Six Site Utilization Plan



Regional Location



LEGEND
Limit of Grading



Site Utilization Plan

RESIDENTIAL

Parcel	Land Use	Acres	du/ac	DU
R-1	Single Family	28.2	4.0	105
R-2a	Single Family	19.7	4.4	87
R-2b	Single Family	21.3	5.4	115
R-3	Single Family	25.6	4.5	159
R-4	Single Family	20.4	4.5	92
R-5	Single Family	10.6	6.7	111
R-6	Single Family	20.4	6.2	126
R-7a	Single Family	12.9	6.6	86
Sub-total Single Family		173.1	5.7	883
R-7b	Multi-family	5.8	28.4	165
R-8	Multi-family	11.7	28.8	337
R-9a	Multi-family	21.8	7.5	163
R-9b	Multi-family	12.7	25.7	326
R-10	Multi-family	12.1	17.5	212
Sub-total Multi-family		64.1	18.8	1203
TOTAL RESIDENTIAL		237.2	8.8	2086

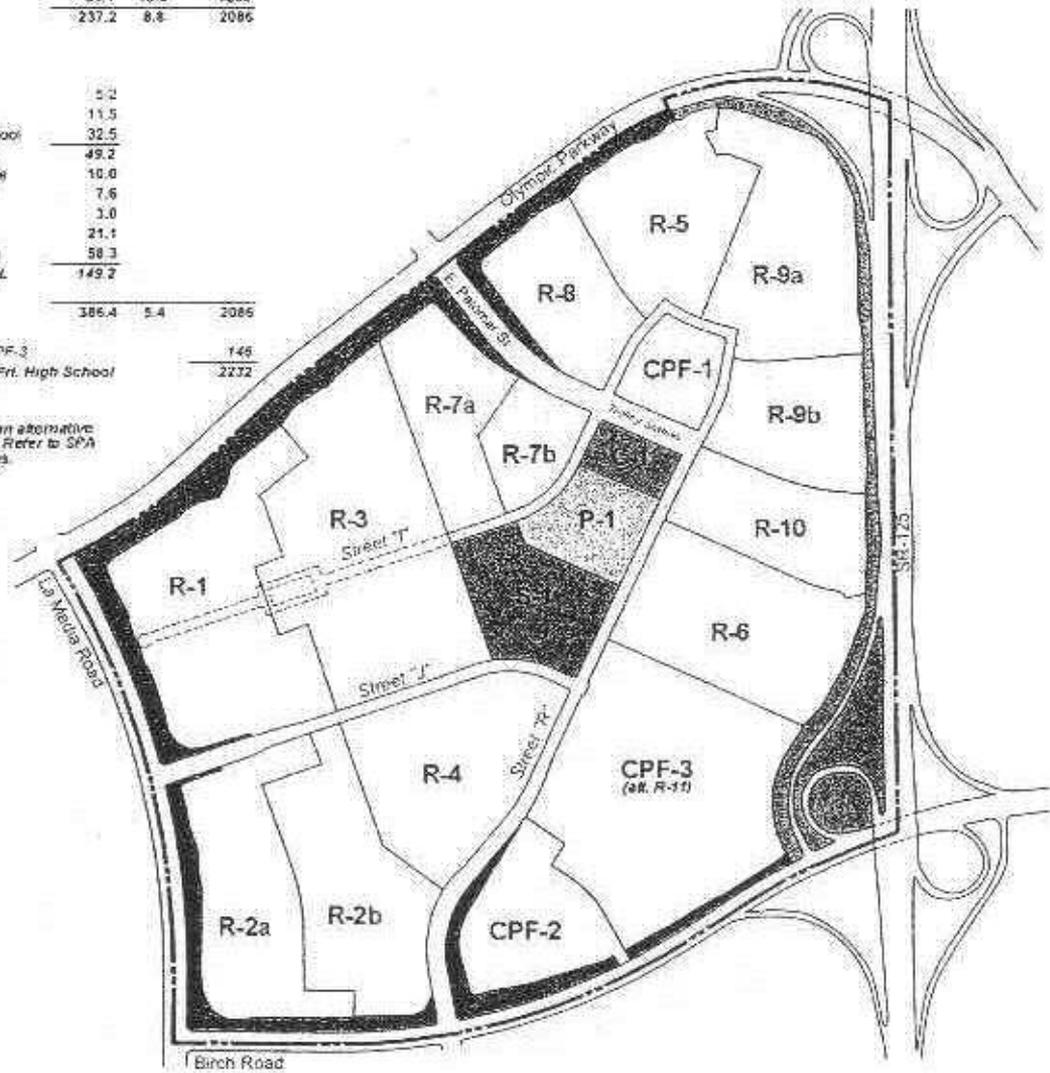
NON-RESIDENTIAL

CPF-1	CPF Site	5.2
CPF-2	CPF Site	11.5
CPF-3	Private High School	32.5
Sub-total CPF		49.2
P-1	Elem. School Site	10.0
P-1	Public Park	7.6
C-1	Commercial	3.0
OS	Open Space	21.1
CL	Major Circulation	58.3
NON-RESIDENTIAL TOTAL		149.7

PROJECT TOTAL 386.4 5.4 2086

R-11 Resid. Alt. To CPF-3 146
Alternative Total without Pri. High School 2732

Note: an R-11 refers to an alternative residential use for CPF-3. Refer to SP's text for specific provisions.

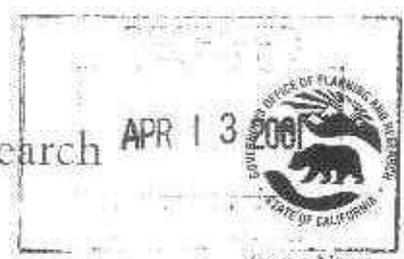




Gray Davis
GOVERNOR

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse



Steve Nissen
DIRECTOR

Notice of Preparation

April 10, 2001

To: Reviewing Agencies

Re: Otay Ranch Village Six Sectional Planning Area (SPA) Plan and Conceptual Tentative Map
SCH# 2001041033

Attached for your review and comment is the Notice of Preparation (NOP) for the Otay Ranch Village Six Sectional Planning Area (SPA) Plan and Conceptual Tentative Map draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Marisa Lundstedt
City of Chula Vista Planning and Building Department
276 Fourth Avenue
Chula Vista, CA 91910

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Project Analyst, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2001041033
Project Title Otay Ranch Village Six Sectional Planning Area (SPA) Plan and Conceptual Tentative Map
Lead Agency Chula Vista, City of

Type NOP Notice of Preparation
Description 883 single-family and 1,203 multi-family units on ~237 acres and ~149 acres of non-residential uses (community purpose facilities, schools, parks, commercial use, open space and major circulation).

Lead Agency Contact

Name Marisa Lundstedt
Agency City of Chula Vista Planning and Building Department
Phone 619/409-5859 **Fax**
email
Address 276 Fourth Avenue
City Chula Vista **State** CA **Zip** 91910

Project Location

County San Diego
City Chula Vista
Region
Cross Streets SR-125/Olympic Parkway/La Media/Birch Road

Parcel No.
Township **Range** **Section** **Base**

Proximity to:

Highways SR-125
Airports
Railways
Waterways
Schools
Land Use

Project Issues Landuse: Aesthetic/Visual; Wildlife; Wetland/Riparian; Drainage/Absorption; Geologic/Seismic; Archaeologic-Historic; Agricultural Land; Water Quality; Population/Housing Balance; Traffic/Circulation; Air Quality; Noise; Public Services; Forest Land/Fire Hazard

Reviewing Agencies Resources Agency; Department of Conservation; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 5; Native American Heritage Commission; State Lands Commission; Caltrans, District 11; Department of Housing and Community Development; California Highway Patrol; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 9

Date Received 04/09/2001 **Start of Review** 04/10/2001 **End of Review** 05/09/2001

Resources Agency

Resources Agency
Nadell Gayou

Dept. of Boating & Waterways
Bill Curry

California Coastal Commission
Elizabeth A. Fuchs

Dept. of Conservation
Ken Trott

Dept. of Forestry & Fire Protection
Allen Robertson

Office of Historic Preservation
Hans Kreutzberg

Dept of Parks & Recreation Resource Mgmt. Division

Reclamation Board
Pam Bruner

S.F. Bay Conservation & Dev't. Comm.
Steve McAdam

Resources Agency
Nadell Gayou
Dept. of Water Resources

Health & Welfare

Health & Welfare
Wayne Hubbard
Dept. of Health/Drinking Water

Food & Agriculture

Food & Agriculture
Tad Bell
Dept. of Food and Agriculture

Fish and Game

Dept. of Fish & Game
Scott Flint
Environmental Services Division

Dept. of Fish & Game
Donald Koch
Region 1

Dept. of Fish & Game
Banky Curtis
Region 2

Dept. of Fish & Game
Robert Floerke
Region 3

Dept. of Fish & Game
William Laudermilk
Region 4

Dept. of Fish & Game
Sandy Peterson
Region 5, Habitat Conservation Program

Dept. of Fish & Game
Gabrina Gatchel
Region 6, Habitat Conservation Program

Dept. of Fish & Game
Tammy Allen
Region 6, Inyo/Mono, Habitat Conservation Program

Dept. of Fish & Game
Tom Napoli
Marine Region

Independent Commissions

California Energy Commission
Environmental Office

Native American Heritage Comm.
Debbie Treadway

Public Utilities Commission
Andrew Barnsdale

State Lands Commission
Betty Silva

Governor's Office of Planning & Research
State Clearinghouse Planner

Colorado River Board

Colorado River Board
Gerald R. Zimmerman

Tahoe Regional Planning Agency (TRPA)

Tahoe Regional Planning Agency (TRPA)
Lyn Barnett

Office of Emergency Services

Office of Emergency Services
John Rowden, Manager

Delta Protection Commission

Delta Protection Commission
Dabby Eddy

Santa Monica Mountains Conservancy

Santa Monica Mountains Conservancy
Paul Edelman

Dept. of Transportation IGR/Planning

Dept. of Transportation IGR/Planning
District 1

Dept. of Transportation
Vicki Roe
District 2

Dept. of Transportation
Jeff Pulverman
District 3

Dept. of Transportation
Jean Finney
District 4

Dept. of Transportation
Lawrence Newland
District 5

Dept. of Transportation
Marc Birnbaum
District 6

Dept. of Transportation
Stephen J. Buswell
District 7

Dept. of Transportation
Mike Sim
District 8

Dept. of Transportation
Caroline Yee for Kate Walton
District 9

Dept. of Transportation
Chris Sayre
District 10

Dept. of Transportation
Lou Salazar
District 11

Dept. of Transportation
Aileen Kennedy
District 12

Business, Trans & Housing

Housing & Community Development
Cathy Creswell
Housing Policy Division

Caltrans - Division of Aeronautics
Sandy Hesnard

California Highway Patrol
Lt. Dennis Brunette
Office of Special Projects

Dept. of Transportation
Ron Heigeson
Caltrans - Planning

Dept. of General Services
Robert Sleppy
Environmental Services Section

Air Resources Board

Air Resources Board
Airport Projects
Jtm Lerner

Transportation Projects
Ann Geraghty

Industrial Projects
Mike Tollstrup

California Integrated Waste Management Board
Sue O'Leary

State Water Resources Control Board
Diane Edwards
Division of Clean Water Programs

State Water Resources Control Board
Greg Frantz
Division of Water Quality

State Water Resources Control Board
Mike Falkenstein
Division of Water Rights

Dept. of Toxic Substances Control
CEQA Tracking Center

Regional Water Quality Control Board (RWQCB)

RWQCB
Cathleen Hudson
North Coast Region (1)

RWQCB
Environmental Document Coordinator
San Francisco Bay Region (2)

RWQCB
Central Coast Region (3)

RWQCB
Jonathan Bishop
Los Angeles Region (4)

RWQCB
Central Valley Region (5)

RWQCB
Central Valley Region (5)
Fresno Branch Office

RWQCB
Central Valley Region (5)
Redding Branch Office

RWQCB
Lahontan Region (6)

RWQCB
Lahontan Region (6)
Victorville Branch Office

RWQCB
Colorado River Basin Region (7)

RWQCB
Santa Ana Region (8)

RWQCB
San Diego Region (9)



City of San Diego
Development Review Department
Environmental Analysis Section
1222 First Avenue, MS501
San Diego, CA 92101
Ph. (619) 446-5460
Fax (619) 446-5499

FAX TRANSMITTAL COVER SHEET

DATE: May 10, 2001

TO: Marisa Lundstedt, Environmental Projects Manager
City of Chula Vista

RE: NOP for a Draft Environmental Impact Report

FAX NUMBER: (619) 409-5859

FROM: Elizabeth Shearer-Nguyen

FAX NUMBER: (619) 446-5499

OFFICE: (619) 446-5369

PAGES: 3 (INCLUDING THIS COVER)

MESSAGE:

Attached is our comments for the NOP for the Draft EIR on the Otay Ranch Village 6 Sectional Planning Area Plan and Conceptual Tentative Map. We apologize for the delay in forwarding you the information.

PLEASE CALL IF THERE ARE ANY PROBLEMS WITH TRANSMITTAL OF THIS FAX



THE CITY OF SAN DIEGO

May 10, 2001

VIA FACSIMILE TO (619) 409-5859

Ms. Marisa Lundstedt, Environmental Projects Manager
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

Dear Ms. Lundstedt:

Subject: Notice of Preparation for a Draft Environmental Impact Report, Otay Ranch Village 6 Sectional Planning Area Plan and Conceptual Tentative Map

Thank you for the opportunity to respond to the Notice of Preparation for a Draft Environmental Impact Report (NOP) for the Otay Ranch Village 6 Sectional Planning Area Plan and Conceptual Tentative Map. The review of this NOP by the City of San Diego has been coordinated by the Environmental Analysis Section of the Development Services Department. The City of San Diego offers the following comments for your consideration:

Wastewater and Water comments:

The Metropolitan Wastewater Department and Water Department have reviewed the NOP and offer the following comments:

Please include in the EIR a discussion regarding sewer availability/capacity for the proposed project and its impact (if any) on existing agreements with the City of San Diego and City of Chula Vista for treatment and transportation of wastewater. Also, please ensure that the project is consistent with the EIR's for the Wolf Canyon and Salt Creek Sewers.

Drainage from the proposed development area flows to the Otay River. The EIR analysis should fully discuss the project's effect on water quality (especially sedimentation) within the watershed.



Development Services

1222 First Avenue, MS 501 • San Diego, CA 92101-4155
Tel (619) 446-5460

Page 2

Ms. Marisa Lundstedt

May 10, 2001

Transportation/Circulation

The Transportation Development Section of the Development Services Department has reviewed the NOP and offers the following comments:

1. The EIR should evaluate project impacts on the following roadways and intersections the within City of San Diego:

Roadways

Otay Mesa Road

La Media Road

Heritage Road/Otay Valley Road

Intersections

Intersections along Otay Mesa Road within the City of San Diego

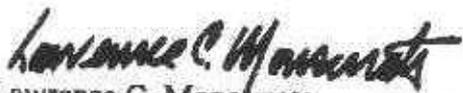
Intersections along La Media Road within the City of San Diego

Intersections along Heritage Road/Otay Valley Road within the City of San Diego

2. Intersections and roadway segments within the City of San Diego should be evaluated based on the guidelines established in the City of San Diego Traffic Impact Study Manual dated July 1998.

The City of San Diego greatly appreciates the opportunity to provide our input. We look forward to reviewing the Draft EIR. If you should have any questions regarding the above comments, please contact Elizabeth Shearer-Nguyen at (619) 446-5369.

Sincerely,



Lawrence C. Monserrate

Environmental Review Manager

cc: Ali Sabouri, Associate Traffic Engineer, Development Services Department
Paul Hellman, Senior Planner, Development Services Review
Bob Collins, Real Estate Manager, Water Department
Chris Zirkle, Senior Planner, Metropolitan Wastewater Department
Larry Kuzminsky, Associate Civil Engineer, Development Services Department
City of San Diego Environmental Review and Comment Files



Winston H. Hickox
Agency Secretary
California Environmental
Protection Agency

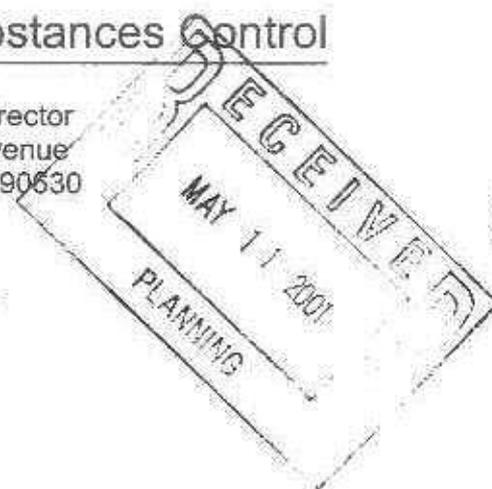
Department of Toxic Substances Control

Edwin F. Lowry, Director
5796 Corporate Avenue
Cypress, California 90630



Gray Davis
Governor

May 4, 2001



Ms. Marisa Lundstedt
Environmental Projects Manager
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

NOTICE OF PREPARATION OF DRAFT ENVIRONMENTAL IMPACT REPORT FOR THE OTAY RANCH VILLAGE SIX SECTIONAL PLANNING AREA PLAN AND CONCEPTUAL TENTATIVE MAP - SCH # 2001041033

Dear Ms. Lundstedt:

The Department of Toxic Substances Control (DTSC) has received your Notice of Preparation (NOP) of a draft Environmental Impact Report (EIR) for the above-mentioned Project.

Based on the review of the document, DTSC's comments are as follows:

- 1) The draft EIR needs to identify and determine whether current or historic uses at the Project site have resulted in any release of hazardous wastes/substances at the Project area.
- 2) The draft EIR needs to identify any known or potentially contaminated sites within the proposed Project area. For all identified sites, the draft EIR needs to evaluate whether conditions at the site pose a threat to human health or the environment.
- 3) The draft EIR should identify the mechanism to initiate any required investigation and/or remediation for any site that may require remediation, and which government agency will provide appropriate regulatory oversight.
- 4) The NOP fails to address the Hazards' section checklist which includes the following questions:

- Would the project create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?
 - Would the project create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?
 - Would the project emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?
 - Would the project be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?
 - For a project within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?
 - For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?
 - Would the project impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?
 - Would the project expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?
- 5) An environmental assessment should be conducted at the site to evaluate whether the site is contaminated with hazardous substances from the potential past and current uses including storage, transport, generation, and disposal of toxic and hazardous waste/materials. Potential hazard to the public or the environment through routine transportation, use, disposal or release of hazardous materials should be discussed in the draft EIR.
- 6) The project construction may require soil excavation and soil filling in certain

areas. Appropriate sampling is required prior to disposal of the excavated soil. If the soil is contaminated, properly dispose them rather than placing them in another location. Land Disposal Restrictions (LDR) are applicable to these soils. Also, if the project is planning to import soil to backfill the areas excavated, proper sampling should be conducted to make sure that the imported soil is free of contamination.

- 7) The NOP indicates that there was prior agricultural use on the project site, therefore, onsite soils could contain pesticide residue. The site may have contributed to soil and groundwater contamination. Proper investigation and remedial actions should be conducted at the site prior to the new development.
- 8) Household hazardous waste management has not been addressed in the NOP for the draft EIR. It is evident that the proposed project will increase household hazardous wastes.
- 9) The NOP shows that significant hazard to the public is expected with future uses of the site, potential uses and storage of hazardous material at the site should be addressed in the draft EIR. Remember to obtain a hazardous material's storage permit from an appropriate regulatory agency that has jurisdiction to regulate hazardous substances handling, storage, treatment and/or disposal. Contact the Certified Unified Program Agency (CUPA) to evaluate the permit requirements. Include that information in the draft EIR.
- 10) If any building structures currently exist, investigate the presence of lead paints or asbestos containing material (ACMs). If the presence of lead and ACMs are suspected, proper precautions should be taken during demolition activities. Additionally, the contaminants should be remediated in compliance with the California environmental regulations.
- 11) The NOP indicates that schools will be constructed on the project site. During the proposed schools' property acquisition and/or construction utilizing state funding, it should be in compliance with the Assembly Bill 387 (Wildman) and Senate Bill 162 (Escutia) which require a comprehensive environmental review process and that DTSC's approval is required. DTSC's role in the assessment, investigation, and cleanup of proposed school sites is to ensure that the selected properties are free of contamination, and if the property is contaminated, that it is cleaned up to a level that is protective of the students and faculty who will occupy the new schools. A study of the site is to be conducted to provide basic information for determining if there has been a release, or if there is a threatened release of a hazardous material including agricultural chemicals or if there maybe a naturally occurring hazardous material present at the site, that may

Ms. Marisa Lundstedt
May 4, 2001
Page 4

pose a risk to human health or the environment. Even though the proposed schools' construction may not be using state fund, the purpose of the bill is to protect the children who will be attending these schools. Therefore, proper environmental studies should be conducted to provide basic information for determining if there is a potential threat of the release of a hazardous material at the site that may pose a health risk to students and faculty members attending these schools.

- 12) If during construction of the project, soil contamination is suspected, construction in the area should stop and appropriate Health and Safety procedures should be implemented. If it is determined that contaminated soil exists, the draft EIR should identify how any required investigation and/or remediation will be conducted, and which government agency will provide appropriate regulatory oversight.

DTSC provides guidance for the Preliminary Endangerment Assessment (PEA) preparation and cleanup oversight through the Voluntary Cleanup Program (VCP). For additional information on the VCP or to meet/discuss this matter further, please contact Ms. Rania A. Zabaneh, Project Manager at (714) 484-5479.

Sincerely,



Haissam Y. Salloum, P.E.
Unit Chief
Southern California Cleanup Operations Branch
Cypress Office

cc: Governor's Office of Planning and Research
State Clearinghouse
1400 Tenth Street
Sacramento, California 95814

Mr. Guenther W. Moskat, Chief
Planning and Environmental Analysis Section
CEQA Tracking Center
Department of Toxic Substances Control
P.O. Box 806
Sacramento, California 95812-0806

DEPARTMENT OF TRANSPORTATION

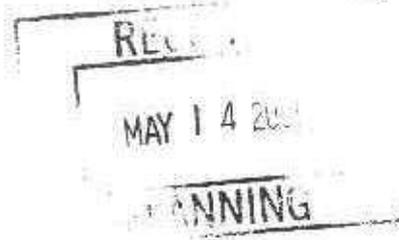
DISTRICT 11

P.O. BOX 85406, M.S. 50

SAN DIEGO, CA 92186-5406

(619) 688-6954

FAX: (619) 688-4299



May 8, 2001

11-SD-125 South

Ms. Marisa Lundstedt
City of Chula Vista
Planning Department
276 Fourth Avenue
Chula Vista, CA 91910

Dear Ms. Lundstedt:

NOP for the Proposed Otay Ranch Village Six Sectional Planning Area Plan and
Conceptual Tentative Map – SCH 2001041033

Caltrans District 11 comments are as follows:

- Please note the design of State Route 125 (SR-125) South is still preliminary. Please provide an enlarged drawing of the conceptual grading plan preferably 1:2000 or larger so that the proposed grading can be reviewed for compatibility with the grading for SR-125 South.
- Per Caltrans Highway Design Manual (HDM), the clearance from Caltrans right of way line to a slope catch point should be 5 meters. This allows for maintenance access to slopes and provides a safety factor against slope erosion and surface failures. Clearance requirements are increased when slopes exceed 10 meters.
- The Site Utilization Plan indicates that residential units will be placed adjacent to future SR-125 South. Some of these residential units may be subjected to high levels of highway traffic noise. Please note that it will be the developer's responsibility to provide noise attenuation for these residences. Less sensitive uses, such as commercial and recreational uses, are generally more compatible with adjacent highway development.

Ms. Marisa Lundstedt

May 8, 2001

Page 2

Thank you for the opportunity to comment on the NOP. We look forward to further coordinations and joint planning with the city of Chula Vista as the SR-125 South project proceeds through final design and as Otay Ranch continues to be developed and planned. Our contact person for SR-125 South is Laurie Berman, Project Manager, at (619) 688-3631.

Sincerely,

A handwritten signature in cursive script that reads "Bill Figge".

BILL FIGGE, Chief

Development Review and Public Transportation Branch

CALTRANS - PLANNING P O BOX 85406, SAN DIEGO CA 92110

FAX

Date: 5-8-01

Number of pages including cover sheet: 3

To:

CHULA VISTA PLANNING

ATTN: MARISA LUNDSTEDT

Phone:

Fax phone: 409-5859

CC:

From:

LU SALAZAR

Phone: (619) CALNET 688-3140

Fax phone: (619) CALNET 688-4299

REMARKS: Urgent For your review Reply ASAP Please comment

OTAY RANCH VILLAGE 6

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

P.O. BOX 85406, M.S. 50

SAN DIEGO, CA 92186-5406

(619) 688-6954

FAX: (619) 688-4299



May 8, 2001

11-SD-125 South

Ms. Marisa Lundstedt
City of Chula Vista
Planning Department
276 Fourth Avenue
Chula Vista, CA 91910

Dear Ms. Lundstedt:

NOP for the Proposed Otay Ranch Village Six Sectional Planning Area Plan and
Conceptual Tentative Map - SCH 2001041033

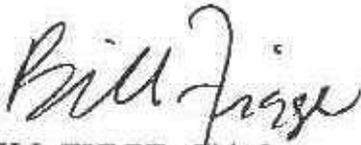
Caltrans District 11 comments are as follows:

- Please note the design of State Route 125 (SR-125) South is still preliminary. Please provide an enlarged drawing of the conceptual grading plan preferably 1:2000 or larger so that the proposed grading can be reviewed for compatibility with the grading for SR-125 South.
- Per Caltrans Highway Design Manual (HDM), the clearance from Caltrans right of way line to a slope catch point should be 5 meters. This allows for maintenance access to slopes and provides a safety factor against slope erosion and surface failures. Clearance requirements are increased when slopes exceed 10 meters.
- The Site Utilization Plan indicates that residential units will be placed adjacent to future SR-125 South. Some of these residential units may be subjected to high levels of highway traffic noise. Please note that it will be the developer's responsibility to provide noise attenuation for these residences. Less sensitive uses, such as commercial and recreational uses, are generally more compatible with adjacent highway development.

Ms. Marisa Lundstedt
May 8, 2001
Page 2

Thank you for the opportunity to comment on the NOP. We look forward to further coordinations and joint planning with the city of Chula Vista as the SR-125 South project proceeds through final design and as Otay Ranch continues to be developed and planned. Our contact person for SR-125 South is Laurie Berman, Project Manager, at (619) 688-3631.

Sincerely,



BILL FIGGE, Chief
Development Review and Public Transportation Branch

DEPARTMENT OF FISH AND GAME

South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(858)467-4201
(858)467-4235 FAX



May 9, 2001

Marisa Lundstedt
Planning and Building Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

**Comments on the Notice of Preparation of a Draft Environmental Impact Report for the
Otay Ranch Village Six Sectional Planning Area Plan and Conceptual Tentative Map
(SCH# 2001041033)**

Dear Ms. Lundstedt:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. The Department is a Trustee Agency and a Responsible Agency pursuant to the California Environmental Quality Act (CEQA), Sections 15386 and 15381 respectively. As a Trustee Agency, the Department must be consulted by the Lead Agency during the preparation and public review for project-specific CEQA documents. The Department is responsible for the conservation, protection, and management of the state's biological resources, including rare, threatened, and endangered plant and animal species, pursuant to the California Endangered Species Act (CESA). A CESA Permit (Section 2081 of the Fish and Game Code) must be obtained if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required to obtain a CESA Permit. The Department also administers the Natural Community Conservation Planning Program (NCCP).

To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the Draft Environmental Impact Report (DEIR):

1. A complete discussion of the purpose and need for, and description, of the proposed project, including all staging areas and access routes to the construction and staging areas.
2. A complete list and assessment of the flora and fauna within and next to the project area, with particular emphasis upon identifying State or federally listed rare, threatened,

endangered, or proposed candidate species, California Species-of-Special Concern and/or State Protected or Fully Protected species, and any locally unique species and sensitive habitats. Specifically, the DEIR should include:

- a. A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (revised August 1997) for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).
 - b. A current inventory of the biological resources associated with each habitat type on site and within the area of impact. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
 - c. Discussions regarding seasonal variations in use of the project site and area of impact by sensitive species, and acceptable species-specific survey procedures as determined through consultation with the Department. Focused species-specific surveys, conducted in conformance with established protocols at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required.
 - d. Rare, threatened, and endangered species to be addressed should include all those which meet the CEQA definition (see CEQA Guidelines, § 15380).
3. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources. All facets of the project should be included in this assessment. Specifically, the DEIR should provide:
- a. Specific acreage and descriptions of the types of wetlands, coastal sage scrub, and other sensitive habitats that will or may be affected by the proposed project or project alternatives should be included. Maps and tables should be used to summarize such information.
 - b. Discussions regarding the regional setting, pursuant to the CEQA Guidelines, Section 15125(a), with special emphasis on resources that are rare or unique to the region that would be affected by the project. This discussion is critical to an assessment of environmental impacts.
 - c. A detailed discussion, including both qualitative and quantitative analyses, of the potentially affected listed and sensitive species (fish, wildlife, plants), and their habitats on the proposed project site and alternative sites, including information pertaining to

their local status and distribution should be made. The anticipated or real impacts of the project on these species and habitats should be fully addressed.

- d. Analyses of the post-project fate of flood and runoff flows that currently occur on the project site, and of the proposed means to convey flood or runoff flows without adversely affecting biological resources.
- e. Discussions regarding project impacts on off-site habitats. Specifically, this should include nearby public lands, open space, adjacent natural habitats, riparian ecosystems, and any designated and/or proposed Natural Communities Conservation Planning (NCCP) reserve lands. Impacts to, and maintenance of, wildlife corridor/movement areas, including access to undisturbed habitats in adjacent areas, should be fully evaluated and provided. A discussion of potential adverse impacts from lighting, noise, human activity, changes in drainage patterns on the project site (i.e., changes in volume and velocity of flows), changes in the fate of flood flows that currently occur on the project site, polluted runoff, soil erosion, and /or sedimentation in streams and water courses on or near the project site, with mitigation measures proposed to alleviate such impacts must be included.
- f. Discussions regarding possible conflicts resulting from wildlife-human interactions at the interface between the development project and natural habitats. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions.
- g. An analysis of cumulative effects, as described under CEQA Guidelines, Section 15130. General and specific plans, and past, present, and anticipated future projects, should be analyzed concerning their impacts on similar plant communities and wildlife habitats.
- h. If applicable, an analysis of the effect that the project may have on completion and implementation of regional and/or subregional conservation programs. Under § 2800-§ 2840 of the Fish and Game Code, the Department, through the Natural Communities Conservation Planning (NCCP) program, is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity. Coastal sage scrub is the first natural community to be planned for under the NCCP program. The Department recommends that the lead agency ensure that the development of this and other proposed projects do not preclude long-term preserve planning options and that projects conform with other requirements of the NCCP program. Jurisdictions participating in the NCCP program should assess specific projects for consistency with the NCCP Conservation Guidelines. Additionally, the jurisdictions should quantify and qualify: 1) the amount of coastal sage scrub within their boundaries; 2) the acreage of coastal sage scrub habitat removed by individual

projects; and 3) any acreage set aside for mitigation. This information should be kept in an updated ledger system.

4. Descriptions and analyses of a range of alternatives to ensure that alternatives to the proposed project are fully considered and evaluated. The analyses must include alternatives that avoid or otherwise reduce impacts to sensitive biological resources. Specific alternative locations should be evaluated in areas of lower resource sensitivity where appropriate.
5. Mitigation measures for adverse project-related impacts to sensitive plants, animals, and habitats. Mitigation measures should emphasize avoidance, and where avoidance is infeasible, reduction of project impacts. For unavoidable impacts, off-site mitigation through acquisition and preservation in perpetuity of the affected high-quality habitats should be addressed. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Studies have shown that these efforts are experimental in nature and largely unsuccessful.

This discussion should include measures to perpetually protect the targeted habitat values where preservation and/or restoration is proposed. The objective should be to offset the project-induced qualitative and quantitative losses of wildlife habitat values. Issues that should be addressed include restrictions on access, proposed land dedications, monitoring and management programs, control of illegal dumping, water pollution, increased human intrusion, etc. Plans for restoration and revegetation should be prepared by persons with expertise in southern California ecosystems and native plant revegetation techniques. Each plan should include, at a minimum: (a) the location of the mitigation site; (b) the plant species to be used; (c) a schematic depicting the mitigation area; (d) time of year that planting will occur; (e) a description of the irrigation methodology; (f) measures to control exotic vegetation on site; (g) success criteria; (h) a detailed monitoring program; (i) contingency measures should the success criteria not be met; (j) identification of the entity(ies) that will guarantee achieving the success criteria and provide for conservation of the mitigation site in perpetuity

6. Measures to fully avoid and otherwise protect Rare Natural Communities (Attachment 2) from project-related impacts. The Department considers these communities as threatened habitats having both regional and local significance.

A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats.

Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a 2081 permit. For these reasons, the following information is requested:

- a. Biological mitigation monitoring and reporting proposals should be of sufficient detail and resolution to satisfy the requirements for a CESA Permit.
- b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.

The Department has responsibility for wetland and riparian habitats and opposes any alteration of a natural watercourse that would result in a reduction of wetland acreage or wetland habitat values. Alterations include, but are not limited to: conversion to subsurface drains, placement of fill or building of structures within the wetland and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. A formal wetland delineation following U.S. Army Corps of Engineers (ACE) protocol may also be necessary prior to any construction in wetland or riparian habitats. Results should be included in the EIR. Please note, however, that wetland and riparian habitats subject to the Department's authority may extend beyond the areas identified in the ACE delineation.

The Department may require a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with the applicant prior to the applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a Lake or Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a Responsible Agency. The Department as a Responsible Agency under CEQA, may consider the local jurisdiction's (lead agency) Negative Declaration or EIR for the project. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. A Streambed Alteration Agreement form may be obtained by writing to The Department of Fish and Game, 4949 Viewridge Avenue, San Diego, CA 92123 or by calling (858) 636-3160. The Department's SAA Program holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our office at (858) 636-3160.

Ms. Lundstedt
May 9, 2001
Page 6

Thank you for this opportunity to comment. Questions regarding this letter and further coordination on these issues should be directed to Libby Lucas at (858) 467-4230.

Sincerely,



for

William E. Tippetts
Environmental Program Manager

Attachments

cc: Department of Fish and Game
File
San Diego

State Clearinghouse
Sacramento

Guidelines for Assessing the Effects of Proposed Projects on Rare, Threatened, and Endangered Plants and Natural Communities

State of California
THE RESOURCES AGENCY
Department of Fish and Game
December 9, 1983
Revised May 8, 2000

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted, and what information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

1. Botanical surveys are conducted in order to determine the environmental effects of proposed projects on all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare natural communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Database's List of California Terrestrial Natural Communities may be used as a guide to the names and status of communities.

2. It is appropriate to conduct a botanical field survey to determine if, or to the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:
 - a. Natural vegetation occurs on the site, it is unknown if rare, threatened, or endangered plants or habitats occur on the site, and the project has the potential for direct or indirect effects on vegetation; or
 - b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.
3. Botanical consultants should possess the following qualifications:
 - a. Experience conducting floristic field surveys;
 - b. Knowledge of plant taxonomy and plant community ecology;
 - c. Familiarity with the plants of the area, including rare, threatened, and endangered species;
 - d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting; and,
 - e. Experience with analyzing impacts of development on native plant species and communities.
4. Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:
 - a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

- b. Floristic in nature. A floristic survey requires that every plant observed be identified to the extent necessary to determine its rarity and listing status. In addition, a sufficient number of visits spaced throughout the growing season are necessary to accurately determine what plants exist on the site. In order to properly characterize the site and document the completeness of the survey, a complete list of plants observed on the site should be included in every botanical survey report.
 - c. Conducted in a manner that is consistent with conservation ethics. Collections (voucher specimens) of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Habitat Conservation Planning Branch of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.
 - d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.
 - e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7.5 minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Database. Locations may be best documented using global positioning systems (GPS) and presented in map and digital forms as these tools become more accessible.
5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, Timber Harvesting Plans (THPs), EIR's, and EIS's, and should contain the following information:
- a. Project description, including a detailed map of the project location and study area.
 - b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
 - c. Detailed description of survey methodology.
 - d. Dates of field surveys and total person-hours spent on field surveys.
 - e. Results of field survey including detailed maps and specific location data for each plant population found. Investigators are encouraged to provide GPS data and maps documenting population boundaries.
 - f. An assessment of potential impacts. This should include a map showing the distribution of plants in relation to proposed activities.
 - g. Discussion of the significance of rare, threatened, or endangered plant populations in the project area considering nearby populations and total species distribution.
 - h. Recommended measures to avoid impacts.
 - i. A list of all plants observed on the project area. Plants should be identified to the taxonomic level necessary to determine whether or not they are rare, threatened or endangered.
 - j. Description of reference site(s) visited and phenological development of rare, threatened, or endangered plant(s).
 - k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
 - l. Name of field investigator(s).
 - j. References cited, persons contacted, herbaria visited, and the location of voucher specimens.

ATTACHMENT 2

Sensitivity of Top Priority Rare Natural Communities in Southern California

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- S1.# Less than 6 known locations and/or on less than 2,000 acres of habitat remaining.
- S2.# Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining.
- S3.# Occurs in 21-100-known locations and/or 10,000-50,000 acres of habitat remaining.

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

<u>Rank</u>	<u>Community Name</u>
S1.1	Mojave Riparian Forest Sonoran Cottonwood Willow Riparian Mesquite Bosque Elephant Tree Woodland Crucifixion Thorn Woodland Allthorn Woodland Arizonan Woodland Southern California Walnut Forest Mainland Cherry Forest Southern Bishop Pine Forest Torrey Pine Forest Desert Mountain White Fir Forest Southern Dune Scrub Southern Coastal Bluff Scrub Maritime Succulent Scrub Riversidean Alluvial Fan Sage Scrub Southern Maritime Chaparral Valley Needlegrass Grassland Great Basin Grassland Mojave Desert Grassland Pebble Plains Southern Sedge Bog Cismontane Alkali Marsh

- S1.2 Southern Foredunes
Mono Pumice Flat
Southern Interior Basalt Flow Vernal Pool
- S2.1 Venturan Coastal Sage Scrub
Diegan Coastal Sage Scrub
Riversidean Upland Coastal Sage Scrub
Riversidean Desert Sage Scrub
Sagebrush Steppe
Desert Sink Scrub
Mafic Southern Mixed Chaparral
San Diego Mesa Hardpan Vernal Pool
San Diego Mesa Claypan Vernal Pool
Alkali Meadow
Southern Coastal Salt Marsh
Coastal Brackish Marsh
Transmontane Alkali Marsh
Coastal and Valley Freshwater Marsh
Southern Arroyo Willow Riparian Forest
Southern Willow Scrub
Modoc-Great Basin Cottonwood Willow Riparian
Modoc-Great Basin Riparian Scrub
Mojave Desert Wash Scrub
Engelmann Oak Woodland
Open Engelmann Oak Woodland
Closed Engelmann Oak Woodland
Island Oak Woodland
California Walnut Woodland
Island Ironwood Forest
Island Cherry Forest
Southern Interior Cypress Forest
Bigcone Spruce-Canyon Oak Forest
- S2.2 Active Coastal Dunes
Active Desert Dunes
Stabilized and Partially Stabilized Desert Dunes
Stabilized and Partially Stabilized Desert Sandfield
Mojave Mixed Steppe
Transmontane Freshwater Marsh
Coulter Pine Forest
Southern California Fellfield
White Mountains Fellfield
- S2.3 Bristlecone Pine Forest
Limber Pine Forest



County of San Diego

GARY W. ERBECK
DIRECTOR

DEPARTMENT OF ENVIRONMENTAL HEALTH
COMMUNITY HEALTH DIVISION
LOCAL ENFORCEMENT AGENCY

9325 HAZARD WAY, SAN DIEGO, CA 92123-1217
(858) 694-2888 FAX (858) 694-496-5004
1-800-253-9933

RICHARD HAAS
ASSISTANT DIRECTOR



May 18, 2001

Marisa Lundstedt
Environmental Projects Manager
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

RE: NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
OTAY RANCH VILLAGE SIX

Dear Ms. Lundstedt:

Thank-you for the opportunity to comment on the Notice of Preparation (NOP) for the Otay Ranch Village Six Project. The Department of Environmental Health (DEH) is the Local Enforcement Agency (LEA) for the County of San Diego excluding the City of San Diego. The LEA is responsible for regulatory issues related to solid waste pursuant to the Public Resource Code (PRC), the California Code of Regulations (CCR) Title 14 and 27, and the California Health and Safety Code (HSC). The LEA enforces these regulations at landfills through the solid waste facility permit (SWFP). Each landfill must operate within state minimum standards that are designed to minimize impact to the surrounding area for nuisances, dust, vectors, drainage, litter, noise, and odors as well as a host of other operating and monitoring issues pursuant to CCR Title 27.

The Otay Landfill is located within the Otay Ranch sphere of influence, as part of the Sweetwater Sub-Regional Plan, at 1700 Maxwell Road. This project appears to be approximately 2,000 feet to the east and northeast of the Otay Landfill. This landfill is permitted by the LEA to receive up to 5,000 tons per day (TPD) of solid waste. The LEA would like to bring to your attention several items that should be recognized and evaluated during the Environmental Impact Report process that may have reciprocal adverse impacts on the Village Six Project and the Otay Landfill.

1. Traffic along Otay Valley Road and the intersection with Maxwell Road. There maybe cumulative impacts along this corridor.
2. Recognition of the 1,000-foot buffer zone surrounding the landfill as a land use permit issue. It is not mandated in the solid waste regulations for active landfill operations. Pursuant to CCR Title 27 § 21190 post closure land use "...the EA (LEA) shall review *"Environmental and public health through leadership, partnership and science"*

and approve proposed post closure land uses if the project involves structures within 1,000 feet of the disposal area...".

3. Increased usage of the landfill may result in additional permit revisions to increase the daily tonnage capacity above the current 5,000 TPD. This would trigger the California Environmental Quality Act process and an EIR review, which could have impacts upon future phase development within the Otay Ranch Development.

These are some of the issues and concerns the LEA has in relationship to the Village Six Projects. The LEA requests to be included on the mailing lists to receive and comment on any draft documents related to this EIR and any future EIR's for the surrounding region. In addition, the California Integrated Waste Management Board (CIWMB) should also be included in these mailings.

Please sent any draft EIR documents and correspondence to:

Pamela Raptis, EHS II
DEH-LEA
9325 Hazard Way
San Diego, CA 92123
(858) 495-5004 Fax
praptieh@co.san-diego.ca.us

John Loane
CIWMB-CEQA
P. O. Box 4025
Sacramento, CA 95812

If you have any questions please call me at (858) 495-5093.

Sincerely



Pamela E. Raptis, EHSII

DEH-LEA

Cc: John Loane, California Integrated Waste Management Board
Tadese Gebre-Hawariat, California Integrated Waste Management Board
Gary Hartnett, Air Pollution Control District
John Odermatt, Regional Water Quality Control Board
Neil Mohr, San Diego Landfill Systems
LEA File

NATIVE AMERICAN HERITAGE COMMISSION

915 CAPITOL MALL, ROOM 364
SACRAMENTO, CA 95814
(916) 653-4082
(916) 657-5390 - Fax



Marisa Lundstedt
City of Chula Vista Planning and Building Department
276 Fourth Avenue
Chula Vista, CA 91910

RE: SCH# 2001041033 – Otay Ranch Village Six Sectional Planning Area (SPA) Plan and Conceptual Tentative Map

Dear Ms. Lundstedt:

The Native American Heritage Commission has reviewed the above mentioned NOP. To adequately assess the project-related impact on archaeological resources, the Commission recommends the following actions be required:

- ✓ Contact the appropriate Information Center for a records search. The record search will determine:
 - Whether a part or all of the project area has been previously surveyed for cultural resources.
 - Whether any known cultural resources have already been recorded on or adjacent to the project area.
 - Whether the probability is low, moderate, or high that cultural resources are located within the project area.
 - Whether a survey is required to determine whether previously unrecorded cultural resources are present.
- ✓ If an archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey.
 - The report containing site significance and mitigation measures should be submitted immediately to the planning department.
 - The site forms and final written report should be submitted within 3 months after work has been completed to the Information Center.
- ✓ Contact the Native American Heritage Commission for:
 - A Sacred Lands File Check.
 - A list of appropriate Native American Contacts for consultation concerning the project site and assist in the mitigation measures.
- ✓ Provisions for accidental discovery of archeological resources:
 - Lack of surface evidence of archeological resources does not preclude the existence of archeological resources. Lead agencies should include provisions for accidentally discovered archeological resources during construction per California Environmental Quality Act (CEQA) §15064.5 (f).
- ✓ Provisions for discovery of Native American human remains
 - Health and Safety Code §7050.5, CEQA §15064.5 (e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery and should be included in all environmental documents.

If you have any questions, please contact me at (916) 653-4040.

Sincerely,

Rob Wood
Associate Governmental Program Analyst



Port of San Diego

and Lindbergh Field Air Terminal

(619) 686-6200 • P.O. Box 120488, San Diego, California 92112-0488
www.portofsandiego.org

APR 19 2001

April 18, 2001

Ms. Marisa Lundstedt
Environmental Projects Manager
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

SUBJECT: OTAY RANCH VILLAGE SIX SECTION SPA AND CONCEPTUAL TENTATIVE MAP

Dear Ms. Lundstedt:

The San Diego Unified Port District (Port District) appreciates the opportunity to provide comments to the Notice of Preparation for the Otay Ranch Village Six Section SPA & Conceptual Tentative Map Subsequent Environmental Impact Report (SEIR) received on April 9, 2001.

Although the Port District does not have statutory responsibility as a "responsible agency" under CEQA, it is concerned with reducing sources of pollution to San Diego Bay. San Diego Bay receives drainage from the Pueblo San Diego, Sweetwater River and Otay River Watersheds. Storm runoff from the Otay Ranch development appears to drain into the Otay River Watershed via the Otay Reservoir and Otay River.

Monitoring data has shown that pollutants are commonly carried and deposited in bay from urban runoff and stormwater drainage. The Port District has been working with the municipalities and stakeholders within the watershed in several forums to address these issues. Based upon our concern to improve the water quality of San Diego Bay and its watershed, the Port is submitting the following comments:

- Ensure the implementation of stormwater construction best management practices (BMPs) to prevent erosion at the project site. Specific attention should be given that sediments and other pollutants do not leave the project site during construction. This is a requirement of the State Water Resources Control Board National Pollutant Discharge Elimination System Permit for Storm Water Discharges Associated with Construction Activity, Water Quality Order 99-08-DWR, Section A.5.b.5.
- Ensure the long-term implementation of post-construction BMPs to prevent and/or reduce pollutants from leaving the various land uses on the project site, as required in Water Quality Order 99-08-DWR, Section A.5.b.6.

April 18, 2001

- Recommend minimal natural waterway disturbance from potential stream reconstruction proposals and from increased runoff volumes resulting from a net increase of impervious surfaces. Natural waterways and their unique floral serve as a natural filter to cleanse urban runoff and stormwater and reduce environmental impacts to downstream recipients.

If you have any questions, please feel free to contact me at 686-6283.

Sincerely,



MELISSA A. MAILANDER
Environmental Review Coordinator

MAM:

cc: Dan Wilkens
David Merk

File: Chula Vista

MAM:Otay Ranch NOP Comments.doc



APR 17 2001

San Diego County Archaeological Society

Environmental Review Committee

13 April 2001

To: Ms. Marisa Lundstedt
Environmental Projects Manager
Planning and Building Department
City of Chula Vista
276 Fourth Avenue
Chula Vista, California 91910

Subject: Notice of Preparation of a Draft Environmental Impact Report
Otay Ranch Village Six Sectional Planning Area (SPA) Plan
And Conceptual Tentative Map

Dear Ms. Lundstedt:

Thank you for the subject Notice of Preparation for the subject project, which was received by this Society last week.

We are pleased that cultural resources have been included in the list of subject areas to be addressed in the DEIR. The scope of the analysis should include an evaluation of potential impacts to cultural resources in the off-project areas that will be subjected to disturbance.

In order to permit us to review the cultural resources aspects of the project, please include us in the distribution of the DEIR when it becomes available for public review. Also, in order to facilitate our review, we would appreciate being provided with one copy of the cultural resources technical report(s) along with the DEIR.

SDCAS appreciates being included in the environmental review process for this project.

Sincerely,

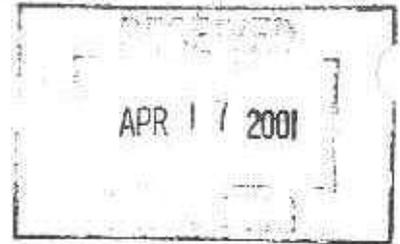

James W. Royle, Jr., Chairperson
Environmental Review Committee

cc: SDCAS President
File

California Regional Water Quality Control Board

San Diego Region

Internet Address: <http://www.swrcb.ca.gov/~rwqcb/>
9771 Clairemont Mesa Boulevard, Suite A, San Diego, California 92124-1524
Phone (858) 467-2952 • FAX (858) 571-6972



April 11, 2001

City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

ATTN: Marisa Lundstedt

Subject: Otay Ranch Village Six Sectional Planning Area (SPA) Plan and Conceptual Tentative Map

Dear Miss Lundstedt,

We have received the subject documents and offer the following comments. We are also providing some additional information regarding the possible regulatory requirements for the subject project since this information has not been selected to be project-specific. Some of the information might not apply to this project.

We would like to see the following questions/concerns addressed in your Environmental Impact Report regarding the subject project:

- a) Would the proposed project create a potentially significant adverse environmental impact to drainage patterns or the rate, or quantity of surface water and runoff?
- b) Would the proposed project result in discharges into surface waters during or following construction, or in any way lead to a significant alteration of surface water quality including, but not limited to temperature, dissolved oxygen, turbidity or other typical urban storm water pollutants (e.g., metals, pathogens, synthetics, organics, sediment, nutrients, oxygen demanding substances.)?
- c) Would the proposed project have a potentially significant adverse impact to groundwater flow though the alteration of pressure head (water table level) within the aquifer or though the interception of groundwater flow via cuts or excavation?
- d) Would the proposed project result in the loss or degradation of any beneficial uses that have been designated for the water bodies that will be directly or indirectly affected by the project?
- e) What mitigation measures are being proposed to eliminate or compensate for the adverse effects identified in (a) through (d) above?



Permits

There are six potential permits or approvals that might be needed from the Regional Quality Control Board during the life of a project. Additional information on these permits is provided to assist you in determining the permits that may be required for the proposed project; as well as to encourage project design modifications that may assist in obtaining all needed permits from the RWQCB or SWRCB.

During the construction and development phases of a project, the project could be subject to any one or more of four types of RWQCB permits or approvals. These include: (1) the Statewide National Pollutant Discharge Elimination System (NPDES) General Construction Activity Storm Water Permit, (2) the Clean Water Act 401 water quality Certification, (3) General Dewatering Permit, and (4) Dredging Permit. Upon completion of construction, and throughout the project's operational life, the project may be also subject to one or both of the following two types of RWQCB permits: (1) NPDES permit for any point source discharge of wastes to surface waters; and (2) State Waste Discharge Requirements (WDRs) for any waste discharge to land. Examples of discharges to land requiring WDRs include landfills, reclaimed water discharges from sewage treatment plants for irrigation purposes, sand and gravel operations, and animal confinement facilities.

Water quality degradation is regulated by the Federal National Pollutant Discharge Elimination System (NPDES) Program, established by the Clean Water Act, which controls and reduces pollutants to water bodies from point and non-point discharges. In California, the program is administered by the California Regional Water Quality Control Boards. The Regional Board issues NPDES permits for discharges to water bodies in the San Diego area, including Municipal (area- or county-wide) Storm Water Discharge Permits.

Construction SWPPP

Projects disturbing more than five acres of land during construction must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Construction Activity. This can be accomplished by filing a Notice of Intent (NOI). The project sponsor must propose and implement control measures that are consistent with this State Construction Storm Water General Permit, and with recommendations and policies of the local agency and the RWQCB.

Industrial SWPPP

Projects that include facilities with discharges of Storm Water Associated with Industrial Activity must be covered under the State NPDES General Permit for Discharges of Storm Water Associated with Industrial Activity. This may be accomplished by filing a Notice of Intent. The project sponsor must propose control measures that are consistent with this, and with recommendations and policies of the local agency and the RWQCB. In a few cases, the project sponsor may apply for (or the RWQCB may require) issuance of an individual (industry- or facility-specific) permit.

Municipal SWPPP

The RWQCB's San Diego Urban Runoff Municipal Permit requires San Diego area municipalities to develop and implement Storm Water Management Plans (SWMPs) The SWMPs must include a program for implementing new development and construction site storm water quality controls. The objective of this component is to ensure that appropriate measures to control pollutants from new development are: considered during the planning phase, before construction begins; implemented during the construction phase; and maintained after construction, throughout the life of the project.

Water Quality Certification

The RWQCB must certify that any permit issued by the U.S. Army Corps of Engineers pursuant to Section 404 of the Clean Water Act (covering, dredging, or filling of wetlands) complies with state water quality standards. Section 401 Water Quality Certification, or waiver, is necessary for all 404 Nationwide Permits, reporting and non-reporting, as well as individual permits.

Wetlands enhance water quality through such natural functions as flood and erosion control, stream bank stabilization, and filtration and purification of contaminants. Wetlands also provide critical habitats for hundreds of species of fish, birds, and other wildlife; offer open space; and provide many recreational opportunities. Adverse Water quality impacts can occur in wetlands from construction of structures in waterways, dredging, filling, and, otherwise altering the drainage to wetlands.

All projects must be evaluated for the presence of jurisdictional wetlands. Destruction or impact to wetlands should be avoided. Water quality certification may be denied based on significant adverse impacts to "Waters of the State." The goals of the California Wetlands Conservation Policy, include ensuring "no overall net loss and achieving a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values." In the event wetland loss is unavoidable, mitigation will be preferably in-kind and on-site, with no net destruction of habitat value. Mitigation will preferably be completed prior to, or at least simultaneous to, the filling or other loss of existing wetlands.

Successful mitigation projects are complex tasks and difficult to achieve. This issue will be strongly considered during agency review of any proposed wetland fill. Wetland features or ponds created as mitigation for the loss of existing "jurisdictional wetlands" or "waters of the United States" cannot be used as storm water treatment controls.

CEQA requires monitoring of all mitigation efforts as a condition of project approval. Although monitoring programs are not required to be included in environmental documents, it is helpful to know what sort of mitigation monitoring the applicant intends to implement, and who will be accountable for seeing that any proposed mitigation's are successfully executed.

Project/ Site Planning

Evidence of filing for a NOI and development of a SWPPP should be a condition of development plan approval by all municipalities. Implementation of the SWPPP should be enforced during

construction via appropriate options such as citations, stop work orders, or withholding occupancy permits. Impacts identified should be avoided and minimized by developing and implementing the following.

The project should minimize impacts from project development by incorporating appropriate site planning concepts. This should be accomplished by designing and proposing site planning options as early in the project planning phases as possible. Appropriate site planning concepts to include, but are not limited to the following:

- Phase construction to limit areas and periods of impact.
- Minimize directly connected impervious areas.
- Preserve natural topography, existing drainage courses and existing vegetation.
- Locate construction and structures as far as possible from streams, wetlands, drainage areas, etc.
- Reduce paved area through cluster development, narrower streets, use of porous pavement and/or retaining natural surfaces.
- Minimize the use of gutters and curbs that concentrate and direct runoff to impermeable surfaces.
- Use existing vegetation and create new vegetated areas to promote infiltration.
- Design and lay out communities to reduce reliance on cars.
- Include, green areas for people to, walk their pets, thereby reducing build-up of bacteria, worms, viruses, nutrients, etc. in impermeable areas, or institute ordinances requiring owners to collect pets' excrement.
- Incorporate low-maintenance landscaping.
- Design and lay out streets and storm drain systems to facilitate easy maintenance and cleaning.
- Consider the need for runoff collection and treatment systems.
- Label storm drains to discourage dumping of pollutants into them.

Construction- Phase Management

Erosion Prevention

The project should minimize erosion and control sediment during and after construction. This should be done by developing and implementing an erosion control plan, or equivalent plan. This plan should be included in the SWPPP. The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the following:

- Limit access routes and stabilize access points.
- Stabilize denuded areas as soon as possible with seeding, mulching, or other effective methods.
- Protect adjacent properties with vegetative buffer strips, sediment barriers, or other effective methods.
- Delineate clearing limits, easements, setbacks, sensitive areas, vegetation and drainage courses by marking them in the field.
- Stabilize and prevent erosion from temporary conveyance channels and outlets.
- Use sediment controls and filtration to remove sediment from water generated by dewatering or collected on-site during construction. For large sites, stormwater settling basins will often be necessary.
- Schedule grading for the dry season (May-Sept.)

Chemical and Waste Management

The project should minimize impacts from chemicals and wastes used or generated during construction. This should be done by developing and implementing a plan or set of control measures. The plan or control measures should be included in the Storm Water Pollution Prevention Plan. The plan should specify all control measures that will be used or which are anticipated to be used, including, but not limited to, the following:

- Designate specific areas of the site, away from streams or storm drain inlets, for storage, preparation, and disposal of building materials, chemical products, and wastes.
- Store stockpiled materials and wastes under a roof or plastic sheeting.
- Store containers of paint, chemicals, solvents, and other hazardous materials stored in containers under cover during rainy periods.
- Berm around storage areas to prevent contact with runoff.
- Cover open Dumpsters securely with plastic sheeting, a tarp, or other cover during rainy periods.
- Designate specific areas of the site, away from streams or storm drain inlets, for auto and equipment parking and for routine vehicle and equipment maintenance.
- Routinely maintain all vehicles and heavy equipment to avoid leaks.



Winston H. Hickox
Secretary for
Environmental
Protection



Gray Davis
Governor

- Perform major maintenance, repair, and vehicle and equipment washing off-site, or in designated and controlled areas on-site.
- Collect used motor oil, radiator coolant or other fluids with drip pans or drop cloths. Store and label spent fluids carefully prior to recycling or proper disposal.
- Sweep up spilled dry materials (cement, mortar, fertilizers, etc.) immediately—do not use water to wash them away.
- Clean up liquid spills on paved or impermeable surfaces using "dry" cleanup methods (e.g., absorbent materials, cat litter, rags) and dispose of cleanup materials properly.
- Clean up spills on dirt areas by digging up and properly disposing of the soil.
- Keep paint removal wastes, fresh concrete, cement mortars, cleared vegetation, and demolition wastes out of gutters, streams, and storm drains by using proper containment and disposal.

We appreciate the opportunity to comment on the subject environmental document and look forward to your response. If you have any questions regarding our concerns or questions, please do not hesitate to contact me at (858) 467-2705 or at lemop@rb9.swrcb.ca.gov.

Sincerely,

Paul Lemons

August 18, 1999

**NOTICE OF PREPARATION
SUBSEQUENT ENVIRONMENTAL IMPACT REPORTS TO THE FINAL PROGRAM
ENVIRONMENTAL IMPACT REPORT OTAY RANCH
(CITY OF CHULA VISTA)**

The City of Chula Vista is the lead agency in the preparation of two (2) Subsequent Environmental Impact Reports (SEIRs) to the Final Program Environmental Impact Report Otay Ranch for the proposed actions: approval of General Plan Amendments (GPA), Otay Ranch General Development Plan (GDP) Amendments, Amendments to Otay Ranch Phase II Resources Management Plan, and adoption of Sectional Planning Area (SPA) Plans and Tentative Maps. An Approval of Amendments to the Otay Subregional Plan, Volume 2, is also included for the County of San Diego.

- **Village Six Sectional Planning Area Plan**
- **Village Seven Sectional Planning Area Plan**
- **Village Eleven Sectional Planning Area Plan**
- **Freeway Commercial (FC)Sectional Planning Area Plan**
- **Eastern Urban Center (EUC) Sectional Planning Area Plan**

This notice is issued pursuant to Section 15082 of the State CEQA Guidelines. It is intended to inform those persons and organizations that may be concerned with the environmental effects of the project. Those public agencies with specific statutory responsibilities are requested to indicate their specific role in the project approval process.

Because of the time limits mandated by State law, responses should be sent at the earliest possible date, but not later than 30 days after receipt of this notice. Please send your response to:

City of Chula Vista, Planning Department
Attn: Douglas D. Reid, Environmental Review Coordinator
276 Fourth Avenue
Chula Vista, CA 91910

ENVIRONMENTAL DOCUMENTS

The environmental documents will conform to the requirements of Section 15120 - 15131 of the California Environmental Quality Act (CEQA) Guidelines for the Implementation of CEQA and guidelines set forth by the City of Chula Vista for the determination of impacts. Each SEIR will contain a program level analysis of all issues relevant to approvals of each Sectional Planning Area Plan of the approximately 1,855-acre Otay Ranch property. One SEIR will discuss Villages 6 and 7, as well as the FC and EUC in Planning Area 12, while the second SEIR will be devoted to Village 11.

As part of the environmental review process, a study of land use including urban design and community character, traffic/circulation/regional transportation, public services, hydrology/flood control, noise, population/housing/employment, agricultural lands, water quality, geology/soils, public safety, air quality, visual aesthetics/glare, cultural resources, and biological resources will be conducted. Additional issues may also be identified.

PROJECT LOCATION

The projects consist of four sites being planned by McMillin Land Development, known respectively as Villages 6, 7, and the FC and EUC in Planning Area 12 SPAs, and a fifth site, known as Village 11, being planned by New Millennium. These projects are all located in Otay Ranch.

- Village Six is comprised of approximately 365 acres located in the central portion of the Otay Valley Parcel, south of Olympic Parkway, east of the extension of La Media Road and west of SR-125.
- Village Seven is comprised of approximately 412 acres located south of Village 6, east of Wolf Canyon and north of Rock Mountain Road. It is within the interior of the Otay Valley Parcel, surrounded by Villages Six, Eight, Four and the Eastern Urban Center to the east.
- The FC portion of Planning Area 12 SPA is located in the northeastern portion of the Otay Valley parcel. It is comprised of approximately 160 acres, located east of the proposed alignment of SR-125, south of the alignment for Olympic Parkway and north of the proposed alignment of Birch Road. The proposed alignment of the southern extension of EastLake Parkway forms the easterly boundary.
- The Eastern Urban Center (EUC) of Planning Area Twelve SPA is approximately 439 acres, located in the center of the Otay Valley Parcel. SR-125 forms the western boundary of the EUC, Birch Road the northern boundary, Rock Mountain Road the southern boundary, and EastLake Parkway the eastern boundary.

- Village Eleven is comprised of a 479.3-acre site located within the Otay Valley Parcel to the east of Planning Area 12 and the Eastern Urban Center, and to the north of Villages 9 and 10. EastLake Parkway and Olympic Parkway serve as the northern boundary of the project and Salt Creek is to the east.

PROJECT DESCRIPTION

These projects will allow the development of the five planning areas of the Otay Ranch in accordance with the Otay Ranch General Development Plan (GDP) of the City of Chula Vista.

- The Village Six project includes amendment of the Otay Ranch General Development Plan/Chula Vista General Plan, preparation and adoption of all SPA level documents required to implement the Otay Ranch GDP for the Village Six SPA, and subsequent actions including subdivision mapping and issuance of permits for development. The Village Core includes a mixed use setting with residential and commercial uses, public and community purpose facilities, a transit stop, an elementary school, 98 single-family residential units, 106 multi-family units, a town square/village green focal point, and neighborhood parks. In addition, there will be a 50-acre private high school site in the southeastern portion of the village, which is not addressed in the adopted GDP.
- The proposed project for Village Seven includes amendment of the Otay Ranch GDP/Chula Vista General Plan, preparation and adoption of all SPA level documents required to implement the Otay Ranch GDP for the Village Seven SPA, and subsequent actions including subdivision mapping, issuance of permits for development, and realignment of SR-125. The Village Core will provide a mixed use setting with residential and commercial uses, public and community purpose facilities, a transit stop, an elementary school and middle school, 96 single-family residential units and 37 multi-family units, a town square/village green/main street focal point and a neighborhood park.
- The Freeway Commercial area is in the northern portion of Planning Area Twelve SPA of the Otay Ranch GDP. This project includes amendment of the Otay Ranch GDP/Chula Vista General Plan, preparation and adoption of all SPA level documents required to implement the amended GDP for the Freeway Commercial SPA, and subsequent actions including subdivision mapping and issuance of permits for development. Permitted uses, consistent with the commercial types identified in the GDP will be defined in the Planned Community District Regulations prepared as a part of the SPA Plan package. A park-and-ride use is shown as a floating designation within the FC-1 parcel, adjacent to the trolley station. Realignment of EastLake Parkway will add approximately 54 acres to the FC area.
- The Eastern Urban Center SPA is in the southern portion of Planning Area Twelve. This project includes amendment of the Otay Ranch GDP/Chula Vista General Plan. This project

will address land uses, intensity and development standards, public facilities, design criteria, circulation, parks and recreation and open space for the EUC. This project includes a realignment of EastLake Parkway to allow it to extend as far south as Rock Mountain Road, as well as a realignment of SR-125 and Hunt Parkway. These realignments affect village/planning area boundaries. The EUC is an urban center which will be a viable and intense mixture of uses that will act as a magnetic downtown, which will contain between 1,000 and 2,500 multi-family high density residential units; a regional shopping complex, multi-use cultural arts facility, regional purpose facilities, a neighborhood park, a business park and office space, visitor commercial, light rail transit station, an elementary school, a community park and urban open space corridor, a central library and civic centers and affordable housing.

- The Village Eleven project includes amendment of the Otay Ranch General Development Plan/Chula Vista General Plan, preparation and adoption of all SPA level documents required to implement the Otay Ranch GDP for the Village Eleven SPA, and subsequent actions including subdivision mapping and issuance of permits for development. Village Eleven is an Urban Village planned for transit-oriented development with higher densities and mixed uses in the Village Core. The proposed SPA provides for 1,377 single family residential units, 1,013 multi-family units, a neighborhood park, town square and three pedestrian parks totaling 13 acres, an elementary school and junior high school totaling 35 acres, 57.1 acres of open space, and 60.1 acres of streets.

POTENTIAL ENVIRONMENTAL IMPACTS

In accordance with CEQA, the SEIRs for the Otay Ranch SPA Plans will evaluate the potential environmental impacts associated with the approval of these actions. The SEIRs will recommend measures to mitigate any significant impacts that will result from implementation of each proposed SPA Plan as proposed in the conceptual land use plan. All impacts, mitigation and recommendations relative to the conceptual land use plan will be addressed at a program level.

The City of Chula Vista has determined that the following issues must be discussed in the SEIRs for their relevance to development of the "project area" and in particular the Otay Ranch SPA project sites. These include:

Land Use/Urban Design/Community Character: The SEIRs will provide a description of existing conditions. Special focus will be placed on avoidance of conflicting land uses both internal and external to the plan area. Potential land use issues include compatibility with adjacent uses. Mitigation for potential impacts will include design guidelines to be incorporated into the SPA Plan.

Traffic/Circulation/Regional Transportation: The traffic analysis will focus on project trip distribution, the need for circulation improvements and the future location of the SR 125, and

cumulative impacts. The report will coordinate the issues of the City of Chula Vista, County of San Diego, and Caltrans.

Public Services/Utilities: An analysis of both capacity and infrastructure requirements for school, fire, police, emergency medical/hospital, water, sewer, electrical, telecommunication, and library services will be provided for the requested actions. Mitigation measures will be developed as necessary to mitigate significant public service impacts.

Air Quality: Existing conditions and potential impacts to regional air quality will be analyzed with relation to proposed uses within areas affected by the project. Development will be evaluated to determine the potential for "hot spots," or localized pollutants that will be introduced into the area. Mitigation measures will be developed as necessary to mitigate significant air quality impacts.

Hydrology/Flood Control: Existing conditions and potential impacts to regional flooding and water quality will be analyzed with relation to proposed uses within areas affected by the proposed project. Development will be evaluated to determine the potential for flooding or drainage problems, or for contaminants to be introduced into the drains. Mitigation measures will be developed as necessary to mitigate significant flooding and water quality impacts.

Noise: The dominant noise sources affecting the project site are expected to result from traffic. Noise impacts from existing and future roadways will be evaluated. Existing noise levels within the project area will be measured and evaluated with regard to the existing Noise Element of the General Plan and City Noise Ordinance standards. Mitigation measures involving setbacks and/or noise barriers will be developed as necessary to mitigate significant noise impacts.

Population/Housing/Employment: The proposed project will be reviewed to determine its consistency with the Otay Ranch General Development Plan and the City of Chula Vista Housing Element.

Water Quality: The EIR will address surface and groundwater quality within the project area. Potential impacts to water quality that could result from the project will be discussed. Mitigation measures will be identified and developed in order to mitigate the project's adverse impacts on water quality.

Geology/Soils: Soils and geotechnical issues will be identified for each project. Existing studies in both the City of San Diego, County of San Diego, and the Alquist-Priolo Special Studies Zone maps will be reviewed to determine the location of faults, seismic hazard areas, or issues of ground stability. A geotechnical investigation will be performed and incorporated into this report.

Visual/Aesthetics/Glare: Analysis will include a discussion of the existing visual environment and views available from the adjacent highways and properties with regard to the scenic quality for each project. A viewshed analysis will be prepared that identifies significant viewsheds within and

adjacent to the study area of each project and the extent to which these viewsheds will be impacted. Glare will be reviewed as it relates to airport landing and take-off activities. Based on this evaluation, mitigation measures will be recommended for inclusion in each project.

Biological Resources: Biological review will focus on sensitive biological habitats and avian species. Special attention will be paid to the presence or absence of any sensitive species, and coordination with the MSCP will be ensured. Where impacts are identified, mitigation measures will be recommended to reduce impacts.

Cumulative Impacts: The potential cumulative impacts associated with ~~the~~ each of these projects will be considered in conjunction with any other proposed or approved projects in this area.

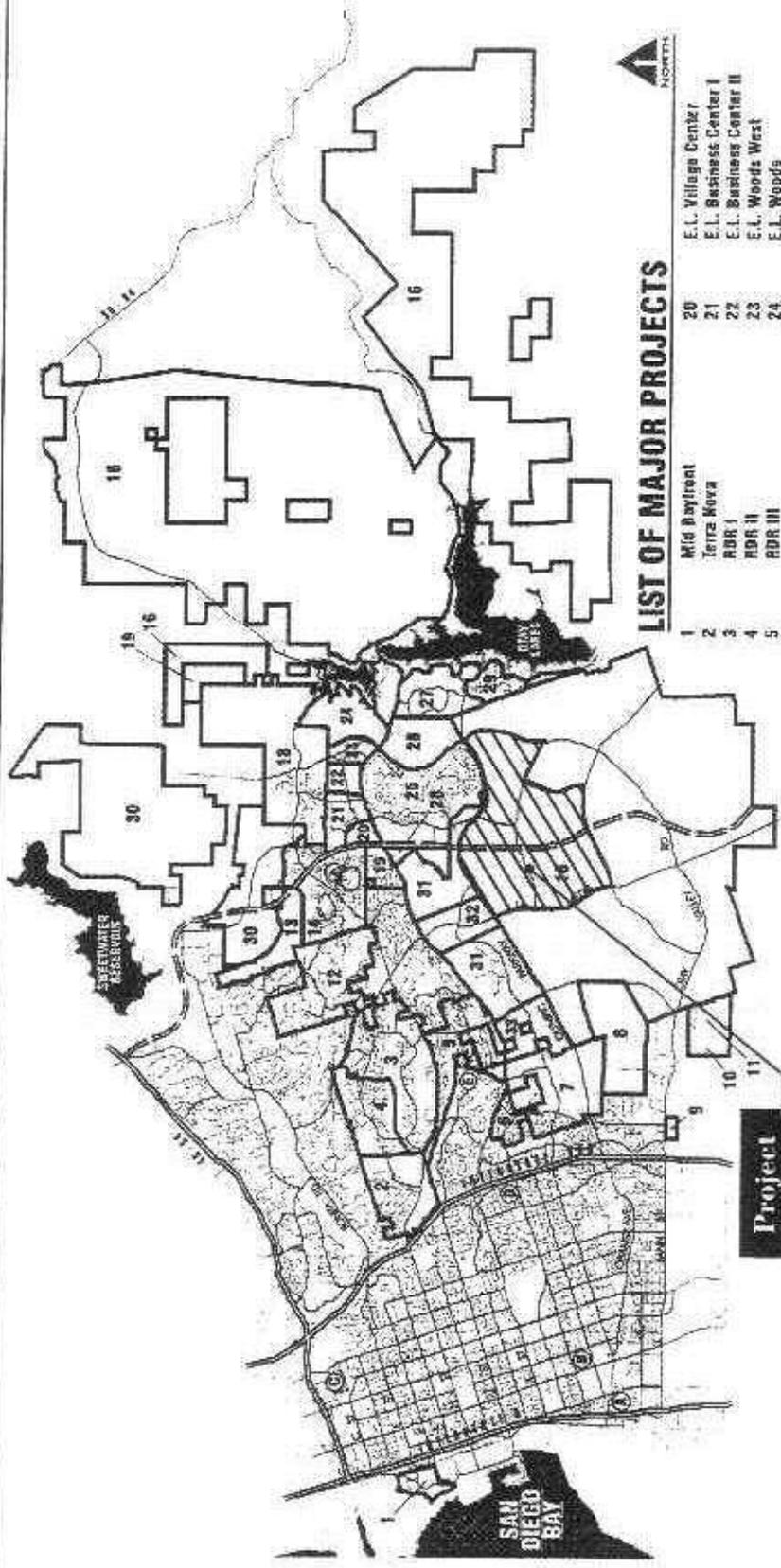
Alternative Analysis: Project alternatives, including a no project alternative and reduced design alternatives, will be presented and compared with each proposed project. Each alternative will eliminate or reduce one or more environmental impacts that have been determined to be significant. The SEIRs will include a selection of an environmentally preferred alternative.

**LIST OF AGENCIES, ORGANIZATIONS, AND
INDIVIDUALS TO RECEIVE THIS NOTICE OF PREPARATION**

<p>All Adjacent Property Owners Chula Vista Elementary School District Sweetwater Union High School District California Department of Fish & Game California Department of Water Resources California Highway Patrol CalTrans District 11 CalTrans – Division of Aero CalTrans – Planning CalTrans – Department of Transportation City of Chula Vista City Clerk City of Chula Vista City Manager City of Chula Vista Fire Department City of Chula Vista Police Department City of Chula Vista Public Works Department County of San Diego Air Pollution Control Department County of San Diego Department of Health County of San Diego Department of Planning and Land Use County of San Diego Public Works Department County of San Diego Sheriff/Coroner San Diego Association of Governments Pacific Bell Regional Water Quality Control Board San Diego Gas & Electric State of California, Department of Health, Noise Control State of California, SHPO U.S. Army Corps of Engineers U.S. Army Corps of Engineers – San Diego, CA U.S. Army Corps of Engineering – Environmental Resource Branch U.S. Department of Agriculture, Soil Conservation Service U.S. Fish & Wildlife Services City of San Diego County of San Diego City of National City Department of Boat & Waterways Department of Conservation State Lands Commission Division of Mines & Geology</p>	<p>Department of Housing & Community Development Environmental Health Services Endangered Habitats League State Headquarters of Fish & Game Bureau of Land Management California Department of Forest & Fire Protection – Sacramento, CA Flood Forecasting Branch California Department of Health Services State Department of Parks & Recreation Public Utilities Commission Native American Heritage Commission California Energy Commission California Waste Management Board Water Resources Control Board – Division of Water Quality Water Resources Control Board – Division of Clean Water Programs Water Resources Control Board – Division of Water Rights California Environmental Protection Agency Department of Food & Agriculture California Department of Forest & Fire Protection – El Cajon, CA California Department of Water Resources Division of Environmental Health Department of Health Land Resources Protection Unit California Highway Patrol Immigration & Naturalization Service Sierra Club – San Diego Chapter Sempra Energy County of San Diego Department of Environmental Health Otay Water District Metropolitan Transit Development Board San Diego Audubon Society Bureau of Land Management City of San Diego City Housing Commission County of San Diego Archaeological Society Chula Vista Star-News California Native Plant Society</p>
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County of San Diego Department of
Agriculture, Weights & Measures
County of San Diego Department of Parks &
Recreation
Rural Fire Protection District
County of San Diego Library
San Diego Union-Tribune
City of San Diego Property Department
South Bay Irrigation District
Regional Water Quality Control Board – San
Diego Region (9)
County of San Diego Water Authority
City of San Diego Clean Water Program
County of San Diego Hazardous Material Duty
Officer
Grossmont Union High School District
San Ysidro Elementary School District
Cajon Valley School District
Jamul/Dulzura School District
Southwestern College
Grossmont Community College District
Metropolitan Water District
Brown Field Operations Officer
Section AFS
FAA AFS
U.S. Border Patrol
State Office of Historic Preservation
State Department of Parks & Recreation
State Department of General Services
State Reclamation Board
State Air Resources Board
State Department of Water Resources
San Diego County Farm Bureau
U.S. Department of Agriculture – Soil
Conservation Service
San Diego County Department of Animal
Control
Valuations Office – State Board of Equalization





LIST OF MAJOR PROJECTS

1	Mid Bayfront	20	E.L. Village Center
2	Terra Nova	21	E.L. Business Center I
3	RDR I	22	E.L. Business Center II
4	RDR II	23	E.L. Woods West
5	RDR III	24	E.L. Woods
6	Rancho Del Sur	25	E.L. Greens
7	Sunbow	26	E.L. Trails
8	Olney Landfill	27	E.L. Vistas
9	Auto Park	28	E.L. Landview
10	Waterpark	29	Olympic Training Center
11	Deors Amphitheater	30	San Miguel Ranch
12	Bonita Long Canyon	31	Olney Ranch Development SPA I
13	Bonita Meadows	32	McMillin SPA I
14	Eastlake I	33	Olney Ranch SPA I West
15	Telegraph Canyon Estates	A	Trolley Terrace Townhomes
16	Olney Ranch (Duber)	B	Villa Dorada
17	Rancho La Cuesta	C	Vista Del Mar
18	Helling Hills Ranch	D	665 East Naples Street
19	Watson Land Company	E	Bella Havana

**Project Vicinity - Sectional Planning Area
Village 6, Village 7, Village 11, Planning Area 12,
and Eastern Urban Center**

Figure 2



CITY OF
CHULA VISTA
PLANNING DEPARTMENT



Not To Scale

**Mooney
& Associates**

DEPARTMENT OF TRANSPORTATION

DISTRICT 11

P.O. BOX 85406 - MS 65
SAN DIEGO, CA 92186-5408
(619) 688-6954
FAX: (619) 688-4299



September 22, 1999

11-SD-125 South

Mr. Douglas Reid
City of Chula Vista
Planning Department
276 Fourth Avenue
Chula Vista, CA 91910

Dear Mr. Reid:

NOP for Otay Ranch - SCH99081111

Caltrans District 11 comments are as follows:

- The proposed Otay Ranch project would create major traffic impacts to future portions of State Route 54 (SR-54). The Otay Ranch developer should contribute a "fair share" toward the costs of traffic mitigation measures on SR-54. A traffic impact study will be required for our review.
- The SR-125 South Project does not include the construction of any noise barriers for the Otay Ranch Development project. Any noise mitigation required because of highway noise will be the responsibility of the developer.
- Close coordination with Caltrans is encouraged during the Otay Ranch EIR development and design processes.
- Any work performed within Caltrans' right of way will require an encroachment permit. Additionally, Caltrans no longer maintains both the metric and imperial unit versions of the Standard Plans, Specifications, Special Provisions and manuals. Therefore, all plans as well as encroachment permit applications submitted to Caltrans must be stated in metric units. Information regarding encroachment permits may be obtained by contacting our Permits Office at 619.688.6158. Early coordination with our agency is strongly advised for all encroachment permits.

Or contact person for SR125 South is Laurie Berman, Project Manager at 619.688.3631.

Sincerely,

A handwritten signature in black ink that reads "Bill Figge".

BILL FIGGE, Chief
Planning Studies Branch

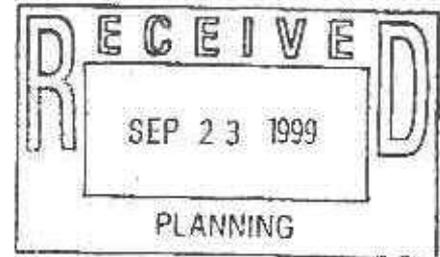
BF/LS:ds

DEPARTMENT OF FISH AND GAME

South Coast Region
4949 Viewridge Avenue
San Diego, California 92123
(8) 467-4201
(8) 467-4235 FAX



September 20, 1999



Douglas D. Reid
City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910

**Notice of Preparation of a Draft Environmental Impact Report for the
Villages 6, 7, 11, Freeway Commercial, Eastern Urban Center of Otay Ranch,
City of Chula Vista, San Diego County
(SCH#99081111)**

Dear Mr. Reid:

The Department of Fish and Game (Department) appreciates this opportunity to comment on the above-referenced project, relative to impacts to biological resources. To enable Department staff to adequately review and comment on the proposed project, we recommend the following information be included in the Draft Environmental Impact Report (DEIR):

1. A complete assessment of the flora and fauna within and adjacent to the project area, with particular emphasis upon identifying endangered, threatened, and locally unique species and sensitive habitats.
 - a. A thorough assessment of rare plants and rare natural communities, following the Department's May 1984 Guidelines (revised August 1997) for Assessing Impacts to Rare Plants and Rare Natural Communities (Attachment 1).
 - b. A complete assessment of sensitive fish, wildlife, reptile, and amphibian species. Seasonal variations in use of the project area should also be addressed. Focused species-specific surveys, conducted at the appropriate time of year and time of day when the sensitive species are active or otherwise identifiable, are required. Acceptable species-specific survey procedures should be developed in consultation with the Department and the U.S. Fish and Wildlife Service.
 - c. Rare, threatened, and endangered species to be addressed should include all those which meet the California Environmental Quality Act (CEQA) definition (see CEQA Guidelines, § 15380).

- d. The Department's California Natural Diversity Data Base in Sacramento should be contacted at (916) 327-5960 to obtain current information on any previously reported sensitive species and habitat, including Significant Natural Areas identified under Chapter 12 of the Fish and Game Code.
2. A thorough discussion of direct, indirect, and cumulative impacts expected to adversely affect biological resources, with specific measures to offset such impacts.
 - a. CEQA Guidelines, § 15125(a), direct that knowledge of the regional setting is critical to an assessment of environmental impacts and that special emphasis should be placed on resources that are rare or unique to the region.
 - b. Project impacts should be analyzed relative to their effects on off-site habitats. Specifically, this should include nearby public lands, open space, adjacent natural habitats, and riparian ecosystems. Impacts to and maintenance of wildlife corridor/movement areas, including access to undisturbed habitat in adjacent areas, should be fully evaluated and provided.
 - c. The zoning of areas for development projects or other uses that are nearby or adjacent to natural areas may inadvertently contribute to wildlife-human interactions. A discussion of possible conflicts and mitigation measures to reduce these conflicts should be included in the environmental document.
 - d. A cumulative effects analysis should be developed as described under CEQA Guidelines, § 15130. General and specific plans, as well as past, present, and anticipated future projects, should be analyzed relative to their impacts on similar plant communities and wildlife habitats.
 - e. If applicable, the document should include an analysis of the effect that the project may have on completion and implementation of regional and/or subregional conservation programs. Under § 2800-§ 2840 of the Fish and Game Code, the Department, through the Natural Communities Conservation Planning (NCCP) program, is coordinating with local jurisdictions, landowners, and the Federal Government to preserve local and regional biological diversity. Coastal sage scrub is the first natural community to be planned for under the NCCP program. The Department recommends that the lead agency ensure that the development of this and other proposed projects do not preclude long-term preserve planning options and that projects conform with other requirements of the NCCP program. Jurisdictions participating in the NCCP program should assess specific projects for

consistency with the NCCP Conservation Guidelines. Additionally, the jurisdictions should quantify and qualify: 1) the amount of coastal sage scrub within their boundaries; 2) the acreage of coastal sage scrub habitat removed by individual projects; and 3) any acreage set aside for mitigation. This information should be kept in an updated ledger system.

3. A range of alternatives should be analyzed to ensure that alternatives to the proposed project are fully considered and evaluated. A range of alternatives which avoid or otherwise minimize impacts to sensitive biological resources should be included. Specific alternative locations should also be evaluated in areas with lower resource sensitivity where appropriate.
 - a. Mitigation measures for project impacts to sensitive plants, animals, and habitats should emphasize evaluation and selection of alternatives which avoid or otherwise minimize project impacts. Off-site compensation for unavoidable impacts through acquisition and protection of high-quality habitat elsewhere should be addressed.
 - b. The Department considers Rare Natural Communities as threatened habitats having both regional and local significance. Thus, these communities should be fully avoided and otherwise protected from project-related impacts (Attachment 2).
 - c. The Department generally does not support the use of relocation, salvage, and/or transplantation as mitigation for impacts to rare, threatened, or endangered species. Department studies have shown that these efforts are experimental in nature and largely unsuccessful.
4. A California Endangered Species Act (CESA) Permit must be obtained, if the project has the potential to result in "take" of species of plants or animals listed under CESA, either during construction or over the life of the project. CESA Permits are issued to conserve, protect, enhance, and restore State-listed threatened or endangered species and their habitats. Early consultation is encouraged, as significant modification to a project and mitigation measures may be required in order to obtain a CESA Permit. Revisions to the Fish and Game Code, effective January 1998, may require that the Department issue a separate CEQA document for the issuance of a 2081 permit unless the project CEQA document addresses all project impacts to listed species and specifies a mitigation monitoring and reporting program that will meet the requirements of a 2081 permit. For these reasons, the following information is requested:
 - a. Biological mitigation monitoring and reporting proposals should be of sufficient

detail and resolution to satisfy the requirements for a CESA Permit.

- b. A Department-approved Mitigation Agreement and Mitigation Plan are required for plants listed as rare under the Native Plant Protection Act.
5. The Department has responsibility for wetland and riparian habitats and opposes any alteration of a natural watercourse that would result in a reduction of wetland acreage or wetland habitat values. Alterations include, but are not limited to: conversion to subsurface drains, placement of fill or building of structures within the wetland and channelization or removal of materials from the streambed. All wetlands and watercourses, whether intermittent or perennial, should be retained and provided with substantial setbacks which preserve the riparian and aquatic values and maintain their value to on-site and off-site wildlife populations. A formal wetland delineation following U.S. Army Corps of Engineers (ACE) protocol may also be necessary prior to any construction in wetland or riparian habitats. Results should be included in the EIR. Please note, however, that wetland and riparian habitats subject to the Department's authority may extend beyond the areas identified in the ACE delineation.
- a. The Department may require a Lake or Streambed Alteration Agreement, pursuant to Section 1600 *et seq.* of the Fish and Game Code, with the applicant prior to the applicant's commencement of any activity that will substantially divert or obstruct the natural flow or substantially change the bed, channel, or bank (which may include associated riparian resources) of a river, stream or lake, or use material from a streambed. The Department's issuance of a Lake or Streambed Alteration Agreement for a project that is subject to CEQA will require CEQA compliance actions by the Department as a responsible agency. The Department as a responsible agency under CEQA, may consider the local jurisdiction's (lead agency) Negative Declaration or EIR for the project. To minimize additional requirements by the Department pursuant to Section 1600 *et seq.* and/or under CEQA, the document should fully identify the potential impacts to the lake, stream or riparian resources and provide adequate avoidance, mitigation, monitoring and reporting commitments for issuance of the agreement. A Streambed Alteration Agreement form may be obtained by writing to The Department of Fish and Game, 330 Golden Shore Suite 50, Long Beach, California 90802 or by calling (562) 590-5880.

The Department holds regularly scheduled pre-project planning/early consultation meetings. To make an appointment, please call our office at (562) 590-5880.

Thank you for this opportunity to comment. Questions regarding this letter and further

Douglas D. Reid
September 20, 1999
Page 5

coordination on these issues should be directed to Warren Wong at (858) 467-4223.

Sincerely,



William E. Tippets
Habitat Conservation Supervisor

Attachments

cc: Department of Fish and Game
C.F. Raysbrook
San Diego

U.S. Fish and Wildlife Service
Carlsbad

U.S. Army Corps of Engineers
Los Angeles

State Clearinghouse
Sacramento

State of California
THE RESOURCES AGENCY
Department of Fish and Game
May 4, 1984
Revised August 15, 1997

GUIDELINES FOR ASSESSING THE EFFECTS OF PROPOSED
DEVELOPMENTS ON RARE, THREATENED, AND ENDANGERED PLANTS AND PLANT COMMUNITIES

The following recommendations are intended to help those who prepare and review environmental documents determine when a botanical survey is needed, who should be considered qualified to conduct such surveys, how field surveys should be conducted, and what information should be contained in the survey report. The Department may recommend that lead agencies not accept the results of surveys that are not conducted according to these guidelines.

Botanical surveys that are conducted to determine the environmental effects of a proposed development should be directed to all rare, threatened, and endangered plants and plant communities. Rare, threatened, and endangered plants are not necessarily limited to those species which have been "listed" by state and federal agencies but should include any species that, based on all available data, can be shown to be rare, threatened, and/or endangered under the following definitions:

A species, subspecies, or variety of plant is "endangered" when the prospects of its survival and reproduction are in immediate jeopardy from one or more causes, including loss of habitat, change in habitat, over-exploitation, predation, competition, or disease. A plant is "threatened" when it is likely to become endangered in the foreseeable future in the absence of protection measures. A plant is "rare" when, although not presently threatened with extinction, the species, subspecies, or variety is found in such small numbers throughout its range that it may be endangered if its environment worsens.

Rare plant communities are those communities that are of highly limited distribution. These communities may or may not contain rare, threatened, or endangered species. The most current version of the California Natural Diversity Data Base's Outline of Terrestrial Communities in California may be used as a guide to the names and status of communities.

It is appropriate to conduct a botanical field survey to determine if, or the extent that, rare, threatened, or endangered plants will be affected by a proposed project when:

- a. Based on an initial biological assessment, natural vegetation occurs on the site and it is unknown if rare, threatened, or endangered plants or habitats occur on the site; or
- b. Rare plants have historically been identified on the project site, but adequate information for impact assessment is lacking.

Botanical consultants should possess the following qualifications:

- a. Experience conducting floristic field surveys;
- b. Knowledge of plant taxonomy and plant ecology;
- c. Familiarity with the plants of the area, including rare, threatened, and endangered species; and
- d. Familiarity with the appropriate state and federal statutes related to plants and plant collecting.

Field surveys should be conducted in a manner that will locate any rare, threatened, or endangered species that may be present. Specifically, rare, threatened, or endangered plant surveys should be:

- a. Conducted in the field at the proper time of year when rare, threatened, or endangered species are both evident and identifiable. Usually, this is when the plants are flowering.

Additionally, field surveys should be conducted with sufficient number of visits spaced throughout the growing season to accomplish a floristic survey of the site (see 4.b.).

When rare, threatened, or endangered plants are known to occur in the type(s) of habitat present in the project area, nearby accessible occurrences of the plants (reference sites) should be observed to determine that the species are identifiable at the time of the survey.

- b. Floristic in nature. A complete species list should be included in every botanical survey report.
- c. Conducted in a manner that is consistent with conservation ethics. Collections of rare, threatened, or endangered species, or suspected rare, threatened, or endangered species (voucher specimens) should be made only when such actions would not jeopardize the continued existence of the population and in accordance with applicable state and federal permit requirements. A collecting permit from the Plant Conservation Program of DFG is required for collection of state-listed plant species. Voucher specimens should be deposited at recognized public herbaria for future reference. Photography should be used to document plant identification and habitat whenever possible, but especially when the population cannot withstand collection of voucher specimens.
- d. Conducted using systematic field techniques in all habitats of the site to ensure a thorough coverage of potential impact areas.
- e. Well documented. When a rare, threatened, or endangered plant (or rare plant community) is located, a California Native Species (or Community) Field Survey Form or equivalent written form, accompanied by a copy of the appropriate portion of a 7½ minute topographic map with the occurrence mapped, should be completed and submitted to the Natural Diversity Data Base.

5. Reports of botanical field surveys should be included in or with environmental assessments, negative declarations and mitigated negative declarations, EIR's, and EIS's, and should contain the following information:

- a. Project description, including a detailed map of the project location and study area.
- b. A written description of biological setting referencing the community nomenclature used and a vegetation map.
- c. Detailed description of survey methodology.
- d. Dates of field surveys and total person-hours spent on field surveys.
- e. Results of field survey (including detailed maps).
- f. An assessment of potential impacts.
- g. Discussion of the importance of rare, threatened, or endangered plant populations with consideration of nearby populations and total species distribution.
- h. Recommended measures to avoid impacts.
- i. List of all species occurring on the project site.
- j. Description of reference site(s) visited and phenological development of rare or endangered plant(s).
- k. Copies of all California Native Species Field Survey Forms or Natural Community Field Survey Forms.
- l. Name of field investigator(s).
- m. References cited, persons contacted, herbaria visited, and disposition of voucher specimens.

ATTACHMENT 2

Sensitivity of Top Priority Rare Natural Communities in Southern California*

Sensitivity rankings are determined by the Department of Fish and Game, California Natural Diversity Data Base and based on either number of known occurrences (locations) and/or amount of habitat remaining (acreage). The three rankings used for these top priority rare natural communities are as follows:

- Less than 6 known locations and/or on less than 2,000 acres of habitat remaining
- Occurs in 6-20 known locations and/or 2,000-10,000 acres of habitat remaining
- Occurs in 21-100 known locations and/or 10,000-50,000 acres of habitat remaining

The number to the right of the decimal point after the ranking refers to the degree of threat posed to that natural community regardless of the ranking. For example:

- S1.1 = very threatened
- S2.2 = threatened
- S3.3 = no current threats known

Sensitivity Rankings (February 1992)

nk

Community Name

- | | | |
|----|------------------------------------|-------------------------------------|
| .1 | Mojave Riparian Forest | Southern Dune Scrub |
| | Sonoran Cottonwood Willow Riparian | Southern Coastal Bluff Scrub |
| | Mesquite Bosque | Maritime Succulent Scrub |
| | Elephant Tree Woodland | Riversidean Alluvial Fan Sage Scrub |
| | Crucifixion Thorn Woodland | Southern Maritime Chaparral |
| | Allthorn Woodland | Valley Needlegrass Grassland |
| | Arizonan Woodland | Great Basin Grassland |
| | Southern California Walnut Forest | Mojave Desert Grassland |
| | Mainland Cherry Forest | Pebble Plains |
| | Southern Bishop Pine Forest | Southern Sedge Bog |
| | Torrey Pine Forest | Cismontane Alkali Marsh |
| | Desert Mountain White Fir Forest | |

Sensitivity Rankings (Cont.)

Community Name

- ..2 Southern Poredunes
Mono Pumice Flat
Southern Interior Basalt Fl. Vernal Pool
- 1.1 Venturan Coastal Sage Scrub
Diegan Coastal Sage Scrub
Riversidean Upland Coastal Sage Scrub
Riversidean Desert Sage Scrub
Sagebrush Steppe
Desert Sink Scrub
Mafic Southern Mixed Chaparral
San Diego Mesa Hardpan Vernal P.
San Diego Mesa Claypan Vernal P.
Alkali Meadow
Southern Coastal Salt Marsh
Coastal Brackish Marsh
Transmontane Alkali Marsh
- Coastal and Valley Freshwater Marsh
S. Arroya Willow Riparian Forest
- Southern Willow Scrub
- Modoc-G.Bas. Cottonwood Willow Rip.
Modoc-Great Basin Riparian Scrub
Mojave Desert Wash Scrub
Engelmann Oak Woodland
Open Engelmann Oak Woodland
Closed Engelmann Oak Woodland
Island Oak Woodland
California Walnut Woodland
Island Ironwood Forest
Island Cherry Forest
S. Interior Cypress Forest
Bigcone Spruce-Canyon Oak Forest
- S2.2 Active Coastal Dunes
Active Desert Dunes
Stab. and Part. Stab. Desert Dunes
Stab. and Part. Stab. Desert Sandfield
Mojave Mixed Steppe
Transmontane Freshwater Marsh
Coulter Pine Forest
S. California Fellfield
White Mountains Fellfield
- S2.3 Bristlecone Pine Forest
Limber Pine Forest

GARY L. PRYOR
DIRECTOR
(619) 694-2952



County of San Diego

DEPARTMENT OF PLANNING AND LAND USE

5201 RUFFIN ROAD, SUITE B, SAN DIEGO, CALIFORNIA 92123-1666
INFORMATION (619) 694-2960

SAN MARCOS OFFICE
338 VIA VERA CRUZ - SUITE 201
SAN MARCOS, CA 92069-2620
(760) 471-0730

EL CAJON OFFICE
200 EAST MAIN ST. - SIXTH FLOOR
EL CAJON, CA 92020-3912
(619) 441-4030



September 16, 1999

Douglas D. Reid, Environmental Review Coordinator
City of Chula Vista Planning Department
276 Fourth Avenue
Chula Vista, CA 91910

RE: NOTICE OF PREPARATION, SEIRs to the FINAL PROGRAM EIR on OTAY RANCH

Dear Mr. Reid:

Thank you for the opportunity to comment on this Notice of Preparation. Our comments follow. A key issue to us is whether you are requesting us to act as a responsible agency (Comment 1). If so, please indicate that status in future documentation on these cases.

1. Page 1 – Paragraph 1, last sentence. This states that an approval of amendments is also included for the County of San Diego. Any subsequent documentation on these proposals, including the Supplemental EIRs, should recognize the County as a responsible agency.
2. Page 2 – General Comment. Why are two SEIRs being prepared? What distinguishes Village 11 from Villages 6 and 7, the FC and the EUC to such an extent that two SEIRs are required? We suggest that the two EIRs be combined in a single document. Preparation and review would be more efficient, and it would seem to comply more closely to the intent of CEQA.
3. Page 3 – Project Description, various paragraphs. The 2nd and 5th bullets do not state what GDP amendments are being undertaken, and the other bullets indicated some amendments but do not identify them as the only amendments. In short, a listing of all proposed amendments should be included. You need to provide a better idea of what's being proposed and why the amendments are necessary.
4. In general, the Project Description is vague. It states that the project includes "subsequent actions including subdivision mapping", but does not offer any details on the subdivisions, such as density, minimum parcel sizes, etc. If the

subsequent actions are to have their own environmental review, that fact should be stated early in the discussion.

5. Page 4 – Land Use. A plan-to-plan analysis does not appear to be proposed. Given that the Otay Ranch Plan is based upon an overall vision, a plan to plan analysis should be included.
6. Pages 4 to 6 Potential Environmental Impacts. The NOP doesn't explicitly say that the project may cause significant impacts to the listed resources and topics. Also, the specific impacts under each topic are not always clear. We wish to be sent a copy of the Initial Study to aid in our understanding of potential impacts.
7. Pages 4 to 5 Traffic/Circulation/Regional Transportation. A near term and near term plus cumulative traffic analysis should be completed for each project phase scenario. Development of nearby projects, such as San Miguel Ranch, Eastlake and the expansion of the Brown field Airport should be included in the traffic analysis. The scope of the traffic analysis should include roads located within the unincorporated area such as Corral Canyon Road, Proctor Valley Road, Bonita Road, Central Avenue, and Sweetwater Road, Worthington Road and Jamacha Boulevard. The timely completion of the SR 125 highway will be critical to accommodating the traffic generated by the proposed project. The project phasing for the Otay Ranch projects should be coordinated with the construction of SR 125 as well as other road improvements within the area.
8. Page 5 – Public Services/Utilities. Solid waste should be analyzed along with any programs that will assist the city in continuing to meet AB939 mandates.
9. Page 5 – Visual. Analysis of the visual impacts of the Otay Landfill expansion, if any, should be included.
10. Attached Figures – Various. The figures carry a note stating, "Acres indicated on this table are subject to refinement without SPA amendment at the subdivision level." This leaves the maps vague and they therefore cannot assist in determining what the project actually is because the densities for a given area, as well as the overall density, could change. Please indicate how much "refinement" will be considered to represent a substantive change in development, therefore requiring supplemental environmental analysis.
11. Figure 7, Site Utilization Plan for the Eastern Urban Center. The figure provides a listing of anticipated future acres by land use category is provided, but the proposed future geographic locations of each use are not delineated. Note 2 says that "Future Eastern Urban Center will have more specific land use delineated in the future." Be more specific about when this specific delineation will occur.

Please continue to notify us of any further action on the project, including public hearings. We request to be sent five copies of any additional environmental documents prepared regarding this project. If you have any specific questions, please call Ralph Kingery, Environmental Management Specialist at (858) 694-3685, or Robert Forsythe, Associate Planner, at (858) 694-3856.

Sincerely,



GARY L. PRYOR, Director
Department of Planning and Land Use

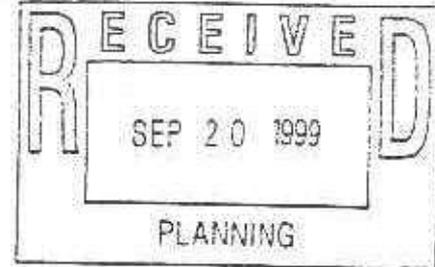
GLP:RCK / RF / RG

cc: Robert Copper, DCAO, M.S. A6
Robert Asher, DPLU, M.S. O650
Robert Goralka, DPW, M.S. O336
Robert Forsythe, DPLU, M.S. O650
Ralph Kingery, DPLU, M.S. O650



THE CITY OF SAN DIEGO

September 16, 1999



Mr. Douglas D. Reid
c/o Environmental Review Coordinator
City of Chula Vista Planning Department
276 Fourth Avenue
Chula Vista, CA 91910

SUBJECT: LETTER OF COMMENT ON THE NOTICE OF PREPARATION FOR THE
SUBSEQUENT ENVIRONMENTAL IMPACT REPORTS TO THE FINAL
PROGRAM ENVIRONMENTAL IMPACT REPORT OTAY RANCH (LDR
No. 99-15)

Dear Mr. Reid:

Thank you for the opportunity to comment on the subsequent EIR for Otay Ranch. The City of San Diego has reviewed the above-referenced EIR and offers the following comments related to the transportation section of the EIR:

Transportation

1. The transportation/circulation section should include specific discussion of the additional trips expected to be generated by the proposed project, and discussion of the trip distribution and trip assignment assumption. Similarly, this information should be provided for Alternatives A, B and C in the project alternatives section.
2. The transportation/circulation section of the EIR should include evaluation of project impact on roadway segments and intersections in the City of San Diego. The following roadway segments and intersections should be analyzed under all scenarios (existing, year 2000 without SR-125, year 2005 without SR-125, year 2005 with SR-125, year 2010 with SR-125 and buildout with SR-125) using the City of San Diego's significance threshold:

Roadway segments:

- Otay Valley Road (Olympic Parkway to Otay Mesa Road);
- La Media Road (Birch Parkway to Otay Mesa Road, including future river crossing);

Development Services

Development Services Center • 1222 First Avenue, MS 501 • San Diego, CA 92101-4155

Tel (619) 236-6460



Douglas D. Reid
September 16, 1999
Page 2

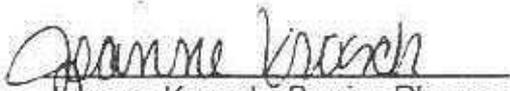
- Alta Road (Birch Parkway to Otay Mesa Road, including future river crossing);
- Otay Mesa Road (Otay Valley Road to La Media Road);
- Otay Mesa Road (La Media Road to Alta Road); and
- Otay Mesa Road (SR-905 to Alta Road).

Intersections:

- Otay Valley Road/Heritage Road;
- Otay Mesa Road/Heritage Road; and
- Otay Mesa Road/La Media Road.

Other than the transportation issues referenced above, the City of San Diego concurs with the issues identified in the Notice of Preparation. If there are any questions, please feel free to contact me at (619) 236-6301.

Sincerely,



Jeanne Krosch, Senior Planner
Planning and Development Review Department

JK:cwj

cc: Stephen Haase, MS 501
Ali Sabouri, MS 501
Jamal Kanj, MS 9A
EAS file



THE CITY OF SAN DIEGO

September 1, 1999



Mr. Doug Reid
Environmental Review Coordinator
City of Chula Vista, Planning Department
276 Fourth Avenue
Chula Vista, CA 91910

Dear Mr. Reid:

Subject: Notice of Preparation for Subsequent Environmental Impact Reports to the Final Program Environmental Impact Report Otay Ranch

The City of San Diego Water Department has reviewed the Notice of Preparation (NOP) for "Subsequent Environmental Impact Reports to the Final Program Environmental Impact Report Otay Ranch." The proposed actions include: approval of General Plan Amendments, Otay Ranch General Development Plan Amendments, Amendments to Otay Ranch Phase II Resources Management Plan, and adoption of Sectional Planning Area Plans and Tentative Maps.

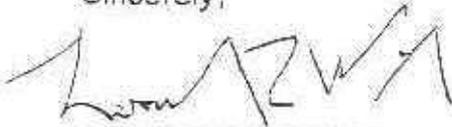
Potentially significant environmental effects described in the NOP include public services/utilities. Accordingly, the EIR should contain an analysis of the proposed project's potential effect on the City of San Diego's Otay Second Pipeline. The approximate pipeline alignment is shown on the enclosed figure. Since the 1920s the City has operated this 19.2 mile, 40-inch diameter welded steel pipeline across Otay Ranch between University Heights Reservoir and the Otay Water Treatment Plant (WTP). The pipeline is currently operated as a critical interconnect between the Alvarado and Otay WTP systems.



Page 2
Mr. Doug Reid
September 1, 1999

Please contact me at 533-4287 or Dan Conaty at 533-5248 if you have any questions regarding this matter.

Sincerely,

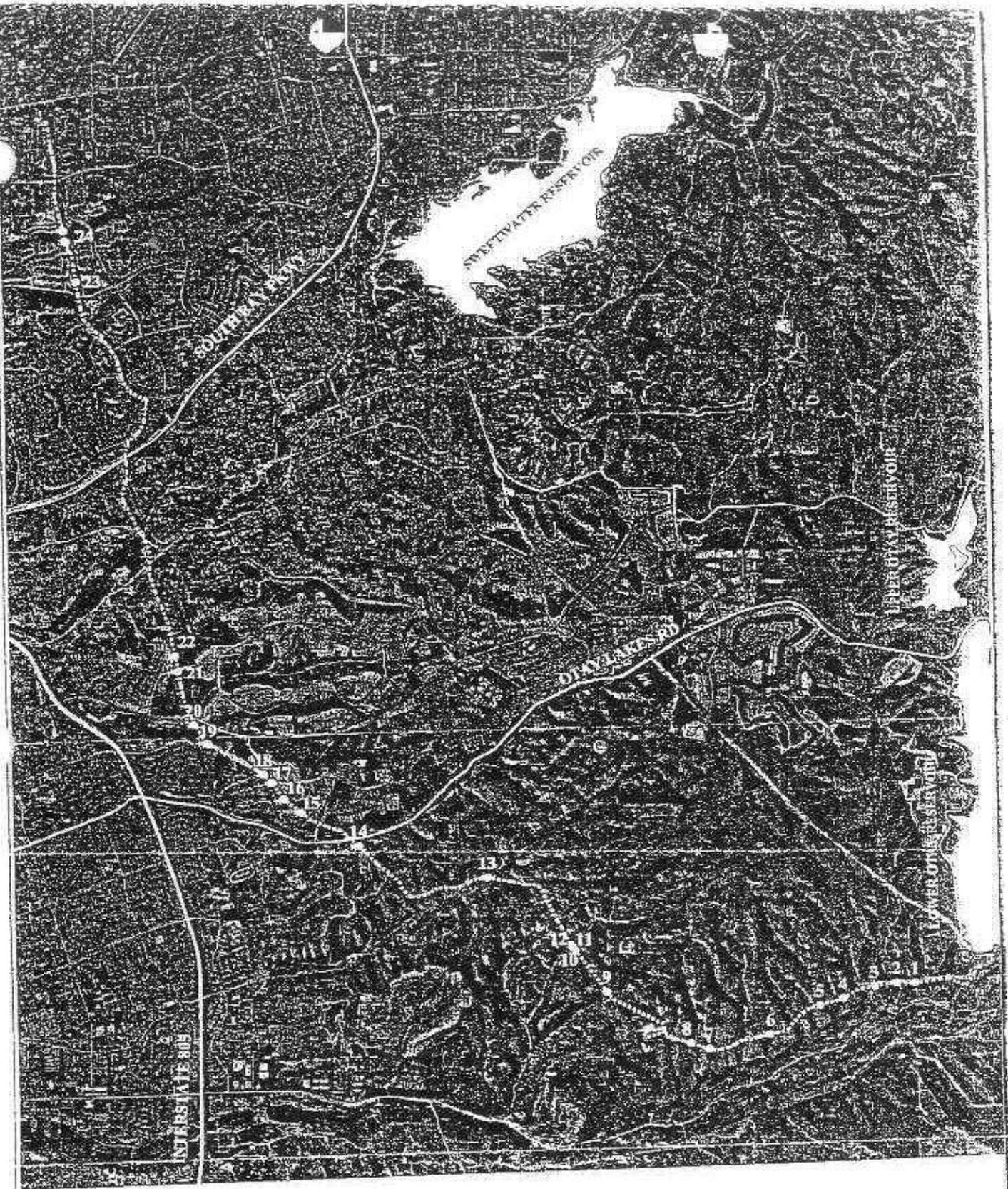


LEONARD L. WILSON
Senior Civil Engineer
Water Policy, CIP Finance and Planning Division

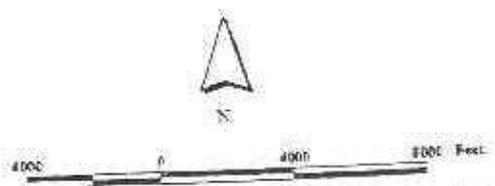
DC/hg

Enclosure

cc: Marsi Steirer, Deputy Director, Water Policy, CIP Finance and Planning Division
Nick Kanetis, Deputy Director, CIP Program Management Division
Mike Conner, Senior Engineer, CIP Program Management Division
Shahin Moshref, Senior Civil Engineer, Land Development Review Division
Dan Conaty, Permit Coordinator, Water Policy, Finance and Planning Division



- Test Excavation Points
- Otay Second Pipeline
- USGS 100' Contours
- == Freeway
- == Major Arterial Road
- == Road
- USGS QUAD Boundary



City of San Diego Water Department - Phase I OCS Survey for Otay Second Pipeline Corrosion Study
 Study Area and Excavation Test Point Map

FIGURE
2

ERRATA**FINAL SECOND TIER EIR FOR THE VILLAGE SIX SECTIONAL PLANNING
AREA PLAN – EIR 98-01**

At the January 9, 2002 Planning Commission hearing on Final EIR 98-01, the Planning Commission recommended further clarification regarding traffic Mitigation Measure 5.10-7. The revised mitigation is provided below.

Mitigation 5.10-7

Prior to the construction of SR-125, the City shall stop issuing new building permits for Village Six when the City, in its sole discretion, determines either:

- a) Building permits for a total of 9,429 dwelling units have been issued for projects east of I-805, or
- b) An alternative measure is selected by the City in accordance with the City of Chula Vista Growth Management Ordinance.

The start date for counting the 9,429 dwelling units is January 1, 2000. Notwithstanding the foregoing, the City may issue building permits if the City Council decides in its sole discretion that either: the circulation system has additional capacity without exceeding the GMOC traffic threshold standards based upon traffic studies approved by the City Engineer ~~demonstrate, to the satisfaction of the City Engineer, that the circulation system has additional capacity without exceeding the GMOC traffic threshold standards;~~ other improvements are constructed which provide additional necessary capacity; or the City selects an alternative method of implementing the GMOC standards.



Memorandum

Department of Planning and Building

Date: May 22, 2003
To: Martin Miller, Associate Planner
From: Maria C. Muett, Associate Planner
Via: Marisa Lundstedt, Environmental Projects Manager 
Subject: PCM-03-37 – Otay Ranch Village 6, Neighborhood R-9d (Oakwood)
SPA Amendment/49 duplex units

The proposed project is located at Mount Bullion Drive on 20.8-acres. The proposed project requires a Spa amendment to allow the shifting of 25 units from Village 6 Neighborhood R-9b into Neighborhood R-9a, creating a new 4.3-acre within the R-9a boundary identified as Neighborhood R-9d. The overall unit counts remain the same as identified in the Otay Ranch Village Six Sectional Planning Area (SPA) Plan, Tentative Map and Final Second Tier Environmental Impact Report EIR 98-01 and addendum. Based on the information provided, it has been determined that the proposed Otay Ranch Village Six, Neighborhood R-9d is adequately covered in the Otay Ranch Village Six Sectional Planning Area (SPA) Final Second Tier Environmental Impact Report (EIR 98-01) and addendum dated March 7, 2002. The proposed project has been reviewed for compliance with CEQA.

In accordance with the Otay Ranch Village Six SPA Plan and Tentative Map, conditions of approval, transfer of dwelling units from one neighborhood to another within the Village Six SPA limits may be processed administratively if the proposal meet all of the following criteria; a) the proposed unit count for all parcels remains within the density range(s) indicated in the General Development Plan for the land use category in which the subject neighborhoods fall; b) the proposed project types are consistent with those listed for each parcel on the Site Utilization Plan; and c) the GDP or SPA total number of dwelling units is not exceeded, whichever is more restrictive. The SPA Amendment proposal does meet the aforementioned criteria and therefore, is subject to discretionary review by the Zoning Administrator.

The project applicant must provide verification how applicable mitigation measures have been met. This documentation must be provided to the Environmental Review Coordinator at times indicated below.

The following environmental impact statement should be used for the Agenda Statement:

The Environmental Review Coordinator has reviewed the proposed project for compliance with the California Environmental Quality Act and has determined that the proposed project was adequately covered in previously adopted Otay Ranch Village Six SPA Final Second Tier Environmental Impact Report (EIR-98-01) and addendum dated March 7, 2002. Thus, no further environmental review or documentation is necessary.

The following statement should be used as an environmental condition of approval:

The applicant shall implement to the satisfaction of the Director of Planning and Building and the City Engineer all pertinent mitigation measures identified in the Otay Ranch Village Six SPA Final Second Tier Environmental Impact Report (EIR-98-01), addendum dated March 7, 2002 and Mitigation Monitoring and Reporting Program.

If you have any questions or concerns regarding the environmental process please feel free to contact Marisa Lundstedt, Environmental Projects Manager, at x5922.

cc: Marilyn Pongeggi, Environmental Review Coordinator
Rick Rosaler, Principal Planner

J:\Planning\MARIA\MEMOS\PCM-03-37OtayVill6N9dspaamend.doc